



THE CONNECTICUT MARINE MODEL SOCIETY

www.ctshipmodels.org

☼ CMMS NEWSLETTER ☼ JUNE, 2014

A Message From Our Captain

Continuing on with my thoughts of last month's theme of why we build model ships... in addition to being fun, I think we have inquiring minds. We want to know the reasons why, we want to know the tough choices our ancestors faced, how they chose one option over others, how they overcame adversities.

By studying the history of a particular ship, we become ever more aware of those choices, of how others overcame the challenges they faced. Through



this process of learning, we gain an insight into the character of the people who built and sailed those ships, of their fortitude and how they resolved their challenges.

Yes, building model ships is heavily weighted toward the technical side because we are creating a model of the real ship, so we often study the building practices, but our



—continued Page 2



models are part the big picture, a part of the history of our ancestors who built them, who fought in them and who sailed them.

So our activities in creating these beautiful models and sharing what we learned with each other during our meetings generates more enthusiasm and a wider understanding of their history, our history. For me, this sharing keeps me enthused, and challenges me to improve my

skills and knowledge, especially in areas I have not yet explored.

Which brings me back to the idea of mentoring someone. If we are enthused, then why not enthuse someone else? Our club (and other clubs) is a tremendous way of exchanging information, of keeping each other engaged and of keeping the model building activity enjoyable for generations to come.

Have you enthused someone lately?



Duff
President, CMMS

THE SECRETARY'S REPORT, june 14, 2014

Peter's Report on the current status of our treasury was stamped "classified." Everyone was sworn to silence (*even though the 20 of us present know exactly the status. So there is no sense to keep it a secret is there?*). Ok, we have "\$XXX" Don't tell anybody!

Here are other meeting highlights:

The Chairman of the Board of Directors of the **Custom House Museum** (New London) has inherited a number of model kits of many types and has bequeathed them to the Museum. There is a small budget, but basically he is looking for interested pro bono model builders to complete them for possible display in the Museum. Be warned – not all at the Museum are totally behind this project. See Duff and he will give you the list and the



and many types of plastic models.

Want to run for CMMS Vice-President? We will elect *Gary Little's* successor at the September meeting. Contact Duff if you're interested in the position. Coffee making experience a plus but not required.

Pat Leaf of the the PSSM (Philadelphia) is "in discussions" investigating

contact. This is NOT a Club-sponsored venture. You will have to "cut your own deal." The list includes some ship model kits,

the possibility of a *Mid-Atlantic area Model Ship Conference*, most likely to be held in the Fall. We'll keep you posted – it's certainly worth discussion.

The **Stamford Yacht Club** is looking for models to be displayed for a week this Fall. Secured space, a locked room, is guaranteed. There seemed to be some interest among our members present. Duff will follow up.

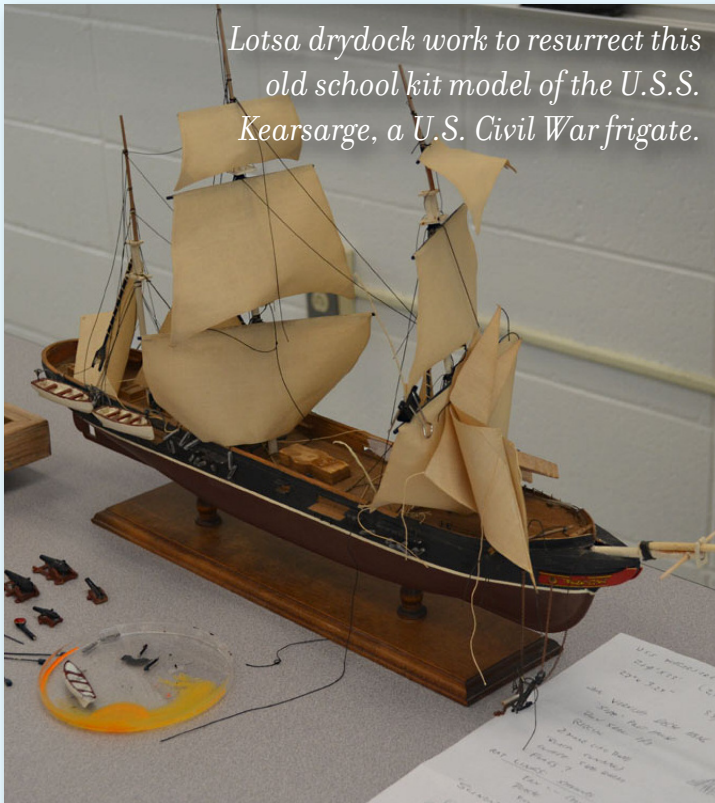
Here is the info on **Larry Sowinski**: 80 Cedar Street #221, Branford, CT 06405, No email as yet. Tel: 203-483-4223.

