



January Report



Richard Adams' Nantucket Lightship, still a work in progress. The kit is by Lindberg and Richard is showing what results can be had even with such a vintage kit such as this.

January 2022 Newsletter
12:15 PM

Our attendance for January, 2022:

Jim Gower, President
Jim Brode, Vice President
Debra Mahoney, Secretary
Dave Mahoney
Andy Fulcher
Adam Campbell ** (New member)
William Prentiss
Richard Adams
Marshall Smith

President's Message

Our first meeting of the New Year has started off on a positive note!

Our attendance has steadily risen over the past two meetings, and I am happy to introduce a new member who has joined at our first meeting for January.

I would like to introduce Richard Campbell who lives in Bath, N.C. Richard is married with two lovely daughters and works in Greenville,

N.C. Our Facebook gave Richard the necessary links to find us and we are delighted to have a new member join our ranks. Richard, like most of us has been modeling for over 10 years, but work, and raising a family kind of put his modeling on the low end of the totem pole.

His dad was raised in New Bern, but Richard has roots in Atlanta, South Carolina, and now in our beloved State. As most of you know, Bath is the oldest established town and governmental authority here in the eastern area of N.C. Established in 1705 the town's location seemed to be ideal, with easy access to the Pamlico River, and to the Atlantic Ocean 50 miles away via Ocracoke Inlet.

It is said that Edward Teach (Blackbeard) often visited Bath to hide out from the British Navy, and rumor is that he had a friendship with Charles Eden, Governor which I'm sure was a monetary type of friendship. Teach was finally caught and killed in 1718 by the Navy at Ocracoke.

The Queen's Ann Revenge, Blackbeard's ship



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was found close to Beaufort, N.C., any many artifacts are on display at the Beaufort, N.C. Maritime Museum.

Wishing all of you a prosperous New Year, and happy modelling.
Jim

There were no new updates on the veterans proposed art exhibit, which NBMMG will participate

The ECPM Down East Con (aka catch 22) is still on for July 9th in Havelock, N.C. and more updates as they come in. Please go the website on line for registration and additional information.

<https://www.ecpmod.com/downeaster-con-2022.html>

There was a discussion about moving our meetings back to the Shop Class Building located at 106 Guion Street in New Bern. After a discussion and vote, it was elected to hold our meetings back at the Shop Class Building, which Mo Howland has already agreed to host as before. It was felt it would be a closer location for most of our members besides adding the wood shop to our advantage for any type of wood project involved in our projects i.e. wood display cases.

Our February meeting will be held at the shop Class Building, located at 106 Guion St, New Bern.

We want to thank Marshall Smith who resides in Fairfield Harbor on committing his time on Saturdays to open up the meeting room in the fire station for us.

Richard Campbell asked for help on planking his project. We all have our own procedure that makes us comfortable in this process, and the general consensus was to try different methods you are not ready for to gain experience in proper planking. Richard will bring his project to the next meeting for pointers, and this can act as a project build to assist our member. Richard also inquired about finishes, and Jim Brode suggested West Epoxy. Jim who

has considerable experience in finishes told the group that usually 3 coats, sanding in between with wet/dry sandpaper should produce a great finish to his model.

We all learn from these discussions, and I am going to try this on 2 wood models that are ready to begin hull painting.

We want to thank William Prentiss for keeping our Facebook updated and adding the newsletters each month. William reported that we get many hits from all over the U.S. and maybe we can find more new members as time progresses.

The Annual Train Show will be held in February downtown at the convention center. Jim is going to contact the organizers to see if we can set up a display to promote our modeling Guild. We discussed letting this count as our February meeting, but we all cannot participate at our table, so I will ask for volunteers to help man the table (if we can get one) and will hold our regular meeting February 12th at the Shop Class.

Richard Adams brought his model of the Nantucket Lightship he is currently building. The project is of a length which suggests a scale between 350 and 700. It appears the rigging is about the only item left to complete this project.

Andy brought his work in progress of the Cris-Craft Runabout explaining the Mahoney covered bottom and what he has decided to do on the hull to complete the planking and tie in all the angles this model presents.

Dave Mahoney added that his brother built a model of this ship many years ago from an old Pryo Kit. He drilled out the port holes and installed a light that served as his night light.

