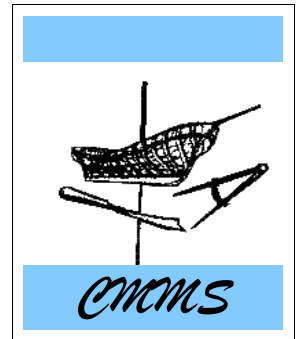


*The NEWSLETTER of the Connecticut Marine  
Model Society,  
An IPMS Connecticut Chapter  
ESTABLISHED 1966*



*DEADEYES, DAVITS, AND "DUFF-ISMS"*

*TO ALL:*

We had 17 members attend the January meeting - a good turnout for January. Thank you all for taking the time to participate. Gary Little is still recovering at home. Gary, we hope your recovery is progressing well and hope to see you soon!

We are all honored to present Bill Strachan with the Jim Wiser 2013 Award. He was honored and surprised. Well Bill, it is your attention to detail and realistic artistry that did it, I think. Every entry celebrates Jim's legacy. I am confident that this celebration continues to inspire all of our members to continue building models, and to seriously consider an entry or two next year. For me, this is helping me focus my energies to only two models instead of my usual 5 or 6 plus side projects.

Our committees are progressing well and on time. Great job! Be sure to mention the convention to people you meet. We want as many non-affiliated people, members of the general public and their children, to attend. Children are our future so we need to plant the seeds early.

During our last meeting, a motion was made, seconded, and passed to limit our discussions on business items to 30 minutes. Note: there were 14 yea votes, one nay vote and two abstentions (one was mine), but note that I think this move is a positive and needed step for the club. We do have important business, some of which, from time to time, needing membership decisions, but it has become apparent we can get off-track with the time element, that most of our time should be directed to why we exist: it is, after all, about model ships: building them, sharing tips and jigs on building them, and solving modeling problems that arise along the way. I will make every effort to come with an Agenda that addresses all our issues, runs smoothly, and is completed within thirty minutes. I would appreciate your understanding and hope all of our members will understand and assist me in this matter. Thank you in advance.

Ed Petrucci brought in several machines and tooling - all home made. Very clever, Ed. See pictures of his machines in this volume.

Duff

**WHAT YOU NEED TO KNOW**

**CMMS Officers**

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Gary Little, Vice President 860-536-3127  
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**2014 NE Conference:**

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**CMMS Co-Chairs:**

Tom Kane (203) 735-4127  
[tjdinerdude@aol.com](mailto:tjdinerdude@aol.com)  
Richard "Duff" Griffith

\*\*\*\*\*

Meetings are the 2<sup>nd</sup> 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: February 8, 2014

*As most of the business meeting was covered in Duff's introduction, and concerned the 32<sup>nd</sup> Conference preparations that are underway, I'll just sum up by saying "we're getting there!"*

*Note that there are 20 tables available for Vendors. Vendor cost is \$10.00 per table and each vendor has the option of the buffet for \$25.00. If you know of a potential vendor, you can contact John Elwood @ 203-377-0032.*

*Pete Carlin received 7 Registrations from our membership at the meeting. Remember: Get your paper work and check into Pete ASAP and even if you do not know which model your are bringing, I will fill in the specifics on your registration form later.*



*Bill Strachan is presented the 2013 Jim Wiser Award by our President. There was a better picture of me, but, unfortunately, not of our President, so your editor "bit the bullet" and went with this one!*

**THIS MONTH'S PRESENTERS**

**Fred Kerson, Jack Dillon, Brad Wells, Ron Neilson, Ed Petrucci,  
Richard Griffith, and Dave Morris**

Jack Dillon \* Model Shipway's Whaleboat (Scale 3/4" = 1' 0")



Jack has been studying how these boats maneuver in the hunt on the open sea. As you can see, the planking is coming along nicely. Note the loggerhead and steering oar. Jack is using Erik Ronnberg, Jr's **"To Build a Whaleboat, Historical Notes and a Modelmaker's Guide"** to assist him in his build.



There was also something said about a s vision with a "cat and a rat" scurrying about, but it sounded fishy so I won't litter you with the details.

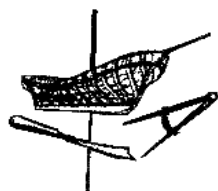
Dave Morris \* His first Steam Engine is completed



Dave bought Pete Demarest's milling machine and lathe and has gone all out to master it. This is his first effort, a single cylinder vertical engine from a kit. The scale is 1:8 and it runs on compressed air.



