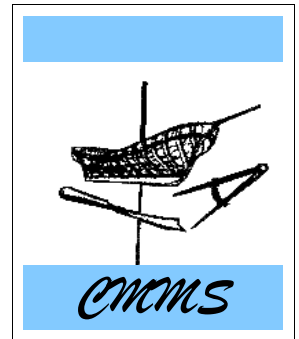


The NEWSLETTER of the Connecticut Marine Model Society,
An IPMS Connecticut Chapter
ESTABLISHED 1966



THE OFFICIAL 2013 WISER AWARD ENTRANTS

Paul Goldberg, <i>HMS Victory</i> , Scale 1:100	Ron Neilson, <i>Confederacy</i> , Scale 3/16" = 1' 0"
Richard "Duff" Griffith, <i>Soleil Royal</i> , Scale 1:100	Ron Neilson, <i>HMS Diana</i> , Scale 3/16" = 1' 0"
Fred Kerson <i>Niagara</i> , Scale 3/16" = 1' 0"	Ed Petrucci, <i>Dutch Yacht</i> , Scale 1/4" = 1' 0"
Gary Little <i>Fair American</i> , Scale 1/4" = 1' 0"	Bill Strachan, <i>Thomas A, Edison</i> , Diorama @ 1/4" = 1' 0"

Even though there will be only one selection for this award, every entry is a winner

DEADEYES, DAVITS, AND "DUFF-ISMS"

It is very gratifying to have eight entries for the Jim Wisner Award~! Jim would be quite pleased to know so many club members are honoring him and his memory with such attention to modeling ships. His artistry and craftsmanship is part of what drives us mere mortals to higher levels of quality and perfection. Of course no one can attain perfection, but that is a distant goal towards which we strive. Our next build will be better than the previous.

Peter Demarest also exhibited these qualities and he is so honored by being the first recipient of the award. Even though only one model can win per year, all entries are winners by virtue of being entered and being appraised by the membership. In this way can we strive to do better.

Now that we are near the end of the calendar year, this is a good time to take stock of where we are and how we got here. Where we are is looking very good. We have an active membership of some two dozen, a full roster of 37, and many fully involved and contributing members whose talents and commitment are inspiring. These attributes are infectious and tend to get others more involved. For this reason alone I am grateful to be associated with you.

How we got here includes many factors but the key is the work and commitment of the entire membership, especially that of the officers and key committee leaders of years past. Especially hard working and dedicated is our secretary Bill Strachan who continues to produce monthly our excellent Newsletter. Of course the many hours by all active members allows us to enjoy a more vibrant club. After all, having fun and learning some nautical history are two of our primary goals.

One of my key goals is to get more people to join this club. BTW, this parallels Nic Damuck's (Blue Jacket) goal of getting more people to build a wooden model ship, or at least try it once. I think once will get most 'first timers' to try a second one.

So what are your aspirations and modeling goals as you attend our meetings and are we meeting that need? I'd like to hear your thoughts. **And lastly, from the "entire management team," have a very pleasant and thankful Thanksgiving!**

DUFF

WHAT YOU NEED TO KNOW

First off, I want to thank Ron Neilson for the pictures and Al Saubermann for a fantastic write-up of this meeting while I was in Florida! And Thanks to the Custom House for hosting the meeting!

From the Log of the acting Yeoman

The meeting was held in New London at the Custom House, with 14 members attending including Nic Damuck who was able to join us from Maine. We welcomed Fred Kerson's brother Robert, who accompanied Fred today.

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Richard "Duff" Griffith

**Meetings are the 2nd Saturday of the month,
September thru June, 10:00 AM to Noon**

At the University of New Haven

300 Orange Ave., West Haven, CT 06531

In Kaplan Hall, Room 207.

Next Meeting: December 14, 2013

Treasurer's Report: Pete reported that the treasury was solvent and asked that everyone pay their dues before January first as there is likely to be expenditures for the 32nd Conference. Tom Kane provided a check that included his dues as well as a very generous \$225 donation that came from the fees for models Tom has restored and repaired.

