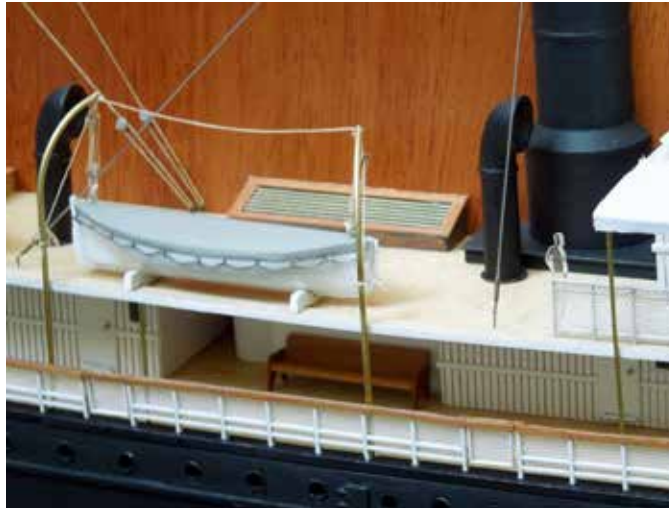


Show & Tell

I., Sec/Ed on SS Mascotte: This 1/96 half-model is the culmination of about a year of research and building. It will be the subject of my presentation at the NRG conference in October. I reviewed, for the benefit of newer members, that insulation foam eventually used as a pattern for a Bondo® hull. Superstructure is poplar and details were created, where possible, with laser cut and engraved parts of 1/32" acrylic, 1/16" acrylic (ladders) and 1/32" plywood.

Three items provided separate and interesting research subjects: the anchor, a metal life raft and the propeller. I described the various casting experiences: hull, lifeboats and ventilators. Rigging of shrouds, ratlines, deadeyes and blocks were covered as well as railing construction. I was pleased with a new method of skylight construction.

This ship was "outside of my wheel-house," as I am a small-craft modeler for the most part, and I was assisted most ably by **Phil Stager**, our Coast Guard & Post Card/stamp expert, locally, and by the Steamship Historical Society of America. SSHSA provided photos and hull plans, while Phil turned up a continuous tone post card that was the best resource for everything above the main deck, for which no drawings have been found. It was challenging. I'm happy it is complete. I built the case shown, but **Tim Roberts** has agreed to construct a more traditional type for display in the Belleview Biltmore Belleair Inn where the model is scheduled to live in the future.



Random views of the scratch-building of SS Mascotte, which involved a lot of self-kitting and stack-up of parts. Laser cut and engraved components were employed, and every other short-cut imagination could produce.



Howard Howe: "The *Nantucket* model is about 95% complete with all the RC components, LED's, wiring, switches and batteries installed. Selection of the beacon or the running lights and power sources are controlled through a series of switches. The RC system operates on a 4.8V rechargeable battery, and the light system uses a 9V battery that can be switched to an ac/dc charger for long term use. There are some small details to finish including deck sealing and rigging installation. She has been float and ballast tested, but still requires a pond sea trial for RC operation on a calm day!

The three cabins are held in place with Velcro and are removable for access to the charging port, RC switch, and the connectors for the lights as required. The deck sealing will be a clear caulk for future access if necessary. A socket has been installed on the aft cabin to provide a plug in capability for a 9V charger when the model is sitting on the mantel with our other Lighthouse models.

Thanks again to **Bill Michaels** with "The Foghorn" (New England Marine Modelers Club) for his article published last year on converting the plastic model to RC. His article provide a lot guidance. However, it still took a lot of time to determine sequence of assembly, electric light circuit, painting, and modification of parts. All part of the challenge!"



Ships as long-lived as the Lightship *Nantucket* are bound to have seen alterations. The aft house and stack wander in these photos.