Next up, a twin cylinder horizontal steam engine from a kit. Very nice, Dave.



CMMS

Registration Fee

\$35.00 PP if rec'd by Feb 1, 2014

\$37.50 PP if rec'd by March 1, 2014

\$40.00 PP if rec'd after March 1, 2014

Checks payable to:

CMMS

Hosted by the  
*Connecticut Marine Model Society*



Port N Starboard  
Convention Center  
Ocean Beach Park,  
New London, CT 06320  
9:00 AM to 4:00 PM  
**SATURDAY**  
**APRIL 26, 2014**

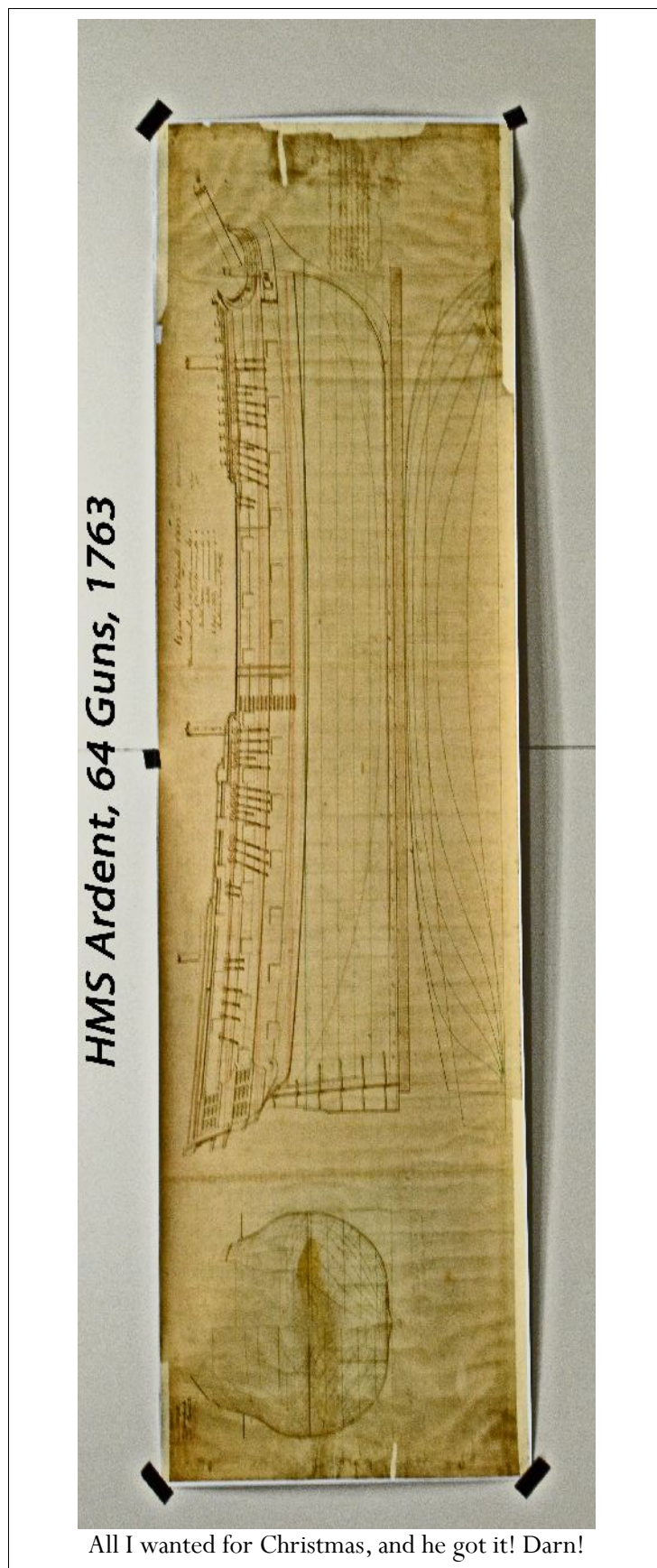
Ron Neilson \* A very special Christmas present!

Ron has done interesting research on his current build, the HMS *Ardent*, an English navy warship of 64 guns. This past Christmas he received a gift of a large, 1/4" = 1' 0" scale reproduction print of the *Ardent* from the UK's National Maritime Museum (Greenwich, England). The original is more than 250 years old and measures 84" by 18". The print shows many important details of the Ship's lines and construction, some in color pencil still discernible.

