



August Report



(above) Here's a model of a steam powered ocean-going tug built by Bill Kay. This is a scratch built from Red Cedar at 1/2-inch equals 1ft. scale that Bill constructed way back in 1952.

The August meeting of the NBMMG was held on August 12th with 9 members in attendance. Jim Brode, Bill Kay, Dave Mahoney, Mike McDougal, Dan Giffin, William Prentice, Mark Sandvigen, Roger Brown and Jim Gower.

Final discussions regarding our new website, were discussed, with few changes, and hopefully we will be able to launch this site in late August or early September.

Our web site address is:

<http://www.NBMMG.net>

It is still under construction, but you can go in and view the progress.

Discussions about our restoration project of the BB55, N.C. Battleship was decided on the mounting base as per the owners' desire, and the 2- name plates which will be installed after the project is completed.

We discussed the best way to adhere the rails to the hull, and mount the boarding ladders, and booms and prevent damage to the hull and the items themselves as they are 3D printed resin parts.

Mark Sandvigen gave a talk on his 2-year research of the U.S.S Constitution as it appeared in 1803.

His comments regarding the gun ports were interesting due to the fact, that while on duty in the Mediterranean Sea and the Caribbean it was so hot that the gun ports were removed for cross ventilation and attached each time bad weather forced the crew to cover the ports.

One item of note was the coloring scheme of the boat, which was mainly black, ochre, and yellow. At the time, we were not engaging the Royal Navy as they were fighting the French. Our colors were so close to the British that they were not familiar with who these ships belonged to, so as the story goes, the British



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When reading an article regarding naval warfare of WWI, I found this photo of the M-33 monitor. I was curious as to the pipes located at the bow. Our friends in the UK replied with 3 different answers as to the function of the pipes, so if anyone would like to submit an answer please do so. The pic was taken while restoration was being completed.

Jim,
Your picture, of course, is of the RN gunboat/monitor M33 (1915). The picture showed it in Portsmouth Dockyard just as preservation started; I attach picture of it in its completed state. I also attach a close-up of the “pipes”.

I circulated your query to some of our more knowledgeable members, and received the following reply from Nick Hawkins - who happens also to be a volunteer on HMS Warrior, also in Portsmouth Dockyard. His reply was the following:

“A question that has been asked many times.
“M33 was a very slow ship, so to make a voyage of any length she had to be towed, as was the case when she went out to the Dardanelles and was towed by her collier. *

“The ‘pipes’ were fitted at that time as it was feared that the light construction of the ship would not stand up to the constant strain of the long tow through variable weather. The decision was made to tow by passing a long hawser right round the ship and the ‘pipes’ were fitted to hold it in place at the forward end. They were quite successful, apparently.”

I find this explanation so implausible that it is probably true. Have fun with your members!

John

Following this I received the next two email “clarifications”

From: “john.garnish <john.xxxxx@xxxx.com>
To: ‘Jim Gower’ <daxxxxxx@yahoo.com>
Sent: Wednesday, July 26, 2023 at 05:36:42 AM EDT
Subject: FW: Trivia

Jim,

Bad news, I’m afraid. Following the explanation of “pipes” on M33 that I sent you, we have



received advice from two other knowledgeable colleagues (see below). It looks as though my scepticism was justified!

John

From: ian buxton <ilxxxxx@xxxxk.com>
Sent: Monday, July 24, 2023 8:35 AM
To: mrbxxx@xxxxxet.com;
MCLAUGHLAN' Subject: Re: Trivia

The 6in monitors were not particularly slow with a sea speed of 9 knots, the same as typical cargo ships of the period. They seem to have done most of their voyages under their own power.

There is no sign of the ‘pipe’ fittings in WW1 photos. The first I have seen is M29 (MINERVA) in 1930, i.e. after her conversion to a minelayer. ISTR looking at MINERVA that inside the pipe was a steel hawser cut off. Her sister M29 (MEDUSA) had a similar fitting in the 1930s. Could it have had something to do with laying controlled loop mine fields?

Ian Buxton

So, this should clear up any lingering confusion as to the purpose of those titillating “pipes” seen on the stem of the monitor.