And, last but not least, we welcomed new member **Bob Marvin**: 48 Songbird Lane, Farmington, CT 06032.

email: rmarvin@torgueconsulting.com. Respectfully Submitted,

Bill Strachan
Secretary, CMMS





Lotsa drydock work to resurrect this old school kit model of the U.S.S. Kearsarge, a U.S. Civil War frigate.

HOWARD WILLIAMS kicked-off the meeting's show n' tell with his U.S.S. Kearsarge model. The solid hull kit is a 1973 offering by now defunct Scientific Model Co. He purchased the partially-built kit recently for \$5.00. He requested some help from the members about rigging suggestions, mostly about thread. Members responded by saying that a good grade of thread is most important and that it can be easily colored. (Don't forget the white glue and beeswax, Howard!)

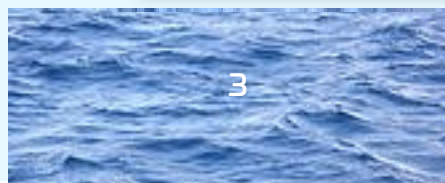
High-quality blocks can be purchased from NJ master modeler, Chuck Passaro. His new company (www.syrenshipmodelcompany.com) is offering numerous items for serious builders and restorers.



TOM KANE showed us that he's nearly-completed his most recent project, a challenging and impressive restoration of a German clipper ship that was literally in a heap of broken parts when it hit his bench approximately eight months ago. A mini-diorama, Tom has created a nice baseboard for the born-again 4-master. In addition to using a tiny paintbrush "with three hairs" to add the name of the ship on the stern, He completely re-rigged the ship with new blocks. Tom indicated there were some odds n' ends and flags to add.



This model is a good example of member Tom Kane's "wheelhouse:" accurate restorations of a wide variety of ship models.





DAVE DINAN has been busy with a 1/350 model of a Canadian corvette warship, Huntsville Class. He's using very thin "Strathmore card" (a brand of paper and card available at most art supply stores) for the majority of his current build. There are no poly/resin structures used for the hull, a process which represents a change from his normal plastic build materials.

Some reader's may recall last month's Newsletter showing Dave holding a half-hull section on a small sailboat he was creating for an old friend. He was about to abandon his frustrating attempts to carve the rest of the hull, when suddenly! - (almost) out of nowhere.....

Many in the club now believe Dave's Ambroid glue may be the last tube of the much-revered glue. Behind the nearly empty tube is a piece of "ACEK", a tough construction-grade building material that can be used in small chunks to sand just about anything!