Initially, two ships were contracted by the English admiralty to be built to the plan, the HMS *Ardent* & the HMS *Raissonable*. An additional five (5) ships were also built to the plan and were known as the "Ardent-class 64's." All seven of these ships are named on the print along with their builder's and the date of the build contract. The 64's were the precursors to the Royal Navy's "74's." The 64's quickly evolved to carry an additional 10 cannon by stretching the basic 64-gun design another 12-15 feet. The *Ardent* became the template for the English navy's first 64-gun ships and is based on a captured French ship in 1752, the *Fougeaux*. In French, the name means "passion(ate)."

The HMS *Ardent* was launched in 1764. It saw blockade duty in 1777 in New York Harbor as a ship of the line attached to Admiral Cornwallis' fleet. Several years later she was stationed in the English Channel and subsequently captured by the French in a naval engagement. *Ardent* served in the French navy until 1786 and then was re-captured by the English in the Caribbean as a result of a large naval engagement known as the "Battle Of The Graves." Ron plans to frame the reproduction print and display it behind his completed model.

**ED. NOTE:** Does any member have access to F-150 cargo van so we can see Ron's completed model and framed background, at completion, here at our meeting venue?



All I wanted for Christmas, and he got it! Darn!

Brad Wells \* *Half Moon*, 8 guns



Brad's *Half Moon* is beginning to take shape. Note the four gun ports on the Port side. This is a Corel kit and Brad is following the plans that were provided with the kit. Now note Duff's build below.

Duff Griffith \* *Half Moon*, 4 guns



Duff is scratchbuilding (POF) using a set of plans (dated 1934) from an old Boucher Kit. Two gun ports. Interesting. The planking is cherry, the wales are in walnut. He mills his own wood.

## Fred Kerson, 3 ship's boats and a "super secret" build underway



If you use your imagination, can you see Jack's cat chasing a rat?

### THE SUPER SECRET

"Knock Knock!"

"Who is there?"

"We can't tell you!"

"Why?"

"We are super secret and have no names."

"Could you give me a hint?"

"We sailed the seven seas under cover."

Sounds very dangerous!

"We were safe. We stowed away in 3 ship's boats."

"What kind of Ship Boats did you undercover in?" I build model ships."

"We don't know. We hid under the tarps for the entire journey. Two of us were hiding in long boats, but one us was in the dinghy and slept most of the time."

"I'd like to build a model of your ship."

Can you get me the name?"

"We don't know it. We were undercover, literally, and never looked. But we could row back and get a name for you"

"How long would that take"

"About six months. It's along row!"

"I can live with 6 months. Go for it!"



Fred shows us his Ships Foam Cradle he recently purchased from Micro\*Mark. It's Product # is 858219 and sells for \$19.95. This is not an endorsement, but Fred has found it very useful in his model building

**And with that Winken, Blinken, and Nod headed back to see!**

## Ed Petrucci's Entire Workshop

We all know about the Preac, the Byrnes, the Craftsman, the Microlux, you name it, but in my opinion nothing beats a Petrucci! Here are 4 of the mechanical wonders created from the imagination of our resident Craftsman and Miniature Machine Maestro, Ed Petrucci!

