The SSMA Journal

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- Come Sail With
  The Marine Modelers Club of New England!
- Switzer FERRIBY ASD tug
- Self-Reversing Ferry Boat

- North Carolina Fleet Run 2024
- Rebuilding the
  36" Cavileer Electric Launch
- 'JERSEY GIRL'

SSMA The **Scale Ship Modelers Association of North America**, Incorporated (SSMA) is a not for profit organization as filed in the State of Delaware. SSMA was founded in 1988 to promote scale ship modeling. We assist our members and club affiliates by sharing ship building information, cooperatively providing liability insurance, providing assistance in organizing and publicity for regional and national regattas, and by representing their needs to the modeling industry.

Individual Membership As an individual member of the SSMA you are entitled to receive a quarterly newsletter. Cost of membership is $32.00 per year. Contact the Membership Director. You will find a membership application is included with this issue— please pass it along to a club member or friend. **DO NOT SEND MEMBERSHIPS TO JOURNAL EDITOR.**

Club Membership Membership in the SSMA is open to all radio control scale model boat clubs (electric, steam, and sail) residing in the North American Continent and related possessions. Each club is entitled to receive a Charter, the quarterly newsletter, and Regatta Handbook.

SSMA Newsletter The SSMA Newsletter is a quarterly newsletter. Articles, projects, pictures, info. etc. can be submitted to the Newsletter Editor (Bob Kostosky) by emailing: **bobkost@verizon.net.** Articles should be submitted, either by email in Microsoft Word, or Text format. Photographs should be submitted separately and at the highest resolution possible. (ACTUALLY, send in any format, we can figure something out— journal@ssmana.org) If you have questions about submitting pictures, you can email me as we may be able to assist you. Submissions are encouraged from any author, member or not. We assume unsolicited material is intended for publication unless otherwise noted. We assume letters, questions, news releases and club news items are contributed gratis. So there. And thank you for your participation! Enjoy the hobby and encourage the young!

We are open to ideas on other services that the SSMA can provide to its members and / or other clubs. Please feel free to contact any of the directors with any ideas you may have.

Attention all club officers-

If you send the Editor, (Bob Kostosky) a spreadsheet list of your members with their emails, I will be happy to send them an electronic past issue of **The JOURNAL**. (No junk mail to follow!)

journal@ SSMANA.org

Please join us in making our membership grow!

Send articles, photos and events to JOURNAL@SSMANA.ORG AND/OR bobkost@verizon.net

On the Cover:

Blaine Russell's tug "Panama"

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National Director
Don Spielberger
7527 Gilbert Road
Bergen, NY 14416
don963@aol.com

Journal Editor
Bob Kostosky
112 Turtle Hollow Drive
Lewisberry, PA 17339
bobkost@verizon.net

Treasurer
Heinz Ricken
514 Cranford Avenue
Cranford, NJ 07016
hricken@gmail.com

Membership
Heinz Ricken
514 Cranford Avenue
Cranford, NJ 07016
hricken@gmail.com

Web Site Director
Bill Michels
7 Diamond Dr.
Derry, NH 03038
rcboaterbill@gmail.com

Vendor Liaison
Don Spielberger
7527 Gilbert Road
Bergen, NY 14416

Ins/Safety Director
Gary Dickinson
PO Box 5963
Jacksonville, FL 32247-5963
garydickinson2008@gmail.com

Handbook Editor
Tom Pound
303-2151 Haultain Sreet
Victoria, B.C. V8R 2L8

Events Director

TO ALL SSMA MEMBERS AND FAMILY

HAVE A HAPPY AND SAFE HOLIDAY

HEINZ AND ALL DIRECTORS

DON, GARY, BILL, BOB, TOM

Membership Reminder:

Member's who have not paid for their 2024 renewal membership will be removed from the SSMA Journal mailing as of November 30, 2024.

Heinz Ricken Membership Director
514 Cranford Avenue
Cranford, NJ 07016
Email: hricken@gmail.com

Come Sail With The Marine Modelers Club of New England!