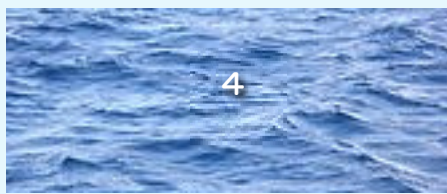
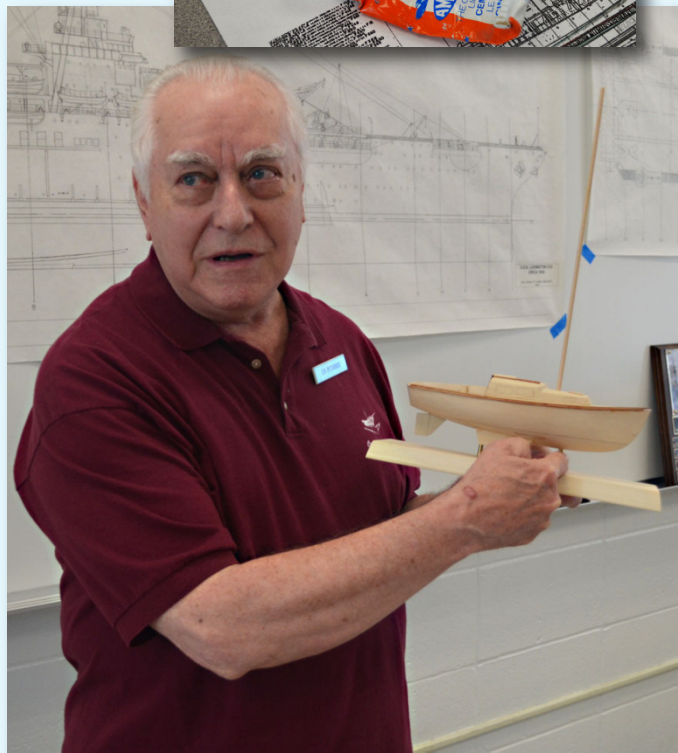
.....MASTER BUILDER, ED PETRUCCI comes to Dave's rescue!

Once again, Ed reminded us all why he's a master. We can now call him "The Ghost Builder" — but, sssshhhhhh — only CMMS members can know that Ed loaned his skilled hands and formidable brains to Dave D's abandoned small sailboat project.

Ed is holding the completed scratched solid hull of the English boat. Ed told us it was a "fast carving job." The only response can be: "DO YOU THINK!"

30 days and Bingo! — That's Crack'in Fast, Mate!

Ed fashioned all the topsides works as well as the unique twin keels. We heard him say to Dave: "The waterline is perfect on here." Subtle advice on the imminent painting....



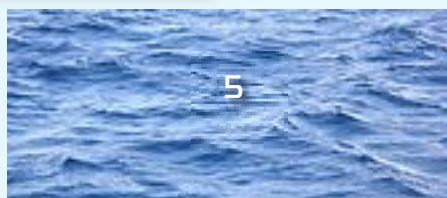


Bill Strachan's modified kit-build of the Model Shipways Confederacy: an impressive use of mixed hardwoods.



BILL STRACHAN had boatloads of his special humor to share with members before getting serious about reviewing his current semi-scratch build, the USF Confederacy. He informed us all that members might be assigned to create a "section" of an 8 foot-long, 1930's aircraft carrier model — from which the club could then assemble the 28 individual completed assemblies of the huge ship into one final model. Bill had even taped impressive ships plans to the room's whiteboard for inspiration. For a moment Bill nearly had me convinced that he was being serious! I should know better. We all should.

After scaring us, Bill bore down on the many details of his amazing and precise woodworking for his build. He has recommended a crucial ingredient for others who might contemplate building to his standards: ibuprofen. It's available at most CVS and Rite Aids.





Master Carver, DAVE MORRIS, showed us his completed basswood carving of a "Bellamy Eagle." It is styled after it's originator, 19th-C artist, John Bellamy. The eagle insignia eventually became a symbol of the United States.

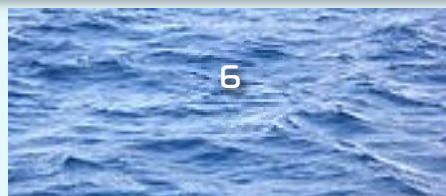
After completing the final details with wood burning tools, Dave stained the bird with a concoction of colonial maple and sundry shop left-overs. He then used Tung Oil to finish; eight coats on the front, eleven on the rear. He controls the reflectance with the multi-layering of the oil which is a traditional fine woodworker's staple. Beautiful work, Dave!