Please direct any further enquiries to Dr. Google.

Gower out.



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Admiralty gave the captain of the Frigate Essex a code book used by the Royal Navy for identification of ships on the high seas when each approached so as to ID each other as friend or foe.



Jim Brode's Taylorcraft Airplane, An old kit by Comet. In lieu of tissue covering, Jim is using 1/32 balsa.



Although it's not a boat our guild takes in to account for age and since he is the VP, rank does have privileges.

Pic of the base for the BB 55 club restoration project of the North Carolina.





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The schooner, Puritan which is in need of rigging repair. How does the lines DO get all tangled when movers are sloppy!

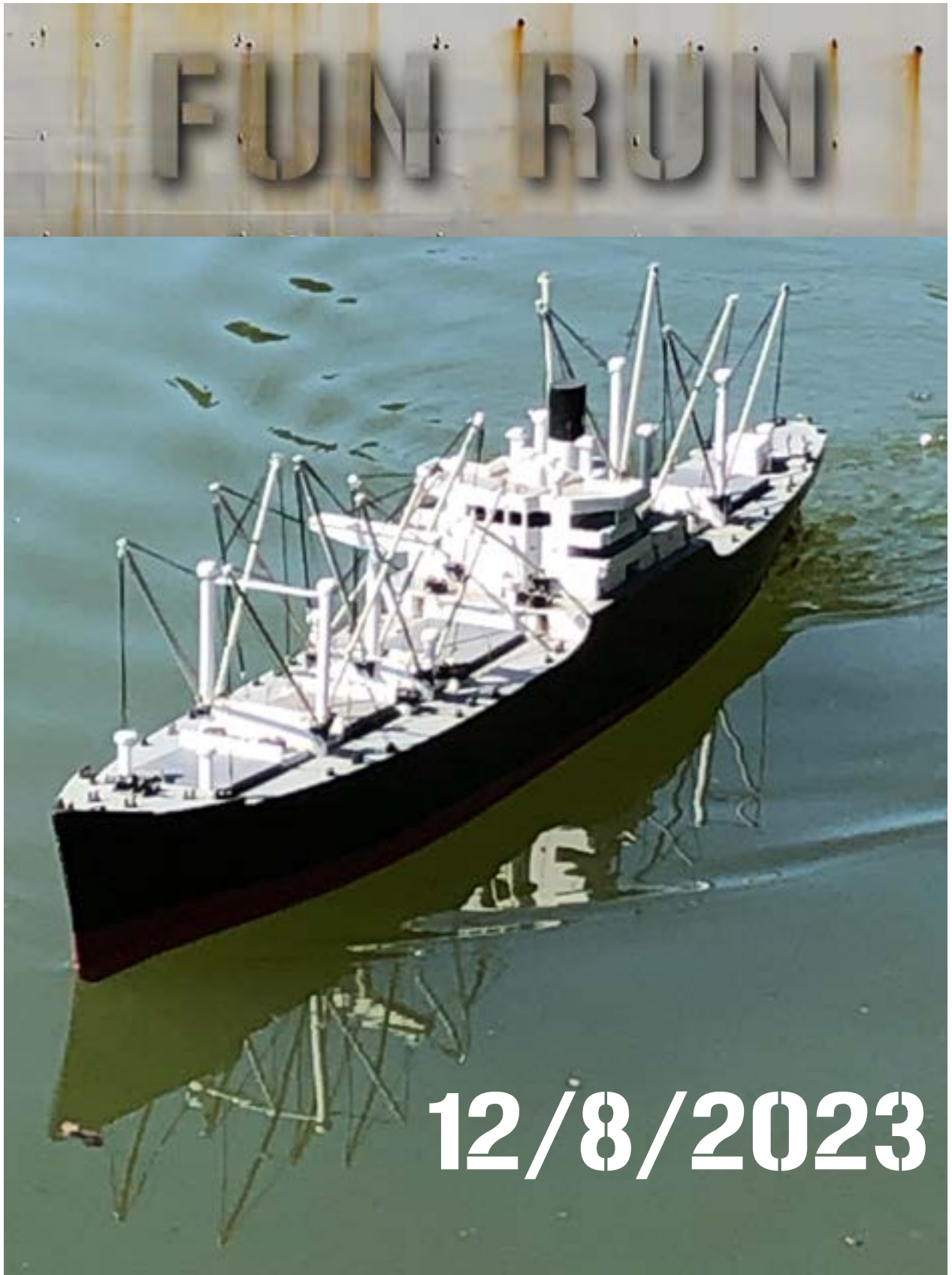
The starboard side of Bill Kay's wooden sea going tug. Bill's finish is exceptional.