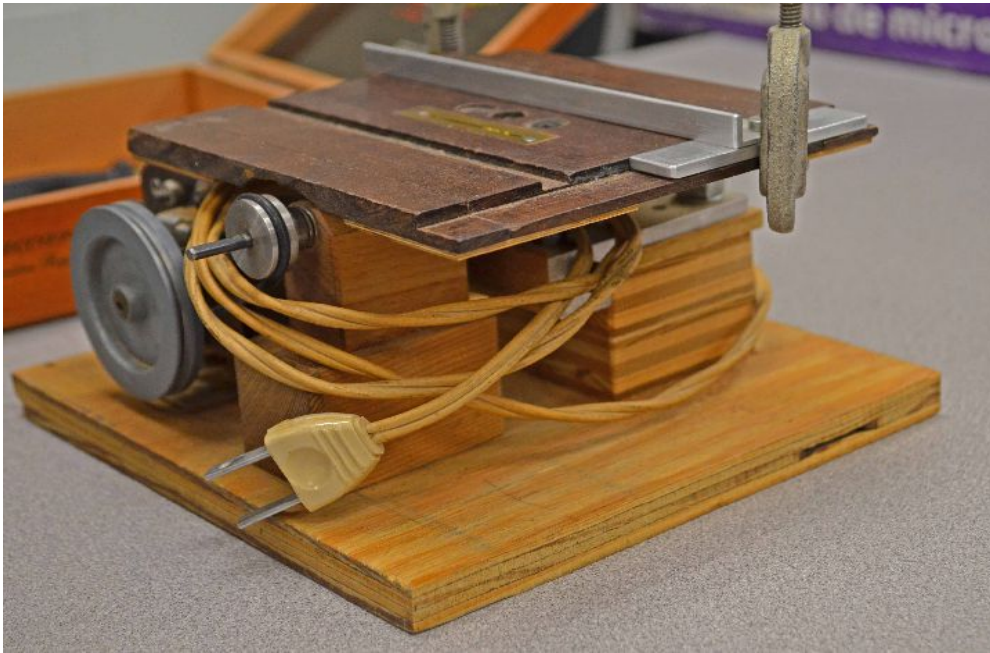


He has adapted a mini lathe into a home made duplicator using brass tubing.

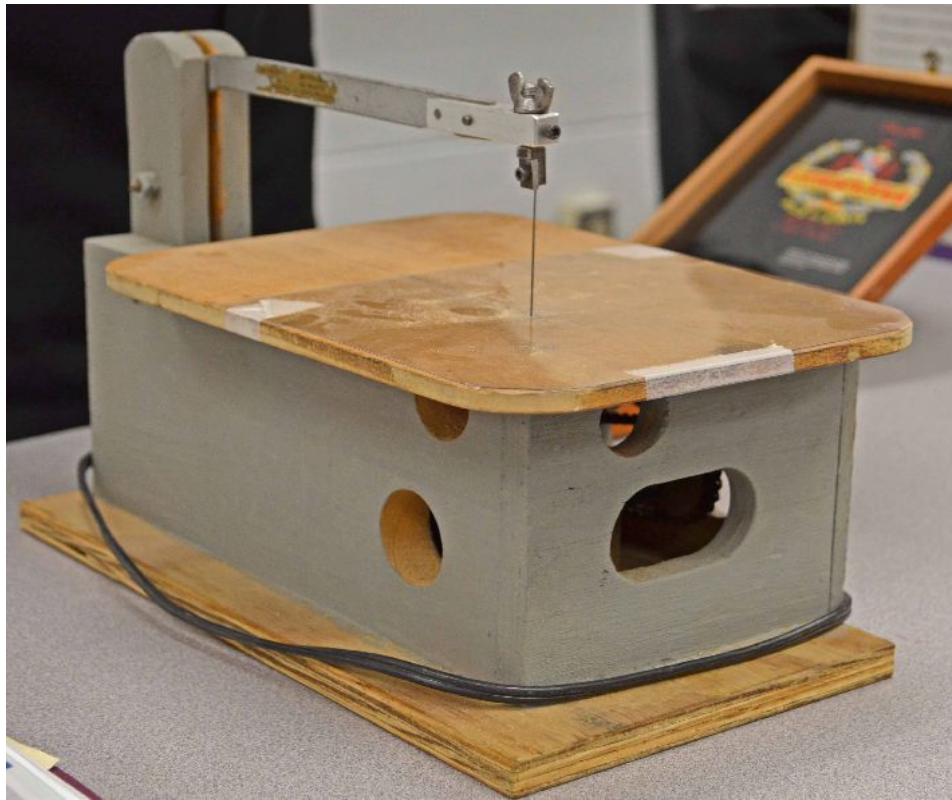


And old house fan motor becomes a disc sander!





The Table Saw!



Scroll Sawing, anyone!

Back to the Duplicator



The collet.



This is a belying pin template. The principle here to to spin the dowel within the affixed brass tubing template. Ed then uses a small "V" shaped file as a tool with the brass tube template as a tool rest.



The Maestro himself!



Here is template for stanchions.

**EDITORS NOTE:** Mystic Seaport's Department of Ship Models Sales and Service, published "Ship Model Classification Guidelines", in 1980 (ISBN # 0-93510-00-60). I present some of it in this issue so that CMMS members might like to see the "inside" process of critiquing a ship model, should you choose to contest or sell one of your ship model(s). I have found it useful to critique my own progress in my modeling "learning curve" by just asking myself "How am I doing with my personal goals in my builds?". You can take the information here and rate yourself. Take the criteria of "Accuracy of Scale", or "Neatness of Construction" as an example. On a scale of 1 to 10 what do you think you are capable of, a 5, an 8? Now rate yourself – could I have done better, how can I improve? Just remember, "If you've done the very best you can do, the end result will be just as good as it should have been."