He's taking orders now for holiday deliveries...



Always-effervescent club member, Fred Kerson, took up lots of table space showing us his in-progress Mantua 1/96 Victory kit-build. He's nearly done with his hull planking and he plans to show an open stern to simulate a "still in the shipyards" 1760 version of the infamous ship.

WHAT'S THIS?!!





FRED had us all guessing what these three objects are. Hmmmmm

— Pakistani toothpicks?

— Chinese Opium shipping containers?

Nope — we pleaded for Fred's correct answer. (*Fred is a retired high school teacher, so he knows how to keep his pupils interested*).

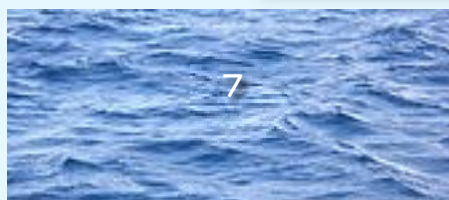
These are U.S. Navy Priming pins for Dahlgren 10" cannons. Powder was contained in the goose quill bodies. The goose quills were easier on the bare feet of sailors than scorching hot brass cartridges! How thoughtful of the U.S. Navy.

El Presidente, DUFF GRIFFITH, has made some impressive progress on his Dutch *Half Moon* scratch build. The 1609 galley was *Henry Hudson's* ship in which he "discovered" the mighty Hudson River.

The Dutch discovered they can sell lots of these very nicely-created "Delft blue tiles" depicting the ship. Clever, entrepreneurial blokes, those Dutch. There was a brief period in the early 1600's when the English and Dutch had a temporary break in hostilities.

Duff's wife loves the tile. The ship? Ummm... a thoughtful member suggested that Duff and perhaps others in the club should go to Holland to grab some more of these tiles. Nevermind Amsterdam, the *Rijksmuseum*, just go straight to Delft, home of Blue Ceramic Stuff and the classical painter-of-light, *Johannes Vermeer* (1632-1675).

Meanwhile, Duff informed us that he presses forward with his 18th-C French 74-gun warship **Superbe** commission. This will be one impressive build when he unveils her — would that be toward the end of this year, Duff?