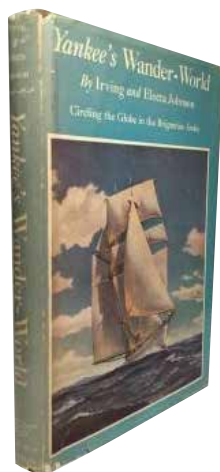
Byron Rosenbaum: "I'm almost finished with the hull carving of the Brigantine *Yankee's* solid wood hull. It takes a lot of patience to get fair lines on a hull surface. Hand sanding is very time consuming but safer than machine use. One slip and machines can take off more than desired. My fingers are cramping so the work is going slow.

The lines drawing is 1:48, making the finished model with the aft and forward sprits, about 24" long.

The main mast is just under 2 ft. tall. Using paper sails will work out well, but the square sails will need to be slightly lifted off the back to look right."

Byron had to flee to Orlando for the duration of Irma and enjoyed a family reunion, but has returned to his Miami tower.

He suggests two books on *Yankee* by Irving and Electa Johnson, on their peregrinations: *Yankee's Wander-World*, 1949 and *Yankee Sails Across Europe*, 1962, both published by Norton & Co. And, there are others.



Yankee met a solemn end, aground after long voyages on all seas.



In happier days.



Byron shows steps along the way in this scratch effort.



Guy Hancock: "I showed the *Virginia* (ARTISANIA LATINA kit) with the hull planked up to the deck level, meeting the topside planking at a joint that will be covered with wales. I am painting any parts constructed of plywood that would otherwise show the edge and will finish as much of the rest in natural wood as possible. I have installed the stem, keel and deadwood. The 4x3 mm apple covering board is installed with the flat surface against the deck, meaning the bend is in the thicker dimension. I soaked it for a few hours, then bent it on a magnet board on which I drew the deck outline. After it dried it was better but I did another round of soaking and bending before installing it. Before installing I clamped them together and drilled scupper openings along the joint. It took a lot of filing to get them to look more even and large enough to see."



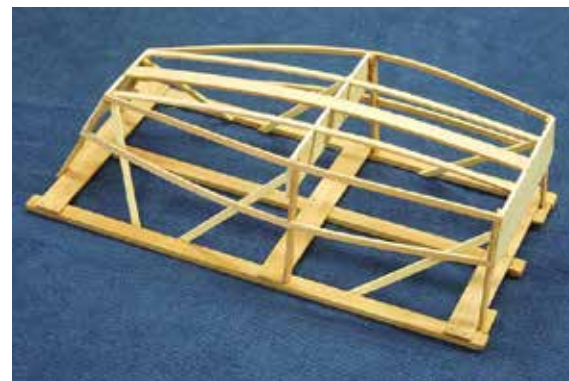
Current status of Guy's ARTISANIA LATINA, *Virginia*.

Tim Roberts: *Optimist Pram*, designed by Clark Mills... Tim, with a couple of boats in the water, probably had his hands full, too. His stringers are pear, and he plans to use maple veneer to simulate the plywood planking.

George Fehér: *USS Constitution* cross section.... George chose to evacuate and has not reported in. Too complicated for Sec/Ed to follow... in other words I was listening, not taking notes, and have forgotten the details!



Tim's *Optimist Pram* as the originals were built, on a jig.



Above, George continues to progress on a project he sets aside frequently to pursue award-winning dioramas and such.



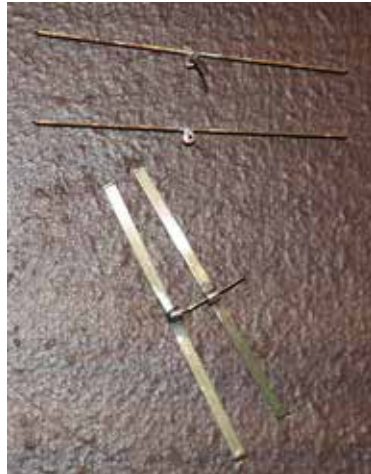
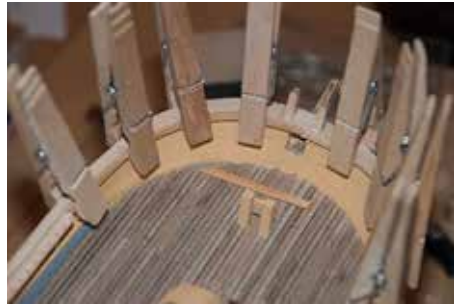
Steve McMurtry: "I've got a lot done on *CW Morgan* since the last report. In July I fit and installed all the rails. There are three: the Main rail, the Log rail, which is vertical, and the Topgallant rail.