Your dues (\$25.00) can be mailed directly to:
Pete Carlin, CMMS Treasurer
525 Prayer Spring Road
Stratford, CT 06614-1312

32nd NE Conference: There was a suggestion that vendors should be solicited to encourage them to participate. Nic said that BlueJacket Ship Crafters would be represented and that he plans to have one vendor table. Ron Nielson reported on a Press Release that he prepared and his plans for its distribution. Both print and electronic media will be used to reach the widest possible audience. There was also further discussion about selling T-shirts at the conference to help defray costs. Concerns were raised over possible tax liabilities. Additional information will be needed to answer such concerns. . . more to come. Dave indicated that Conference fliers, registration forms and links will be made available on our website.

Other: Duff raised the subject of what, if anything, we should do with our library that includes both our club books and ship plans. Currently the books are being kept by a number of members at their homes. It was noted that there are very few requests for books from our library and Duff reminded everyone that the NRG recently sold its extensive library. Should we sell our books, try to find a single location or continue what we are doing? No decision was reached but everyone was asked to think about it.

December Party: The next meeting will be back at our usual location and everyone was reminded that it will be our annual December Party. Everyone was reminded that there is a \$5 charge whether you bring a plate or not. Volunteers in the buffet items:

Coldslaw- Dick Dewick, Salad – Howard Williams, Brownies – Duff, Cookies – Jack Dillon, Chips – Ron Neilson, Cold cut platter, rolls, mustard etc. – David Dinan, Macaroni Salad – Gary Little, Chocolate Layer Cake – John Elwood, Boston Crème Pie – Brad Wells, Beverages – Peter Carlin, Plastic knives, forks, spoons – Tom Kane.

THIS MONTH'S PRESENTERS

Howard Williams, Tom Kane, Ed Petrucci, Justin Camarata, Fred Kerson, Al Saubermann,
Duff Griffith, and Ron Neilson

Howard Williams * Dumas's Tug *George W. Washburn* * (Scale 1/4" = 1' 0")



Howard has made considerable progress and has decided that he will not add RC although the hull is fully capable. Instead it will be a static model that everyone can enjoy. The tug is looking great.

Al Saubermann * Scratch built 6 pdr 18th century British cannon (Scale 1/2" = 1')

“No competition for Fred’s cannons, this is a non-firing model of a typical 6 pdr of British design mounted on an American style gun carriage.”

---Al Saubermann

Al did not waste a lot of time when his Sherline lathe arrived. Nice workmanship, Al! How many canons are there on *Peacock*? Thinking of going to 1/2" Scale?



Tom Kane * Marine Model's Whaleboat (Scale 1/2" = 1')



Tom made some changes to the davits to enhance the esthetics of his model. Although he plans to do some final sanding to the hull, the inside of the hull has been completed and painted and looks terrific. Tom has added a couple of casks and also brought in **a couple of carved seagulls that Ed Petrucci made that will add a sense of scale.**

Tom also brought in an old model of a whale boat whose owner was trying to find out how much it was worth as he wanted to sell it to a museum. The age of the model was uncertain as well as the provenance. The result was much chin scratching and in the end the consensus seemed to be "it all depends . . ."



Note the webbed feet awaiting transplant.

Justin Camarata * Three Study Models (scale 1/16"= 1')

Justin has been working on three waterline study models, including the "Ella" a 140ft steamboat and two sailing vessels. The models are constructed of basswood and paper, and designed to allow their table-top arrangement so as to develop a composition for an oil painting. The models help in developing perspective and horizon line as well as their relationship to one another in a dynamic fashion. The models themselves are minimalist in style requiring Justin to add rigging and other details to his painting based upon the shape, position and relationships of the ships.



"Ella" in the foreground.



Note the new Hobby Ruler!

Great to See you, Nic!
And again, Congratulations from us all!

Boasting a New Anchor as
BLUEJACKET
Sails Forward!