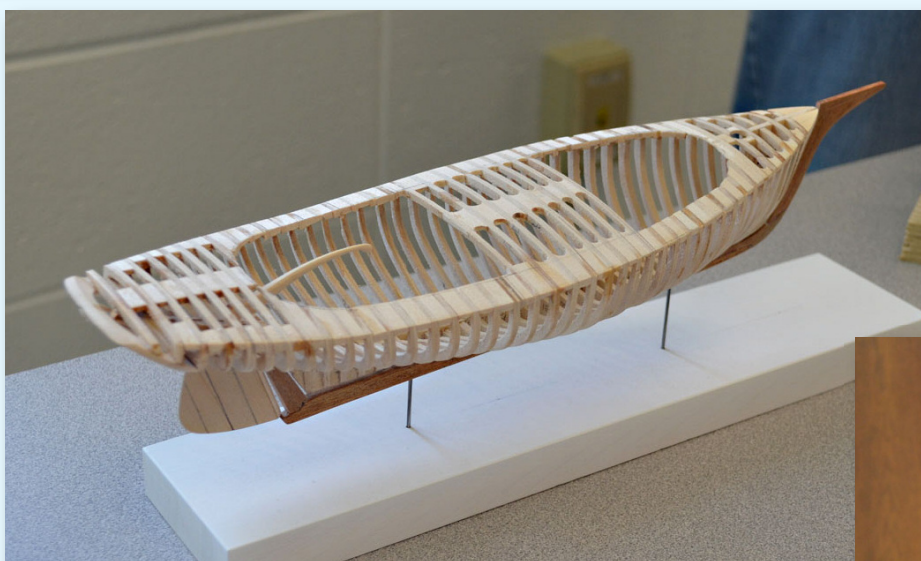


SMIL'IN JACK DILLON was pleased to show our crew his scratch-built spritsail sailboat: "Carrie Ann." This is a model Jack built of his real sailboat which he's piloted for the last twenty years in the L.I. Sound! The real deal is 18' long, built to plans he designed himself. His model is 1" = 1' (1/10 scale). He described his boat's maximum complement: two paddles, two oars and two people (with lunch sacks).

The club passed around a sign-up sheet for day trips with Cap'n Jack this Summer (*departing from Farm River Marina in East Haven*).

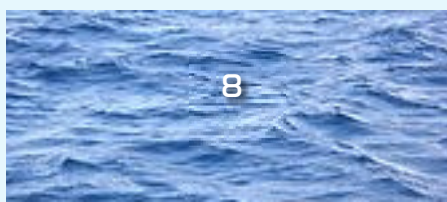
— a very generous, fun and thoughtful offer from one of our club's true sailors.

Oh yeah — Nice model, too!



Guest BOB MARVIN was introduced to the Club by Duff. They had previously corresponded on the MSW online ship modeler's forum:
www.modelshipworld.com

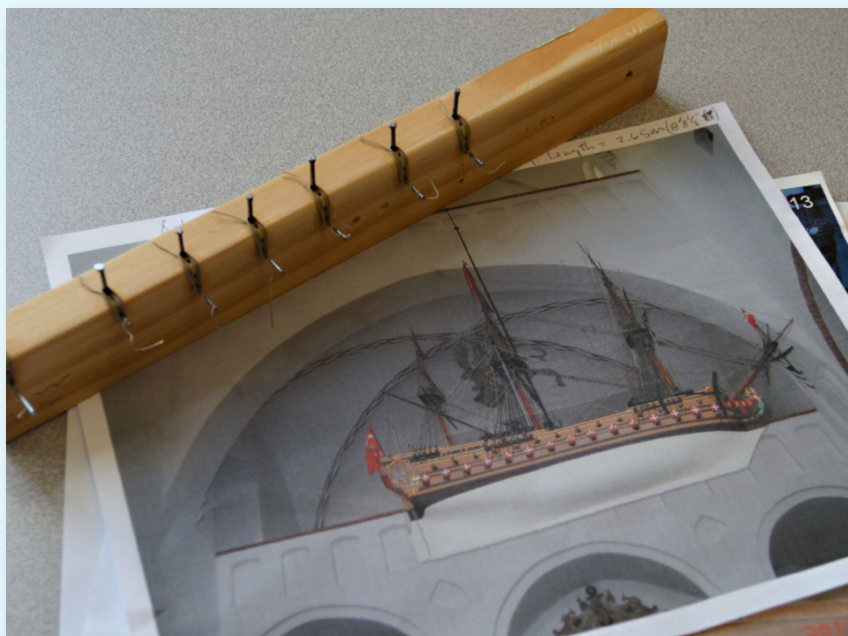
*Bob is an Industrial Designer. He displayed a nicely-crafted scratch build of a fully-framed **Muscongous Lobster Sloop** (1/2" = 1'). He fielded questions about 3-D printing, expressed that a model builder can never have too many clamps and confessed to being a member of CAG(LUE) USER'S ANONYMOUS. A hearty quayside welcome to new CMMS member, Bob!*



Member RON NEILSON gave a preview of his next build, a commission from a Mamaroneck, New York Lutheran church: build a "Votive Ship" for the church's Nave.

He plans to kit-bash either a *Bluejacket* **Red Jacket** or **Charles P. Notman** clipper (with sails). The model must be as large as possible: 48"-60" long. Both high-end kits are 1/8th scale (1/96). He additionally shared a little background on his research regarding votive ships and a photo of a typical model installation in a Danish church where the tradition is most popular.