Jim Gower passed some pictures of the damage caused during Hurricane Katrina in Louisiana several years ago. The discussion was centered on a 7,500 coastal petroleum vessel that was carried over the 30 foot berm on the Mississippi and lodged about 800 feet inland. Other pictures included several large 100 foot trawl-



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ers that were converted from WWII Corvettes, and the use of air bags under the hulls to refloat the undamaged craft washed ashore. Regrets that the pics cannot be included in the newsletter.

Dave Mahoney passed around several pictures of the old Battleship Olympic during an early morning tour.

The pictures Dave presented gave an outstanding account as to the construction of the vessel, including the wood works inside the ship. We have progressed so far from 100 years ago, and I tried to imagine that boat crossing the Pacific to engage the Spanish during the Spanish-American War.

Please support the Beaufort Boat Club as their meeting will be on January 22nd, beginning at 2:10 PM in Beaufort Maritime Museum.

Thanks to Debra Mahoney for the butterscotch favored brownies. A note of apology to Debra. We left her name off the member present newsletter for December and did not acknowledge the brownies she made for the group. Remember our next meeting: February 8th at 12 noon at the Shop Class Building, 106 Guion Street in New Bern.

The next meeting of the Beaufort Model Club is January 22nd at 2:10 P.M.
Lets all support this club.



Bottom planking of the hull.

The blocking at the bow is a jig for attaching the planking to the bow as there are extreme angles to consider.





Nantucket Lightship (LV-112)



National Historic Landmark

“This vessel possesses national significance in commemorating the history of the United States of America.” Designated in 1989 by the National Park Service, U.S. Department of the Interior.

History

United States lightship Nantucket (LV-112) is a National Historic Landmark lightship that served at the Lightship Nantucket position. She was the last serving lightship and at time of its application as a landmark, one of only two capable of moving under their own power.

The ship was officially designated Light Vessel No. 112 or LV-112 to permanently identify the vessel as the practice was to paint the name of the marked hazard or station on the vessels that often occupied multiple stations.

She was built to replace LV-117 which had been sunk in a collision with the Olympic, a sister ship to Titanic. She was built with special safety features and was the largest light vessel ever built. She was designed to be indestructible, and outlasted all others, serving until 1983.

Construction

The vessel was launched on 21 March and delivered on 9 May 1936. The ship was steel

hull and superstructure designed for safety in emergencies. The hull was designed with a high degree of compartmentalization with longitudinal and transverse bulkheads with six exits to the upper deck. Length overall was 148 ft 10 in (45.4 m), 121 ft 6 in (37.0 m) length between perpendiculars, beam of 32 ft (9.8 m) and draft of 16 ft 3 in (5.0 m) with the vessel displacing 1,050 tons. Two oil fired Babcock & Wilcox water tube boilers provided steam for the compound reciprocating engine of 600 i.h.p. to give a maximum speed of 12 kn (14 mph; 22 km/h). In 1960 the steam engine was replaced with a 900 h.p. Cooper-Bessemer diesel.

As built the vessel had a light signal composed of a 500 mm (19.7 in) electric lantern on each of the two mastheads. Fog sound signals were a two tone air diaphone synchronized with a radio beacon, a submarine acoustic oscillator (removed in 1939) and a hand operated bell. For station keeping the ship had a radio direction finder. In 1943 radar was added. In 1960 the lights were replaced with a 500 mm (19.7 in) duplex lens on the foremast and light composed of a four sided revolving lamp with six locomotive headlights on each face on the main mast.

Operations

The vessel was stationed on Nantucket Shoals from 1936 to 1942. During the war the vessel was withdrawn from the station, armed with a 3” gun, and served as an examination vessel operating out of Portland, Maine until re-assigned to the station in 1945. In 1958 LV-112 was replaced on the station by the Relief vessel WLV-196 while LV-112 became the 1st District Relief vessel. LV-112 served at Boston, Pollock Rip Shoal, Stonehorse, Cross Rip, Buzzards Bay and Brenton Reef during that period. In April of 1960 the vessel underwent major modification during a refit and modernization at the Coast Guard’s Curtis Bay Yard. LV-112 and was once again assigned to Nantucket Shoals from 1960 until 1975.