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The American Scout, a C-2 type cargo ship. This could possibly be an old Sterling model or scratch built by Joe Wallace. One of many beautiful ship on display and under way.



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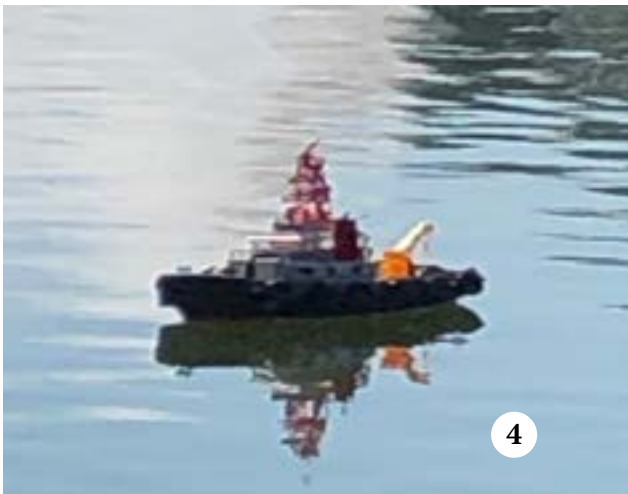


(1) A group shot of the U.S.S. Brooke, a fast frigate by Charles Lamm, another unidentified cargo ship, A Henry Kaiser Class replenishing ship by Mike Glover. There are 15 remaining in service out of 16 built. The ships are 677ft long by 97ft-5inch beam and has 7400 SF of dry cargo storage, 8-20 FT refrigeration units along with 5 refueling stations). The American Scout is tied up alongside with an unidentified patrol craft at the lower right,

(2) U.S.S. Brooke, a fast frigate by Charles Lamm

(3) The Henry Kazier and American Scout.

(4) An unidentified foreboat, for safety





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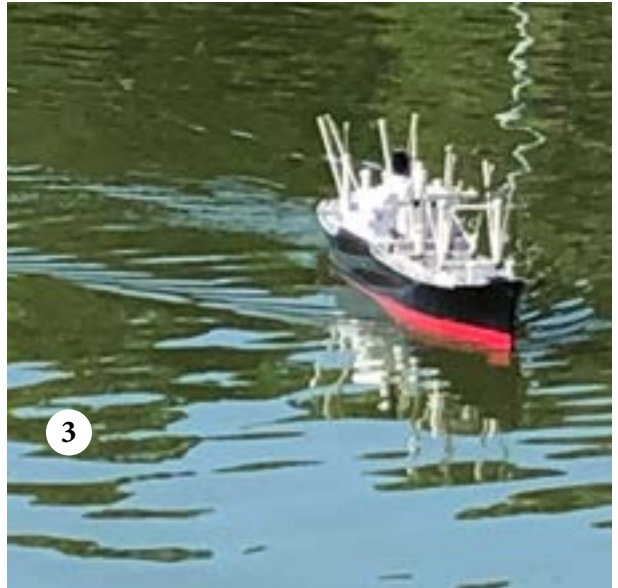
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(1) The Henry Kazier and American Scout.



(2) Henry Kaiser again, this time underway.



(3) The American Scout underway in a star-board turn

(4) The U.S.S. Brooke underway.