Fred Kerson * 17th cent. Cannon and "The Mother of All Cannons"



The cannon is a Mantua kit from the 1970's. The other is "Big Mama". Do you need a permit to carry a concealed canon?

Working from a kit, Fred did a nice job of constructing a 17th century ship's cannon mounted on a gun carriage and displayed against a section of bulwark. He added other details that made the cannon look ready for action. Fred also showed us a rusted and encrusted tool of some sort that he had been given, asking what it might have been. The general consensus was that it was likely to have been an awl or possibly a screw driver. Finally Fred also showed, but didn't demonstrate mercifully, what he described as the "mother of all cannons" that started as a child's souvenir. The cannon's bore had been enlarged and a touch hole drilled allowing the cannon to actually fire. Using a black powder charge about equivalent to a 22 caliber round, Fred characterized the cannon's capability as "this little sucker really shoots". Everyone was relieved to learn that Fred has only used black powder without a projectile.

Ed Petrucci * *Phantom* (Scale 1/8" = 1')



Following John Adriani's Phantom, Ed brought his in. Next up, sails.

Duff Griffith * Le Soleil Royal 1689 (Scale 1:100)



Have you ever seen so much purple? But I kind of like it!

Starting with a Heller kit (plastic), Duff has created an outstanding model of the Soleil Royal that looks made from wood (had a number of us fooled) and has all the known lines incorporated according to the French style at the time. These added details are based on much research. Duff has added a lot of detail that is all scratch built and beautifully done. In addition he has mounted several sails that add to the overall visual impact of his model. The paper sails have all the reefing lines and look filled with wind, an effect Duff created using individually carved wooden molds to shape the sails to achieve the effect. Duff is considering writing up this sail making method for publication.

Some Websites that be worth checking out

www.syrenshipmodelcompany.com Chuck Passaro's new website

www.cornwallmodelboats.co.uk Looking for that perfect gift for a ship modeler?

<http://collections.rmg.co.uk/archive.html#!asearch> Go to the Britain's National Maritime Museum and search the archives for ship plans and drawings, charts and maps, et al.

Need a subscription to Ships in Scale to follow Nic's career?

www.seaways.com

Ron Neilson * Confederacy (Scale 3/16" = 1')



"The base is the thing, whereas to please the king!" Bubingaaa! Great Idea!

Now mounted on two brass mounts on a beautiful bubinga support base and a clever use of a brass lamp-harp (Home Depot @ 2.89 ea.), the *Confederacy* is looking great. Having won an award from the NRG for his *Diana*, Ron is planning to submit his *Confederacy* for consideration.



"My precious!"

Do you know this man?

This is **Fred Kerson**, a.k.a. Fred "The Cannon" Kerson, and also "Black Powder" Kerson and is the possessor of "the Mother of all Cannons." He was also once known as "Boom Boom" Cannon, but stopped when he was sued by a late 1950's Rock Star!

Note, if you see Fred Kerson, please approach with caution. He is not deaf, but you might be if "Mother goes BOOM!"

So far, the canon remain powderless, but as you can see by this photo, the love affair between "Mother" and son is very powerful!

SOME SPECIAL PHOTOS



CMMS Founding Member Dick DeWick: "I Could tell a hundred stories about this ship....."



Sometimes perfection just stares you in the face. We broke in our new coffee urn this meeting. Isn't she a beauty!



“Dave Morris! You knew I wanted the aisle seat!”



“What is holding up this meeting!” “Justin seems to have lost a contact and Duff can't find the gavel.” “He thinks he left it in the car.”

Moral: New venue – but beware the same old, same old!

Remembering the work of Bill Doolittle, CMMS Member and former President.

Bill passed away on August 13, 2013. He was 97.

Scratch Building *Endurance*

by Bill Doolittle



Model of Endurance.

Endurance (originally *Polaris*) was built in 1910 in Norway and purchased by Sir Ernest Shackleton for his 1914 Antarctic expedition. He renamed her and made alterations to fit his expedition needs. *Endurance* was a solidly built wooden ship constructed along whaling ship lines. It was designed for carrying tourists to the Arctic and Antarctic, and normal below decks stowage was used for tourist cabins.