- With apologies :Source is Unknown to me.

### **HOWARD I. CHAPELLE**

General Preliminary Building Specifications  
Division of Marine Transportation  
Smithsonian Institution, Washington, D.C.  
(revised 3-31-61)

THE INTENT OF THE PLANS AND DETAIL SPECIFICATIONS IS TO PRODUCE AN ACCURATE SCALE MODEL OF MUSEUM-GRADE WORKMANSHIP AND FINISH. THIS SPECIFICATION IS GENERAL AND PRELIMINARY, AND FORMS PART OF THE CONTRACT OR PURCHASE AGREEMENT.

The model is to be complete, in exterior detail, as is agreed in the contract detail specifications or as indicated or shown in the plans.

Models are to be built to a specific scale. It is intended that models in a certain category shall be all the same scale, so that, in exhibition, they give a sense of relative size. Small craft models will be made to 1-1/2, 1, 3/4, or 1/2 inch to the foot scale as directed. Fishing and coasting vessels shall be built to 1/4, 3/8, or 1/2 inch to the foot scale as directed. Large sailing vessels and steamers will be built to 1/8, 3/16, or 1/4 inch scale as directed. Unless otherwise agreed, models are to be built to the scale of the plans furnished to the builder and are subject to measurement and templating upon delivery, prior to final acceptance.

**AMENDMENT: #1 - SCALE** - The same application should be applied towards the use of the metric system.

**HULL** – The hull form is to be shaped (using the "lift" construction method, planked, or planked over moulds or as otherwise agreed) with great precision using accurate templates for level lines, buttocks and sections; and the model hull will be checked by the curator or his aide prior to finishing to be certain the hull agrees with the lines drawing.

**AMENDMENT: #2 – HULL** - Plank on Frame vs. Plank on Bulkhead: due to the wide spacing of bulkheads on the normal kit model, flats normally appear even in the best of model construction, especially in the areas requiring large or complicated bends. Completely framed models are much better in this regard, and allow for portions of the hull to be left unplanked without due distraction.

The margin of tolerance is 2 inches to scale in all models built to scales between 1/8 and 1/4 inch; 1 inch to scale on models built on scales between 3/8 and 3/4 inch; 1/2 inch on models built on scales between 3/4 and 1-1/2 inch to the foot. Models built on 1/8 inch scale to be within 4 inches by scale tolerance. The hull will be fair and smooth in all respects and fully templated in building to insure accuracy and shall be fitted with the head rails, trailboards, knees, quarter galleries, ports, scuppers, chesstrees, sheathing, stern windows, deadlights, and mouldings in correct scale as shown in the plans or as otherwise directed. Parts may be made of brass if strength requires. The deck plan may be marked or the deck laid, as agreed upon in the contract or purchase agreement, without showing butts or too wide a seam. (See Amendment #3).

**AMENDMENT: #3 – DECK PLANKING** – on small scales only (3/32, 1/16, etc.), all others should show butts. Over emphasis on small scale deck work should not distract from remainder of model.

Deck machinery or fittings to be shown as in the plans or otherwise directed in the detail and specifications.

**RIGGING** – to be of scale and of good and lasting material of proper appearance and color, so far as is possible. Rigging to be done to agree with instructions, as to source reference and methods, contained in detail specifications. Mast metal work to be to correct scale and properly proportioned, “faked” only where it cannot be made to scale or where it does not show when model is rigged. The workmanship to be of museum quality throughout. Linen., wire, brass chain or other approved materials to be employed, as suitable.

**CARVINGS** – To be artistically formed and neatly made, fitted as shown in the plans, with great precision, and correct scale to size.

**FIGURES** – if human figures are required, they are to be of proper scale and proportion and dressed in contemporary fashion to the boat or vessel, as of her date of construction. Material and fastening or disposal on deck to be as agreed in contract.

**SAILS** - will be made of lasting and suitable textile such as linen or as directed in the contract, detail specifications. If not set, sails to be furled on the spars, but if set the sails must be sewn or marked to represent cloths and patches, reef and reef bands and be completed as to appearance.

**AMENDMENT: #4 – SAILS** – Preferably none, though suitable linen cloths can be employed for scales ¼” or greater. If employed, all details must be shown, reefs, reef bands, etc.

**MECHANICAL MODELS** - where model is required to show machinery, the latter is to be built of metal or plastic, and is to be of accurate scale and proportion and properly assembled in working, or apparent working order, as the detail specification and plans require.