By Frank B. Cook, Events Officer

Mix scale model ships and sailing friends … add warm sun and calm waters … stir in a gentle breeze … and you have the perfect recipe for a marvelously relaxing way to spend the day!

Since 1990 that's what members of the **Marine Modelers Club of New England** (MMCNE) have been doing at numerous venues along the Eastern seaboard states of the Northeast. Actually some members have been sailing for a longer period of time as the Marine Modelers Club had its origin in the Minuteman Model Yacht Club. That club, which has been sailing since 1973, focuses on sailboats. However, with the passage of time, some members began venturing into other types of scale ships and the MMCNE was born.

A wide variety of sailing vessels have been selected as subjects for modeling. Many have been built from kits, but quite a few have been constructed from "scratch," employing purchased or self-drawn - to-scale - plans and using wood, metal, and plastic components to create a one-of-a-kind ship. Primarily the scale model ships are powered by electric motor, although some are wind or steam driven. The greater MMCNE membership fleet features yachts, fishing boats, tugboats, warships, sailboats, racing boats, safety/rescue boats, a submarine, and even a rowboat.

The "homeport" of the club is Lake Massapoag in Sharon, Massachusetts, a town 25 miles southwest of Boston, with easy access off I-95. The 392-acre lake is overseen by the town's recreation department, which has a great rapport with the club, and approves early Spring and late Summer sailing dates. During the summer months, when there are large numbers of swimmers and related aquatic activities on the lake, the club travels to other parts of New England to sail.

Leadership for the club is currently provided by Commander Charlie Tebbetts, 1st Officer Mike Hale, Treasurer/Membership Linda Arini, Newsletter Editor & Webmaster Bill Michaels, Publicity Officer Tim Logan, and Events Officer Frank Cook.

A True New England Organization

As reflected in the club name, New England refers to members, events, and venues. Currently there are approximately 40 active members, the majority from eastern Massachusetts, but Rhode Island, New Hampshire, and Maine also claim membership. Recently a modeler from Albany, New York came on board! In addition there are about 30 inactive members, mostly retired mariners, some of whom have moved elsewhere.

The club has exhibited at maritime-themed shows and festivals in New England, including the Salem Maritime Festival, Woods Hole Model Boat Show, Attleboro "Big Read" Kick-off, Providence RI Boat Show, Piscataqua RiverFest in Portsmouth, NH, and the annual Sharon Day Event.

Outdoor sailing begins the last Saturday of April, continues monthly during the warm weather, and concludes in mid-October. This year the club was able to get a jump on the sailing season with March indoor sailing at a private venue, an event that may become a regular, pre-outdoor fun float!

As previously noted, June and July events must be held elsewhere. The last two years the club has had a tremendous turnout sailing at Tuscan Village, a shopping center in Salem, NH. The pond at this location is primarily used by a well-known outdoor gear company to introduce customers to paddle boarding and similar activities. July sailing usually occurs at Redd's Pond in Marblehead, Massachusetts, a lovely little pond originally built for testing small boats. A new venue added in 2024 was Fellsmore Pond in nearby Malden. Over the last several years club members have traveled "Down East" for a joint-sail with the Mid-Maine Modelers Group, most recently in Scarborough, Maine.

A Full Schedule Every Year!

In late January, the officers meet to plan the coming season, held via Zoom since pandemic days. A February meeting has become a Zoom event where members can display and discuss their winter time modeling projects. Both March and November are slated for live, indoor meetings at a centrally located church with time devoted to business, show-and-tell, and a lot of boating discussion. November is also the month officers are elected for the coming year.