The Norwegian ship builder, a specialist in whaler construction, believed it was the strongest wooden hull ever built, and thus a perfect ship to endure the harsh conditions of the Antarctic ice packs. But even this was not sufficient to withstand the thousands of tons of nature's pressure once it was trapped in the solid portion of the Weddell Sea's pack ice.

Pressure of the pack ice did not rapidly crush her hull, but pressure built gradually over ten months of entrapment during 1914. The crew told the heart-rending tale of *Endurance's* slow crushing death, with two-foot timbers cracking with a sound like cannon fire, her abandonment and sinking, and the six month struggle before finally being rescued. A saga of such proportion, and the gallantry of a boat and crew struggling to survive, should capture the respect of any ship model builder, as it did mine.

Research

The project was sparked by the desire on the part of an Antarctic sci-

entist to own a model of *Endurance*. Since I was searching for something unique to scratch build, I agreed to take on this challenging project. Nine months later the model was completed, flown coast to coast, and now rests in a place of honor in the Antarctic "old hand's" home.

While the building of the model was highly detailed, the research and preparation was unique. After an extensive search in the United States turned up nothing, I located the original plans at the National Maritime Museum in England, recommended to me by Massachusetts Institute of Technology's Museum. The plans were too faded and delicate to be reproduced. I was able to procure, instead, some early sketches of the deck layout from the Scott Polar Institute in England. To update the model to the configuration of the *Endurance* as it set sail for Antarctica from its last port of call, South Georgia Island, the only source of information was the few photographs the crew had saved of the sinking ship, along with crew stories published upon their eventual return to England. To cut bulk and weight for the long trek over the ice pack to safety, all the rest of the photos had to be left aboard, to go down with the ship.

I devoted the first four months on the project to research and preparation, reading books on Antarctic exploration. The photographs saved were those of the wreck with broken masts, spars and rigging lying crazily on the half-sunk deck.

Model

Since there were no detailed construction plans available, the tedious job of drawing such plans to 1:60 scale was necessary. I learned the *Endurance* had a straight-side hull and was 144' long, with a maximum beam of 25'. This made it possible to lay out rib profiles, bow to stern, for

the fifteen rib stations I selected. Rigging layout had to be done from photo study.

Hull construction proceeded well with tried and proven modeling techniques. The planking was of boxwood, tapercut, soaked, and bent to the ribs. Since the hull would be painted, only a single layer of planking was used, but each plank was thoroughly glued to the next one. Any imperfection in the planking was filled, and the hull was then sanded, sealed, and painted with several coats.

As for decking, I believe that a model of a working ship of the sea should not display freshly varnished,

and two, its gruesome appearance hanging from the rigging.) Loaded as she was, *Endurance* was not a handsome example of a sailing ship as she sailed into the Antarctic ice field.

Close examination of the photos reveals about forty kennels, built of rough lumber, on the aft cabin deck. Lumber was stacked and tied down on top of the kennels. Barrels and canvas-wrapped expedition supplies were lashed everywhere. By the time the photographs were taken, the transport sledges had been removed to the ice pack. The only space I could find on the model big enough to store them was on the bridge.

"Another interesting discovery from Shackleton's photographs, not mentioned in any text or indicated on any drawings, was the ice deflector—"