**MOUNTING** - ship models are to be mounted on keel blocks and bolted to base board, or set in a proper cradle. All mounting chocks, blocks and base board to be of dry lumber: mahogany, white pine or other approved lumber, smooth and well sanded and painted or varnished as required.

**MATERIALS** – the model hulls, deck furniture and spar work to be of well dried lumber, preferably white pine or poplar and the glue employed to be damp resistant or “water proof”.

**AMENDMENT: #5 – MATERIALS** – deck furniture should be made from close grained hardwoods (pear, etc.)

Metal work to be brass, copper or other approved material, as work requires. The use of white or “pot” metal is restricted to those portions of the metal work agreed upon in the contract or purchase agreement. Castings to be of copper or brass.

**AMENDMENT: #6 – CASTINGS** – Rigging to be of brass chain, soft iron wire, linen twine or other approved material, properly coated or painted as work requires. Lead or plastic are not acceptable for hull or spar fittings.

**AMENDMENT: #7 – IRON WIRE** – this may rust. One should use anodized tin wire instead. Spars under 3/16” diameter to be of brass, not wood.

**AMENDMENT: #8 – BRASSYARDS** – optional, use of close grained hardwoods o.k.

**PAINTING** – to be of approved color and flat, no gloss paints to be employed unless specified in the plans or detail specifications. To be of high grade material and properly mixed metal work.

**AMENDMENT: #9 – GLOSS PAINT** – Paint finish should not be a high gloss; flat, egg-shell, semi-gloss, and satin or their combinations are preferred.

**HALF-MODELS** – these are to be made on the lift principle with great precision to the tolerance stated earlier in this general specifications. The hull is to be carefully templated for sections, buttock and level lines and is to be deck level. The outboard of the hull and deck furniture to be fitted with mouldings, carvings, lights, etc., as shown in plans. Stub masts are to be shown in correct position in rake, in half-section. Usually full length bowsprit and main or mizzen boom, in half-section, will be mounted with the model on the backboard, along with the cutwater, keel, rudder, screw, stack, etc. as plans require. The whole are to be painted and finished as in original vessel or boat, as shown in plans and detail specifications. If model is to be planked, seams are to be laid off as in the full-size vessel or boat, complete with butts and stealers, wales, mouldings and cove or stripe lines, coppered if required. Backboard is to be painted or polished.

### **Categories of Ship Models**

(Categories provided by *The Mariners Museum Model Ship Craftsman Competition* and by *Mysti Seaport Museum Stores, Inc.*)

**CLASS A – SCRATCH BUILT MODEL:** Model built entirely from scratch materials by the builder with no commercially fabricated parts except cordage, chain, and belaying pins.

**CLASS B – MODIFIED SCRATCH BUILT MODEL:** Model built from scratch, but supplemented by the use of some commercially fabricated accessories.

**CLASS C – MODIFIED KIT BUILT:** Models built from scratch, but supplemented by the user of some commercially fabricated or by scratch built parts.

**CLASS D – KIT MODEL:** Model built entirely from materials provided in commercial kits.

**SPECIAL – SUB CATEGORIES:** Model built and/or displayed in any of the following methods: Antiques, Waterline, Cross Section, Sailing, Half Hull, Bone/Ivory, Diorama, Power.

### **MYSTIC SEAPORT MUSEUM STORES ADDITIONAL SHIP MODEL SPECIFICATIONS**

**HULL:** Construction

Kit:

(a) Solid

(b) Plank on Bulkhead

Scratch Built:

\*(a) Solid (must be hollowed out over 10")

- \*(b) Lift (must be hollowed out over 10")
  - (1) Waterline (must be hollowed out over 10")
  - (2) Buttocks (must be hollowed out over 10")
- \*(c) Planked over Solid/Lift
- \*(d) Plank on Frame
  - (1) Solid Frames
  - (2) Built up Frames

(\* ) = Preferred Methods of Construction.

**RIGGING: LINEN ONLY!** No silk (has limited life), No Cotton (has limited life), No Synthetics or Blends (they stretch)

**FITTINGS: COMMERCIAL and SCRATCH:** No lead (pot metal), No Plastics. Approved: Brass, Nickel Silver, Wood, Paper, Tin Alloys (low in lead, i.e. Britannia, Pewter), Formica, Aluminum.

**PAINT:** Approved: Shellac (for natural wood finish only), Floquil, Pactra, Humbrol, Japan, Clear Laquers (Deft, Krylon), Polyurethanes.

