

Connecticut Marine Model Society

November 12, 2022 Newsletter

Minutes

November 12, 2022 meeting of CMMS was held at the Christ and the Epiphany Church in East Haven from 10 am to 12 pm. Ten members were present. President Fred Kerson opened the meeting. VP James McGuffick informed the Club that the Church will now charge \$50 per meeting date in lieu of a donation. James reviewed our current financial position and estimated expenditures including those needed for hosting the Annual Ship Model Conference. It was unanimously agreed to continue our 10 meetings per year and raise our dues back to our pre-pandemic rate of \$25 per year. James also reported on money he has received from the sale of Dick DeWick's donated books.

Officers

**President: Fred Kerson
Vice-President: Jame McGuffick
Treasurer: James McGuffick
Secretary: Mike Jantsch**

Ed Petrucci brought his model of a Dutch yacht that he scratch built several years ago for his wife. Ed did so in order to show how he made cloth sails. Ed uses cloth that he washes, dries and irons. He then uses cardboard patterns to cut the sails, next he sews the seams by machine. He then adds his signature hand made blocks, etc. Ed's 'lufting' sails, and of course his model, look amazing. Ed also showed a step-by-step drawing (made on the back of a business card) of how he makes eye bolts along with a couple of samples.



Mike Jantsch showed his completed scratch built model of Corsair (3/16 scale). Known as a Bermuda boat (1807), it was a relatively popular boat used for trading among off-shore islands.



Mike used plans he bought from the Smithsonian Museum, and built his model using hand tools and careful sanding. Her large jack sail helped in steady downwind sailing. His careful attention to details (particularly the rope coils!) and beautiful craftsmanship are immediately apparent.



Al Saubermann presented a progress report on his scratch built miniature model (1:192) of the James Miller a three-masted schooner built in Essex CT in 1854 by Nehemiah Hayden. Bill Quincy developed plans from the original description found in a journal kept by Luther Hayden, Nehemiah's brother. Bill Quincy's completed model is displayed at the Mystic Seaport Museum. Al showed the nearly completed hull using the "deck-of-cards" construction method. Next step will be planking and coppering.



Jon Meiers brought in his 1:64 model of the Rattlesnake (Model Expo kit) an American privateer built in 1780. She carried 20 six pounders and had an 85 man crew. Jon told us that during her first year she took \$1 million in British prizes! She was ultimately captured by the British 3 years later. Jon has done a beautiful job of this build, showing meticulous care in his construction and details. This is a very striking model to look at and an excellent example of this historically important type of ship.



Jon's noted he's considering adding some sails to his model. This topic prompted an interesting discussion about the use of sails on static models and the best way to make them. The discussion thus circled back to Ed's timely presentation of his use of sails on his Dutch yacht. Using a small figure on deck, as Jon did on his model, might fit nicely with a few sails flying.

Fred Kerson presented his - as he put it- "highly banged" Mantua model of the Santa Maria, Columbus' exploratory vessel of 1492. Formally called a Nao (ship) and more commonly a Carrack is a fusion of Portuguese and Spanish trading ship styles. Fred told us that he only used the kit's keel and bulwarks, more importantly he used his imagination, balsa wood and other materials to build his model. Fred explained that, excepting the keel and bulwarks, he doesn't use any scale so his model fundamentally has no scale. He noted this is particularly evident in his rigging. The corks on the ends of the yards, we learned, are to prevent poking himself in the eye - very practical. There is no question that Fred has a unique approach to model ship building and he seeks, as he explained, to evoke a ship

showing the signs of deterioration thus he searches for building materials that show severe wear.



ATTENTION

Bill Strachan has been building a Great Lakes Ferry the ***Transfer II*** built in 1888. While building it, Bill is also writing a build-log that goes into details of his construction. As he builds he also teaches. He calls this publication **The Beakhead**. Bill has generously agreed to share his write-up, and we will be sending out **The Beakhead**, in installments, for your enjoyment separately from our regular Newsletter. **The Beakhead** will also be archived, and thus available, on our Club's Website that you can access directly from here by clicking on the following link and then navigating to the "Newsletter" heading:

<http://ctshipmodels.org/index.html>

THE BEAKHEAD

Connecticut Marine Model Society

The Build of the Great Lakes Ferry *Transfer II*, 1888

Having been an avid model railroader, from 6 years old (watching my Dad build a few Ambroid R.R. kits), to 75. I have always wanted to bring the model railroading to integrate with the model ship building. But over the years, your building time is in reality just to a collection of kits awaiting the future. I was fortunate enough to retire at 62 and the first thing I did was print my Bucket List (The top 25 ranked projects over the years) to make a choice and get started. And then it hit me, at 63: it "ain't gonna happen."

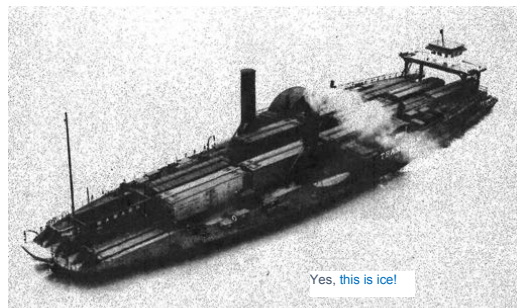
My "collection" spanned 40 years of railroad and ship modelling. If you watched MASH, the prophet Charles Emerson Winchester said: "I do one thing, I do it very well, and then I move on." I hope I am a little humbler than Charles, but it has some merits: And I have always believed in "if you have done the very best that you can do, it has come out just as good as it was supposed to." I have always known that there is a learning curve to modelling. So, the first thing I did was join the CMMS, and it goes very well.

I like dioramas. They tell a story. Looking for my next project this summer, I pulled some books I had on my shelf:

Michael Krieger's "Where Rails Meet the Sea , America's Connections Between Ships & Trains," MetroBooks, 1998, ISBN 1-56799-597-7.

George W. Hilton's "The Great Lakes Car Ferries," Montevallo Historical Press, Inc, 1962 reprint in 2003, ISBN 1-9658624-3-7.

Arthur C. Lucy F. Frederickson, "Pictorial History of the C & O Train and Auto Ferries and Pere Marquette Line Steamers," Lakeside Printing Co., Revised Edition 1965.



No. 1: A latter picture of Transfer II (service 1888 to 1940). Shown are 3-rails.