A Kit By Any Other Name

Kit Building(?)

by Bill Kay

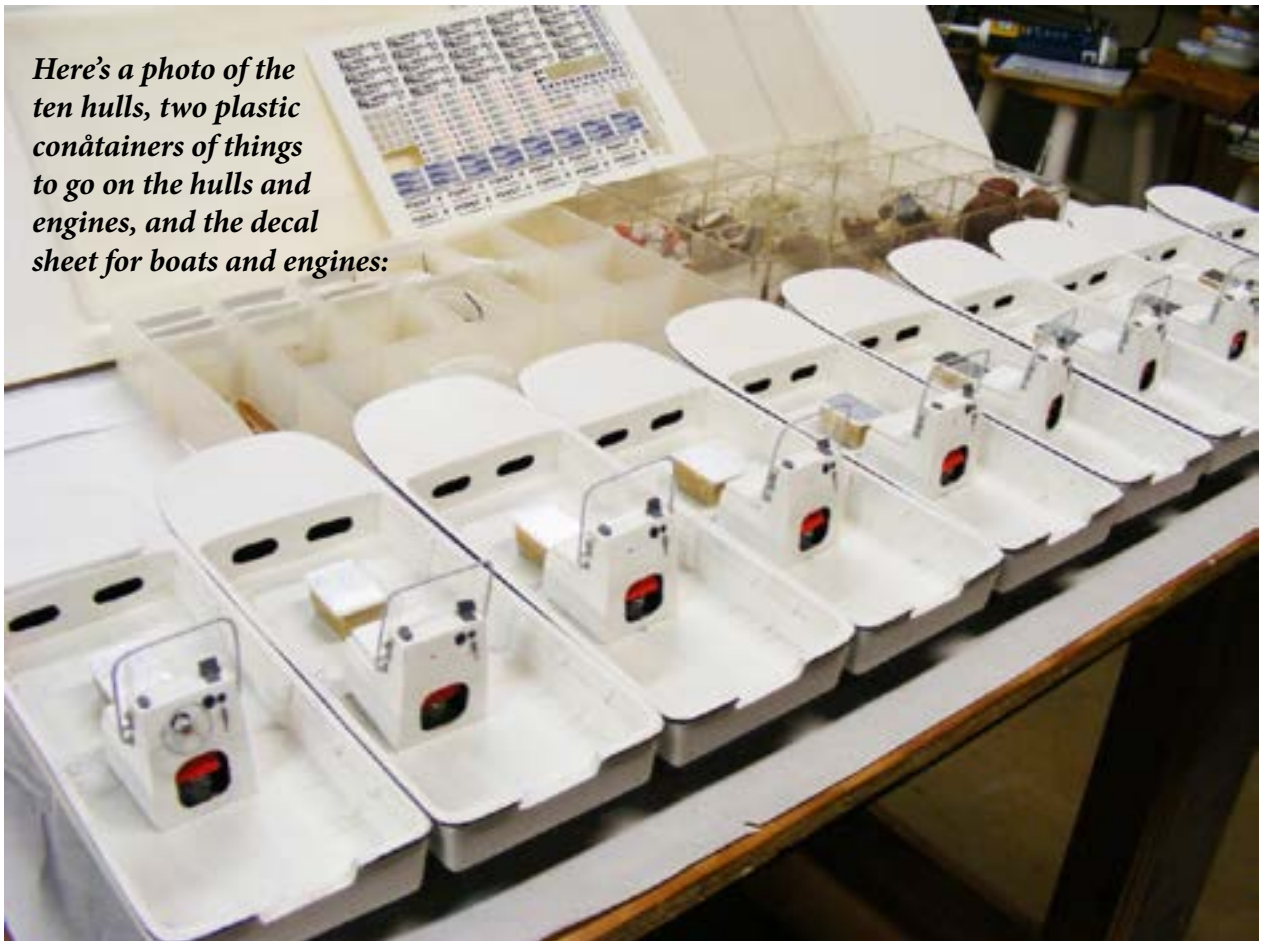
Over the many years of my model boat activities, I have formed some opinions that I have, sometimes, found to be wrong. One of those was my negativity against building from “kits” and my pride in scratch-building. My latest project, however, reached a point where I perceived and gasped at the realization that I had now become, for all intents and purposes, a “kit builder!”