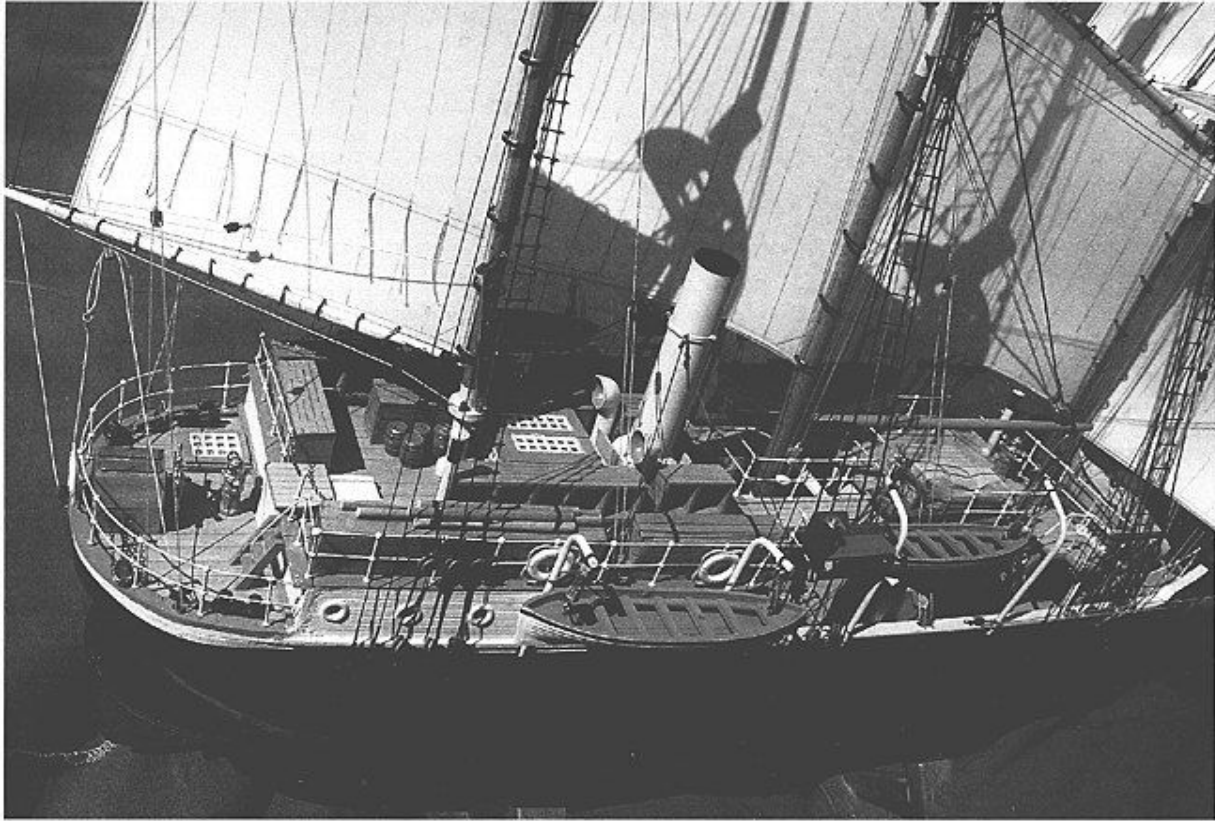
wood-color decks. I prefer the color of weathered teakwood, a light grayish tone, achieved with an acrylic wash, with wood grain visible.

No plans or drawings exist showing the deck loading as *Endurance* entered the ice pack, so I relied upon photos and text. Shackleton took advantage of the existence of the tourist cabins for use by his scientific staff and for laboratories, but had to store much of the expedition's stores and cargo elsewhere, any place they could find—main deck, cabin deck, foredeck. The photographs show the decks cluttered with gear.

Where did they store 60-odd sled dogs, transport sledges, provisions for a couple of years, Arctic tents, miscellaneous lumber, dog food, and much more? The books also say that seal meat was hung from the rigging all over the ship, driving the dogs crazy. (I did not choose to duplicate this feature for two reasons: One, the problem of making seal meat look realistic,

Using sails whenever possible was typical of expedition ships of that era, but they were equipped with coal burning steam engines, used sparingly to preserve fuel. As can be seen on the model, the engine room was located aft of midships, thus reducing the single propeller shaft length. Coal was stored in bins amidships along both port and starboard sides of the hold and was loaded through manholes along the bulwarks of the main deck.