**GLUE:** Approved: White (water resistant), Ambroid or Duco, Epoxy, Instant glues (on small areas only), Powdered resins.

**WOODS:** No Balsa. Approved: All close grained hardwoods & their veneers: Fruit Woods, Boxwood, Basswood, Holly, Poplar, Ebony, Dogwood, Sitka Spruce, Pine (high grade), Model Plywoods.

**MISCELLANEOUS MATERIALS:** No styrene. Approved: Fiberglass (only on extremely large hulls), Plaster (carvings), Epoxy (carvings), Duratite Surfacing Putty, Treated Cloth/Fabrics (to scale), Glass.

(specifications subject to change)

#### **PROCEDURES BY WHICH AN OFFICIAL SEAPORT MUSEUM STORES' DEPARTEMENT OF SHIP MODEL SALES AND SERVICE WOULD USE THE CLASSIFICATION RATING SHEET**

1. Categorize the given model in one of the listed CLASSES A-D or the SPECIAL CLASS.
2. Describe the method of hull construction (solid, lift, etc.)
3. Describe and SPECIAL BUILDING ASPECTS, if applicable. Examples: Carvings, Interior Work, Working Fittings, Unique Mounting, Built Up Hull Frames, Rare/Exotic Materials, Treenails/Pegs, Artistic Painting (weathering, etc.), Extreme Scales (miniatures, 1/2 scale).

#### **RATING PROCEDURE:**

1. Note each BUILDING ASPECT applicable (hull, rigging, etc.) and calculate "Base Number."
2. Base Number Calculation:
  - (a) Each Building Aspect applicable is worth a maximum of 50 points (10 points for each of the five CRITERIA: Authenticity of Plans & Research, Accuracy of Scale, Uniformity of Detail, Neatness of Construction, Materials and Their Application.)
  - (b) Multiply the number of applicable BUILDING ASPECTS by 50, and will equal one's "Base Number".
  - (c) After the numerical rating is completed, a total is calculated and divided by the "Base Number" for a percentage (TOTAL RATED POINTS [Criteria} DIVIDED BY THE "BASE NUMBER" [Applicable Building Aspects]). **Ed. Note: Food for thought, isn't it! Can I do better?**

Found another article by Justin which appeared in Ships in Scale, the January/February, 1990 issue

*How often have you seen a ship or yacht that you wanted to model but alas — there were no plans available. There is a way to get the dimensions needed by...*

## Scaling From Photos



by Justin Camarata

Photos can be an incredibly rich source of information. Dimensions, locations, and shapes are there for the taking. The trick is how to get around or deal with distortions that the camera, film, lighting, and perspective introduce.

Some fairly complex schemes have been conjured up to obtain dimensional data from photos. One of the best I have come across was developed and described by Alan Frazer at the 1986 Nautical Research Guild conference in Boston. Alan plans to publish something on it eventually but in the meanwhile, I offer the following rather simplistic approach which has worked quite well for me.

The key to the whole process is tied up in one fundamental axiom—Lengths in a photograph can be scaled relative to each other with reasonable accuracy if they are in a common plane which is perpendicular to the camera line of sight. This concept is illustrated schematically in Figure 1. The camera is looking along line AA. Plane B is perpendicular to this line. Posts C and D lie in this plane. If the height of post C is known, then the height of post D can be found by measuring the heights of C and D in the photo and doing the following arithmetic:

$$D \text{ (actual height)} = C \text{ (actual height)} / C \text{ (photo)} \times D \text{ (photo)}$$