This project is one that my family said I should do and it is the Point A, my 17' Carolina Skiff with 50hp Yamaha engine. I designed it to 1/2" = 1' - 0" scale and envisioned there would be three major elements in the undertaking: doing the hull and its “stuff”; making the outboard engine; and fabricating plexiglass display covers.

The memories of going out on my Skiff, over many years, include those of my two daughters, my five grandkids (now all adults), my wife, and, of course, me! That makes nine models to get done in the project, and I included a tenth, “for whatever.”

Things got very detailed quickly since the Skiff still exists and I have tons of photos to call upon. I began making the hulls and all its many fittings and equipment... yes, at least TEN of each... and I have been holding off the installation of those rather fragile things until I get the hull painting in final stages. So, as I made things, I set them aside over time and then, all of a sudden it hit me, I am putting together ten “kits” of my Carolina Skiff! No matter that I scratch-built everything, I feel I have now made myself a candidate for membership in the kit-build community!

Here's a photo of the ten hulls, two plastic containers of things to go on the hulls and engines, and the decal sheet for boats and engines:





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above

- 1-4. Helm seat (with a swinging backrest and cooler underneath)
5. The bow deck's full-width cushion
6. Metal cover plates for wiring, cables and hoses running from the console aft to the engine area
7. Wooden oar I carry on my Skiff (which also serves as a "depth finder" in shallow waters as I have painted white depth markings on it)
8. Black fishing rod holders (four go on each skiff, two along the sides and two at the transom)
9. White rod holders (two are mounted on the forward bulkhead)
10. Fuel filter (with its Sierra decal) and its related fuel line with the rubber squeeze bulb
11. Plastic devices I had made to hold the bow anchor in position
12. 8" cleats (four per Skiff)
13. Stainless steel steering wheel assembly
14. Throttle/gear shift mechanism
15. Safety device that comes off the throttle (it's a coiled orange engine shut-down cable that goes over your wrist when underway... should you fall overboard!)
16. Blue canvas bags that stick onto the windshield and hold bug spray, suntan lotion, etc.
17. Fire extinguishers



The decal page was printed from photos I had taken of each item, and those were reduced to their 1" = 1'-0" sizes and then put together on the decal sheet (allowing a few extras for whatever):



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A. Drink coolers I've converted to hold my three cast nets

B. Fishing tackle box

C. Yellow-topped bait buckets (two to each skiff)

D. Tiny bilge pumps (with decals on them)

E. Wooden posts used for assistance stepping up to the bow area

F. Step used to get to the bow area

G. Currently empty and makes a break between hull items and the engine components

H. Mock-up of the engine components assembled to test things out (the brown material

is two-part epoxy, mixed with phenolic beads, and that is used in molds I made for the various components)