Another interesting discovery from Shackleton's photographs, not mentioned in any text or indicated on any drawings, was the ice deflector—a flat horizontal fin or platform at water level, extending from aft quarters, surrounding the stern. Previous Antarctic expeditions had experienced rudder and propeller damage from the pack ice. Shackleton's addition of this monstrous ice deflector worked. *Endurance* was crushed amidship and sank, but with its rudder and propeller still intact!



Endurance, 1914. Sir Ernest Shackleton's ill-fated Antarctic expedition barkentine departing S. Georgia I., its last port of call before the Weddell Sea solid pack ice captured, crushed, and sank it.

Finally, the rigging. The model maker has to depend on two sources for the rigging: Shackleton's few photographs of broken masts, spars, and lines; and the rigging of typical expedition barks of the time, with square rigging off the foremast and schooner rigging off the main and mizzen masts.

I disapprove of wrinkled and limp sails, looking like dish rags on otherwise beautifully constructed models. If a model is to be displayed fully suited, it should exude dynamics—power from the wind and a sense of motion. The model photographs illustrate this point. Here are several things the model maker can do to achieve this:

1. Provide sails with full air flow shape by starching and ironing cloth sails, or, preferably, use thin, stiff

opaque vinyl sheet material cut to shape. Draw on seam and reefing lines, cement bolt line to the edges, and aerodynamically shape over a form by evenly heating to 225°.

2. Set spars and sails to simulate reaching for square rigged, or close hauled for schooner or sloop rigged.

3. Mount model to simulate a slight heel.

4. Wrinkle press all flags and pennants to simulate waving, making sure they wave in the selected wind direction.

Endurance is one of several classes of molding building, as follows:

1. A ship model built from the builder's own research and plan drawings, with all parts made by him except belaying pins and line material.

2. A ship model built from the

builder's own research and plan drawings, using some pre-made procured parts. (*Endurance* fits this category.) Or a ship model built from procured design plans, with all of the required parts except belaying pins, line material, etc., made by the model maker.

3. A kit-built ship model with some builder-made parts substituted.

4. A kit ship model built to provided instructions, using only provided parts.

The first model class above is certainly the most difficult and the costliest, but is the most rewarding, esthetically and valuewise. The kit is probably the best bargain. The cost of building a number 1 class model may up to twice as much as number 4, kit-built model, but it will have three to five times the appraised value. One of the

most rewarding features of a model built from your own research and resulting drawings is the fact that it is unique, the only one in existence. *Endurance* is a unique model.

Author's Profile

Bill Doolittle, a retired aerospace engineer, turned to ship model building as a means of continuing his interest in sailing. Through the years he has owned and raced Lightning one-design sailboats and Class A Skeeter International Racing Ice Boats. As an avid follower of the America's Cup defenses, starting with the famous J boats of the thirties, he has spent many hours on rough seas with his camera, and later, TV cameras, the roughest being the Indian Ocean, off Freemantle, Australia.

An active member of the Connecticut Marine Model Society, he has kept busy with an abundant

number of ships completed. His model of *Mayflower II* can be seen in the museum of Plimoth Plantation, Plymouth, Massachusetts.

He recently complete an extensive treatise, *Glastonbury Shipbuilding 1784-1884* including much statistical information.

Research Contacts

•National Maritime Historical Society, Peekskill, NY.

•Peabody Museum, Salem, MA.

•San Diego Maritime Museum, San Diego, CA.

•Scott Polar Institute, Cambridge, England.

•Mystic Seaport Museum, Mystic, CT.

•National Maritime Museum Greenwich, England.

•Massachusetts Institute of Technology Museum, Hart Nautical Collection, Cambridge, MA.

•Taubman Model Plan Service International.

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3. Pointing, Herbert, & Hurley. Frank, Antarctic Photographs, 1910-1916, Scott, Mawson and Shackleton Expeditions. St. Martin's Press. 1979.

4. *Reader's Digest Services Pty. Limited. Antarctica; Great Stories from the Frozen Continent*, Surrey Hills, NSW.