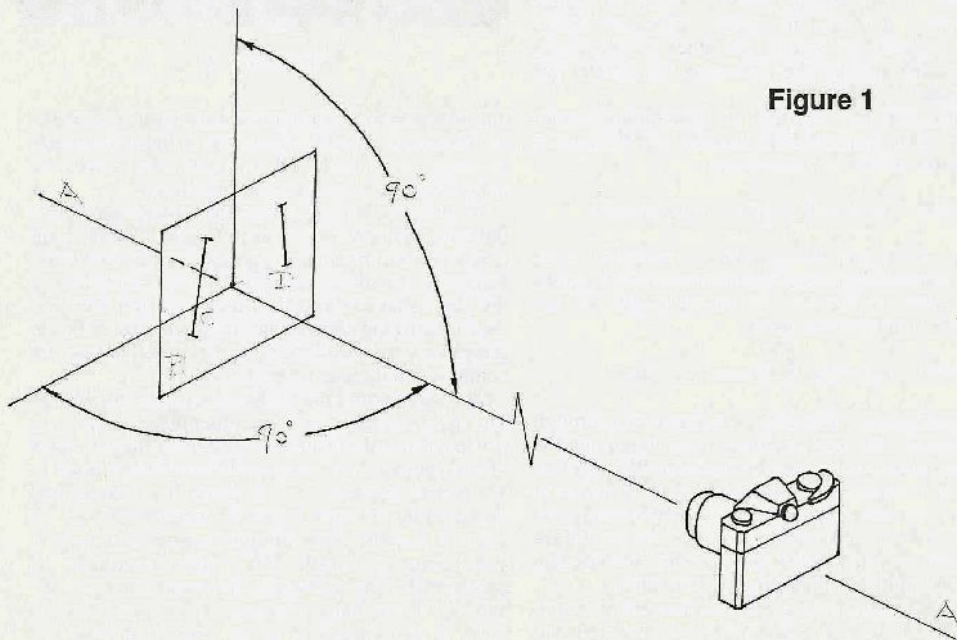
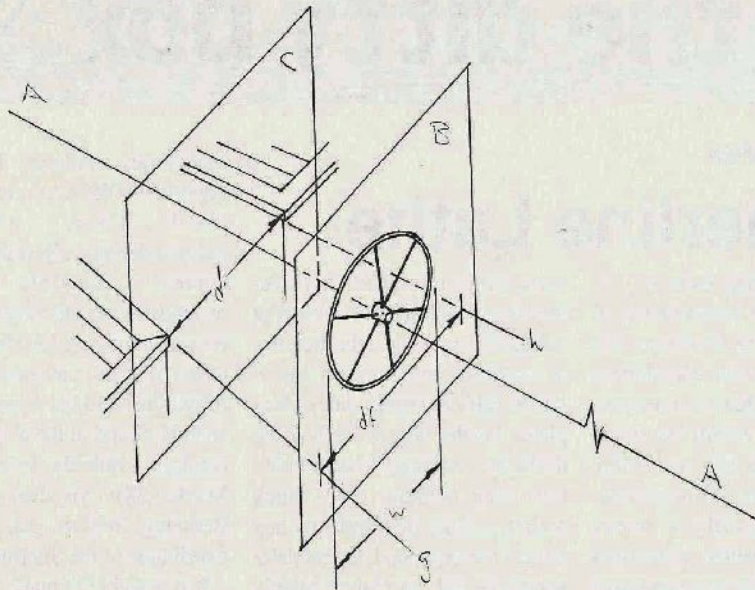


Figure 1



be set down with reasonable accuracy relative to other straight lines formed by deck planking, railings, or hatch edges subject to the same perspective. A tracing paper overlay can be used so the photo isn't damaged. The reference length "df" is drawn between "g" and "h" where you think the projection lines intersect plane B.

If you are planning to take photos of a ship or piece of gear for modeling purposes, life can be made a lot simpler by keeping in mind how your shots will be used. Identify major axes of the primary object and shoot perpendicular to them. Take at least three shots from as many directions. Don't be afraid of overdoing it. There never seems to be enough. Film is inexpensive compared to the cost in aggravation alone in having to go back and reshoot.

Finally, as an aside, I offer a comment on lifting colors from photos—don't, if you can avoid it! Factors such as type of film, exposure, processing settings, and lighting can significantly affect what you see in the print. If you have to rely on photos, realize that there will no doubt be a color range. Select shots where the object is not in shadow or strong sun. I have found it very helpful to take along a graphic arts color selector when photographing. Letraset, whose products are available in most art supply stores, offers several of these selectors as part of the Pantone color system. They consist of a thick pile of cards in roughly a 1" x 4" format held together

at one end with a pin. Every card has several colors on it which are each coded with a number. The range of shading is very good. When shooting, select a color which matches the object and then record the number. Back at the shop, you will have an accurate record of what the actual color of the object was.

### WRITERS WANTED!

*SHIPS IN SCALE* is looking for articles. Even if you've never put pen to paper before, why not give it a try? Most of our regular contributors began as modelers who wanted to communicate their ideas and thoughts to other modelers, and they've become successful writers. If you've got a great idea, send for our free writer's guideline. It'll tell you how to query the Editor, how to design and format your article, and how to take photographs for publication in this magazine. Write to the Editorial Office for complete information. You *could* be the next Melville!