Ron's hoping to show the skeleton of a clipper ship build at the September meeting. We'll see if the Pastor and his Patron Saints agree on his timing.



Sitting atop the Votive Ship photo is a rope coil/hank jig. This is an Old School approach, but like many tried n' true methods, it works really well. Members offered some tips on how to keep the rope coils from sticking to the wooden jig after NON-CA GLUE is applied.

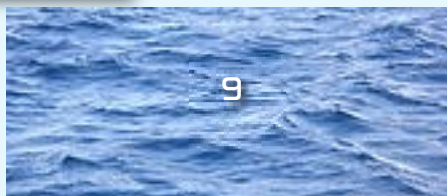


THE CLUB'S TRADITIONAL SUMMER BREAK LUNCHEON was a happy ending to the Winter/Spring meetings. Everyone loves a Happy Ending, Non?

There were too many yummy goodies to list here. Next year we'll plan to have utensils and some plates.

Nonetheless, us crafty and inventive modelers figured out a way to scoop-up Cole Slaw as well as cut the delicious Boston Creme Pie without a knife. Drinks included soft drinks and beer.

Have a Fantastic Summer, Ya'll!



Beginning with this issue of the CMMS Club Newsletter, we are including a page that will feature all the miscellaneous things that don't conveniently fit into either the President's Message, the Secretary's notes or the Show n' Tell section.

Here are a few items to start this new column off:

– Errata. The tongue-in-cheek photo of an old "coppered" car on page 3 of the last Newsletter had an error in the caption: the penny-studded car is a 1949 Cadillac, *not a 1941 Pontiac*. Thanks to **Dave Dinan's** plastic modeling buddy, *Fred Horkey* for the correction. Horkey is an admitted gearhead who caught it. Apologies to GM. Recall me.

Related to this, and unbeknownst to our Editor, the artist who painted the beautiful picture that adorned both front and rear pages of our last issue, **Chris Blossom**, lives just "down the street" from members *Dave Dinan* and *Ron Neilson* in sunny Stratford, CT!

– Please email me your birthday so we can create a *monthly calendar of our member's celebratory days* — just the month and day, no birth years required: ron@newharmonyrecords.com

– The annual **NRG Conference** is October 19-21 in St. Louis, Mo. Registration forms here: www.thenrg.org.

– Speaking of the NRG, check-out the Summer issue of *The Nautical Research Guild's Journal* for photos of **Ron Neilson's** award-winning entry for his **HMS Diana**.

– Copies of **Sea History** (published by the *The National Maritime Historical Society*) were available at the recent April Northeast Ship Modeler's Show & Conference. If you didn't pick one up, it's a pretty interesting read. Here's their web site: www.seahistory.org/publications/magazine/

– The restored 19th-C whaling ship, **Charles W. Morgan** is open to the public from June 28-July 6th in New Bedford, CT at the State Pier. The last wooden ship in the world was launched from New Bedford, MA in 1841.

Info: www.mysticseaport.org/event/38th-voyage-whaleboat-events-in-new-bedford/

– Our positive Best Wishes are extended to club member, **Joe Gelsomino**, for a speedy recovery — hopefully, we'll see Joe at

September's meeting.

– Also, the club's Best Wishes for a speedy recovery from knee replacement surgery to **Walter Passay**.

– If you have suggestions for this column, please let me know either by email or at future club meetings.