The Main and Top rails were all match fitted to the hull contour using a compass. I decided to install the Pin Rails to the Main Rail before installing them onto the hull. That gave a lot more control over the fit and glue joints. Like the main rail, the Pin Rails were match fit to the Main rail curve.

In August I made the timbers that fill in between stanchions and add support for several mooring and chain chocks. The chocks were cast metal in the kit and of good enough quality to use. Cavils (big cleats for mooring lines) were also made and fit on the interior bulwarks. The 2 hawse pipes were drilled into the head timbers. It was critical to get the angle right so the pipes came out just at deck level.

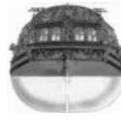
I made the pintles and gudgeons for the rudder. The tricky part here was to center drill 0.018 diameter holes in 0.060 copper wire. After drilling, the barrels were cut to length from the copper wire and soldered to the plates. They still need to be final formed, painted black and installed.

My last effort was to match-cut two timbers that are part of the sheathing block. This protects the ship at the companionway entrance when docked."



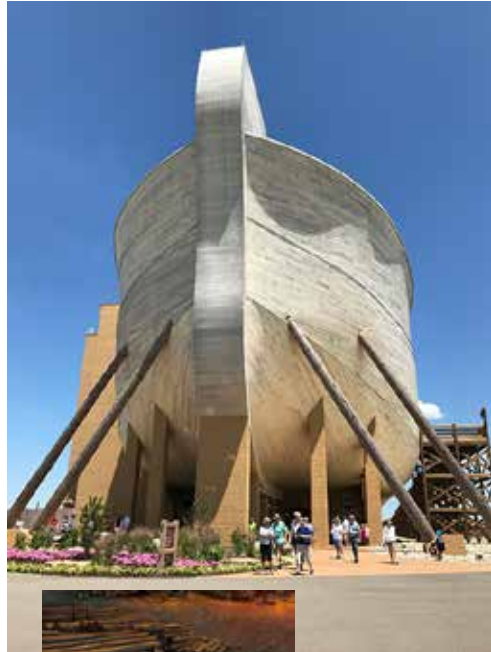
Above, Sec/Ed's photos at the meeting.

Above, Steve's photos submitted, showing his points of progress.



Terry Glander: "This is a picture of *Noah's Ark* in Williamson, Kentucky. It is built according to the dimensions as found in the Bible."

Sec/Ed: Rather nicer accommodations than I expected.



George described his airbrush equipment, technique, materials and set-up, with particular emphasis on maintenance and cleaning.



Byron Rosenbaum sent this photo of a *Wasa/Vasa* model seen on site, in Stockholm.



Anne-Emmanuelle Marpeau is another artist-dioramist much admired by your Sec/Ed. Clearly a painter of great talent with wonderful imagination, able to suspend objects in three dimensions. We can see her "ex-machina" machinations, but are convinced to ignore them for the pleasure of the big picture.

She lives and works in Maine and France, creating her dream-like votives at a staggering pace. Wrecks, whaling, sea and shore scenes flow with a really charming presentation technique I plan to attempt to emulate soon.



The Swap/Sale produced a number of good deals and finds.





ON NRG Conference:

Phil Stager spoke on parking in downtown St. Pete for the **NRG conference**.

Sec/Ed: Hilton says self-parking on the grounds is \$16. Wwww lists Sundial Parking Garage (8 hrs+ \$7.00), SouthCore Parking Garage (appears to be \$10/24hr) and 230, 1st Street South (NOT CLEAR), Al Lang/Progress Energy (seems to be \$5/day) as alternatives.



This handsome winch is located in some Scandinavian shop. Machinery as art!

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