5. Miscellaneous Library Reference Books.

Bill Doolittle

17 Ridgewood Road
Glastonbury, CT 06033

Bill's article appeared in *Ships in Scale*, Vol. VIII, No. 5, pp. 62 to 64 (1997)

As I will be unable to attend the December Meeting this year and family responsibilities require me to return to Florida, please accept my warmest wishes to all for a happy holiday season, and for a special New Year!

Not to worry, Ron and Al have agreed to fill in for a meeting or two until I return.

As you have seen, they do a great job, making my job a "breeze!"

And you know how a ship lover likes a good breeze!

Respectfully submitted, Bill, Al, and Ron, November 21, 2013

Have a Dicken's of a Merry Christmas!

For those Club Members who do not receive Ships in Scale, here is the interview with Nic that appears in the current issue (November/December 2012, p. 59)

Hobby news

Perhaps you've already heard the news through the grape-vine about the change in ownership that just took place at the venerable BlueJacket Shipcrafters, Inc. If not, let me be the first to inform you that the company has been sold to Nic Damuck.

I thought it would be of great interest to our readers to learn more about the new owner and his plans for the company. With this in mind, what follows is a recent interview with Nic that should be very encouraging to ship modelers.

Nic Damuck Interview

Tell us a little about who you are?

I have held positions in all major areas of running a business, so this will not be anything new that I have to figure out. And another important aspect is that I have been an avid modeler for the last 60 years, including the areas BlueJacket serves. Namely, Radio Control, Ship building, repairs, and scratch building. So I really know the customers, the environment, and the literature. It is a dream job to blend your career knowledge with your passion. This will be better than retirement.

How and when did you first become interested in modeling?

At the age of 4, my dad taught me to follow the blow-apart drawings for simple plastic airplanes. At that time (early 50's) you could buy a yellow plastic Japanese Zero airplane and others at the local grocery store for about twenty-five cents.

When did it become a passion in your life?

As a youngster, I was pretty sick with asthma, they couldn't control it very well back then. I would miss 30 or 40 days of grade school each year. Modeling was a way of keeping myself occupied, and it has given me pleasure my whole life. I have done many different types of models in many different mediums. I like to try new things.

What involvement did/do you have in the modeling community?

I have belonged to R/C airplane clubs since the late

1960's. About 25 years ago, I joined the CT Marine Model Society, and was their treasurer for 18 years. Then they kicked me out of that job to make me President! I also belong to the Nautical Research Guild, the Academy of Model Aeronautics, and the International Plastic Model Society. I go to many modeling shows, competitions, ship model conferences and seminars. We have put on demos for museums, scouts, libraries, and other modeling events.

How did you come to the decision to purchase BlueJacket? What influences, considerations, family support?

It was real easy. The minute I heard BlueJacket was for sale, I knew it would be perfect for me. There was no hesitation at all. The family agreed it is perfect for me.

What immediate challenges do you envision?

None, really. The current owners are very co-operative and helpful during the transition phase, and the employees are wonderful.

Do you foresee any changes to the company? Structure, employees, direction?

For a company to remain successful, of course it must change. But that's a long-term kind of thing. We will be starting with "status quo" and then work on really reaching out to potential customers, making new product offerings, and bringing the awareness level of BlueJacket up in the modeling community.

What are your long-term plans / objectives for BlueJacket? New products, services, markets, channels of distribution?

We intend to make more plans available for the scratch-builder, expand our fittings, make short how-to videos on a wide range of model techniques, introduce exciting new kits, look into alternate mediums and emerging technologies like 3-D printing, and generally try to listen to our customers. I plan on adding a suggestion box to our website.

Now that this transfer of ownership is complete, how do you feel?

Elated. Very excited. A little nervous. Mostly, very proud to be able to continue and run a 108-yr old business.

In the larger view, what do you hope to bring to BlueJacket and the modeling community?

Well, success of course. BlueJacket already has a great reputation, and I intend to keep it that way. Wooden ship models are a sub-set of the modeling community, and many modelers are afraid to try it. I want to break down those pre-conceived notions and encourage all modelers at least try it out once.