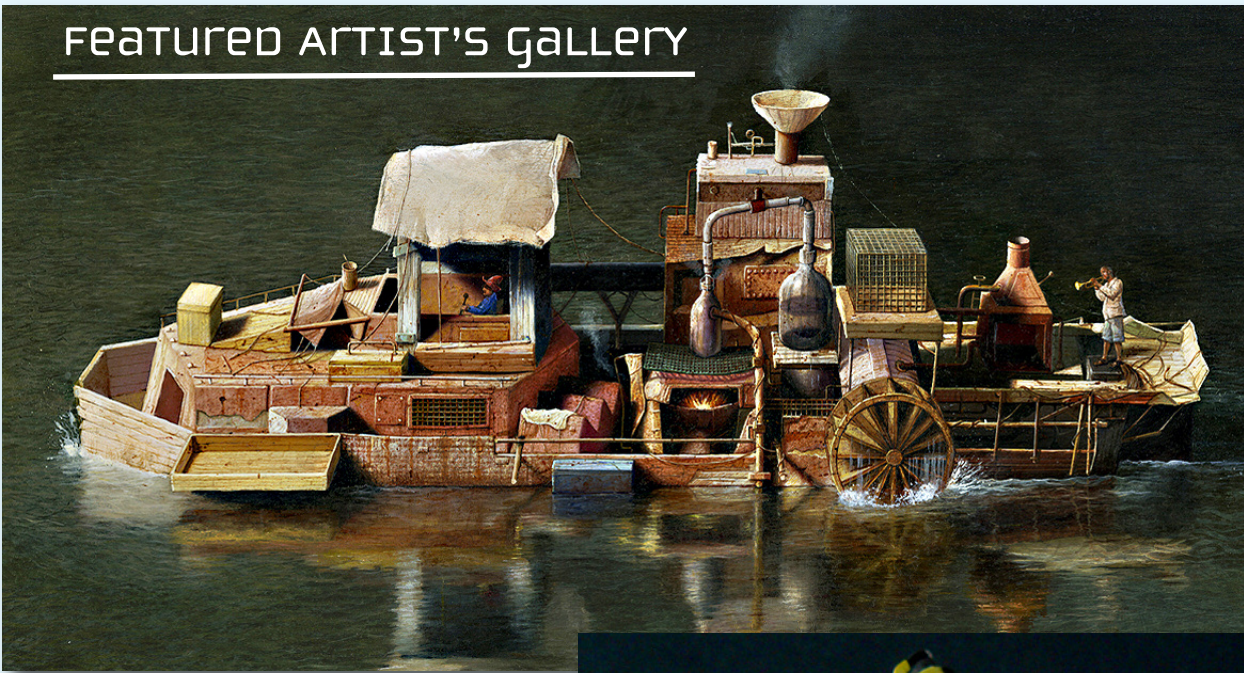
PUZZLER PIC YO! WHO IS THIS GUY?



*At the next club meeting, all members with an **incorrect** answer will have to explain themselves to Able Seamen **Fred "the Cannon" Kerson** & Dr. Paul "Keen Eye" Goldberg.*



FEATURED ARTIST'S GALLERY



"Jazz Boat"

Here are two more whimsical maritime paintings by self-described Dutch "papercraft artist," *Johan Scherft*. Scherft has beautifully detailed and nicely-crafted paper model "kits" of birds—in addition to his unique nautical paintings: www.johanscherft.com He's worth a web look if you like what you see here.



Actual size of printed PAPER model by the same artist.

Flying Goldfinch



"Sinking Ship"



The Next Meeting is
September 13, 2014



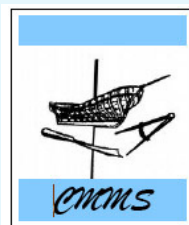
The Ark

CMMS MEETINGS ARE THE
SECOND SATURDAY OF THE MONTH
SEPTEMBER THRU JUNE † 10:00 AM TO NOON
HELD AT:
THE UNIVERSITY OF NEW HAVEN
300 ORANGE AVENUE † WEST HAVEN
CONNECTICUT 06531
KAPLAN HALL † ROOM 207

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Both of this month's cover paintings are by
Dutch artist, Johan Scherft. You can see
more of his work at: www.johanschert.com

The Connecticut Marine Model Society is a
member of the IPMS, Connecticut Chapter