I. Assembled components of the engine's mounting bracket

J. Plywood central "core" for the spine of the lower part of the engine

K. One side of the engine's lower section

L. Other side of the engine's lower section

M. Bullet-shaped housings for the lower unit where the prop will be attached

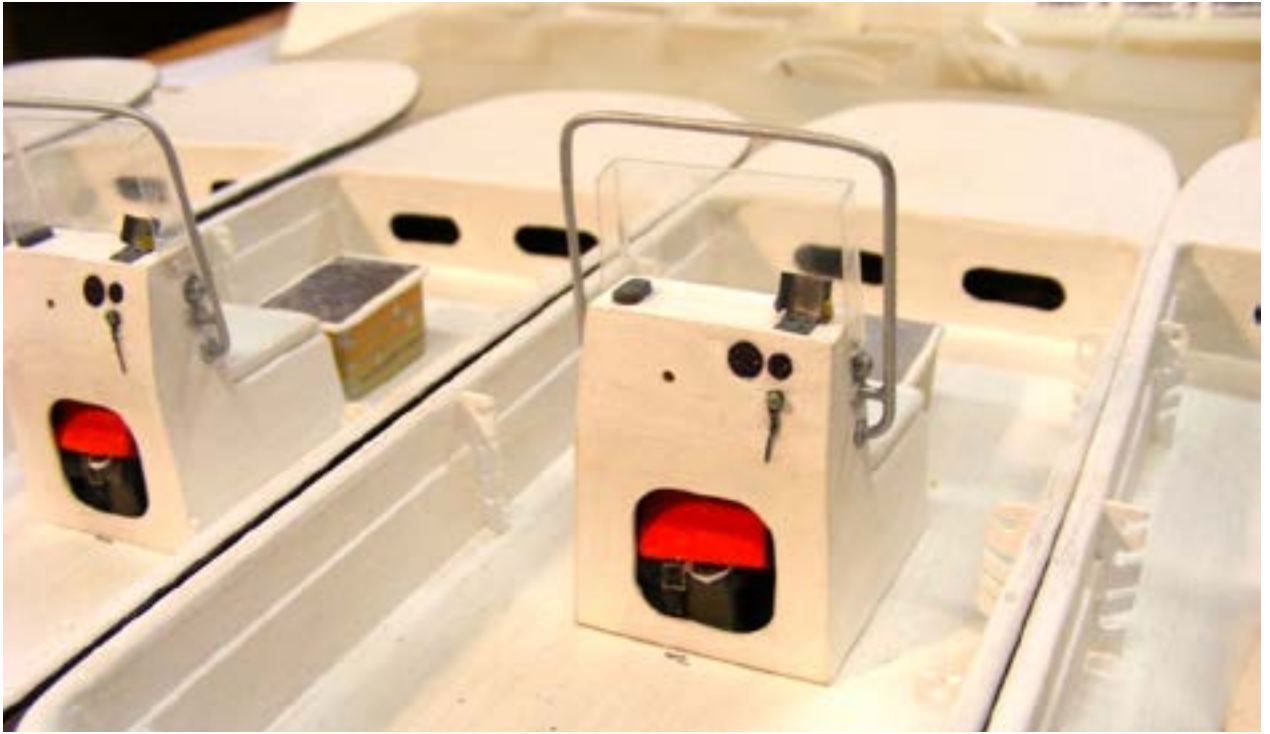
N. Bottom section of the engine's upper section

O. Top section of the engine



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Here's a photo of the hull, the steering console, and a box holding life preservers (not attached permanently yet).

Along both inboard sides are fishing rod holders and at the port quarter is the holder for the oar.

In the access area of the console can be seen a red throw cushion, stowed there on my Skiff for immediate access in time of need, and it sits atop the battery box.

On the slanted part of the console can be seen two engine gauges, a hole for the steering wheel assembly, and the "thingy" hanging down under the gauges is a wire that I use to clear dried salt from the engine's cooling water

exit port. On the top of the console is the gas cap to the left and a mounting bracket for a once-used electronic depth finder which I found near-useless in the shallows I frequent and, instead, I marked my oar to determine depths! The windshield was shaped using gentle heating over a wooden form and the metal grab rail is soldered wire. Just above the grab rail's two mounting points, on the right side of the console, can be seen the starboard running light fixture.

And that's where this newly-anointed "kit-builder" stands at this moment on the Point A project.

- *Bill Kay*





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First meeting of the NBMMG Ladies Auxillary reports for duty in their newly designed Class A uniforms..



Left to right:

AB Doris,

"Shiver me timbers" DeLight

B Mandy,

"Never met a gob I didn't like" Willing

AB Lulu

"Ol' Libety Lulu" LaCroix

AB May

"It's more an attitude, than a name" Bee
and

AB Patsy

"What are you calling me?" Prolong

Meeting Schedule for Carolina Maritime Model Society 2023

Schedule for the calendar year 2023:

(No meetings June, July & August)

September 23,

October 28,

December 2

(combined November/December meeting)

All meetings start at 2:10 pm, in the Museum's Auditorium.

North Carolina Maritime Museum

315 Front Street

Beaufort, NC 28516

Meeting Schedule for the New Bern Maritime Modeler's Guild 2023

September 9,

October 14,

November 11,

December 9.

All meetings start at Noon, at the Shop Class building, in New Bern.

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