The outdoor sailing season always begins with the "Icebreaker" on the last Saturday of April at Lake Massapoag, where the water is always quite chilly once the ice has melted. This is usually the location in May for "Sail Boats" day. As summer winds down, the annual picnic in late August marks the club's return to the lake and "Tugboats and Workboats" are featured. September brings the annual "Steering Competition Regatta," a judged event, with categories based on vessel size. The season concludes with the "Day/Night Run" in mid-October. Rather than a midday sailing, members gather in late afternoon and conclude shortly after sunset. This provides the opportunity for nighttime sailing - an annual highlight - the majesty of scale ship modeling truly on display, the lights of the small crafts reflecting off the water as the sailing season fades into the sunset.

Since 2022, the club has been an invited participant to "Sharon Day," a town-wide festival organized by the recreation department. In addition to sailing demonstrations, a "Model Boats on Water" parade, and static displays, a well-received attraction has been the fleet of "Noodle Tugs" which give kids (primarily!) the chance to operate an RC boat. Club participation has consistently been praised by attendees as one of the highlights! The last event on the club calendar is the "Holiday/Christmas Luncheon" held at a local restaurant, conveniently selected for its close proximity to major highways and member's residences.

Membership on the Increase

Today, many who enjoy scale ship modeling and sailing most likely began as kids in the 1950's and '60s. Hobby crafts were popular in those days and model shops could be found in almost every community. Sadly those days have passed and MMCNE, like other clubs, is quietly aging. However, in the last two years, the club has enjoyed a resurgence in interest and seen the membership increase!

The resurgence was the result of a concerted effort to utilize social media to publicize upcoming events and provide immediate reports on sailing events, especially through the use of pictures and video clips. In addition, the club's Facebook site was completely overhauled, resulting in a dramatic increase in "hits" by people interested in scale ship models and RC boating. The RC Groups.com forum has also proved to be an invaluable method of publicizing club efforts and showcasing member's models at sailing events. The MMCNE is an SSMA of North America Chartered Club and regularly submits articles about club member's building efforts and club events for the quarterly *Journal*, all in an effort to grow our wonderful hobby.

The combination of these efforts has resulted in the addition of almost a dozen new members since 2023, bringing the current active membership to 42. Members pay annual dues of $25.

The club's web site - **www.marinemodelers.org** - provides additional information and pictures, as well as the schedule of planned events. If you're visiting New England, and interested in scale ship modeling, you're kindly invited to join us for a great day of scale ship sailing!

Svitzer FERRIBY ASD tug

By Bill McKeon

In June of 2017 my wife & I along with another couple were awaiting a cruise departure from the port of Southampton in the UK. One tug in particular, the SVITZER FERRIBY, drew my attention. The Svitzer dock was off our port side while we were berthed in Southampton. There was no end to the interesting tugboat activity in the harbor. Svitzer had another tug or two docked at their facility but FERRIBY stood out with its compact shape & how often it was used for vessel assist. Like any other modelers have experienced I had that " 'gotta build a model of that" moment.

Here is where I'm headed.

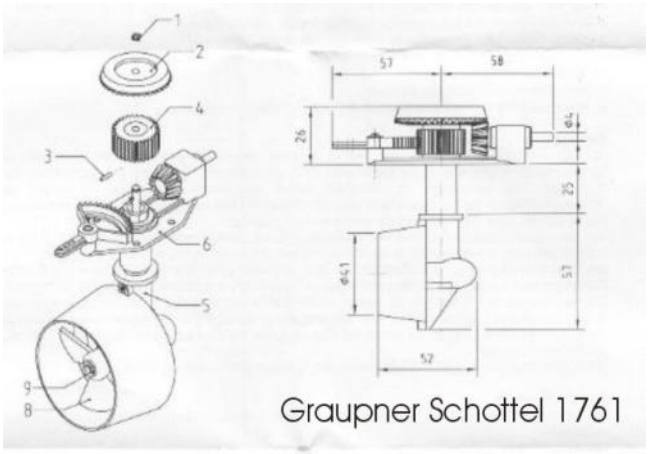
Marks are where I need to make cuts to turn the Tiger Sun hull into the FERRIBY.

Cuts Made

Below CL marker to determine deck height. The hull is actually about 1/34 scale when used to model the Ferriby.

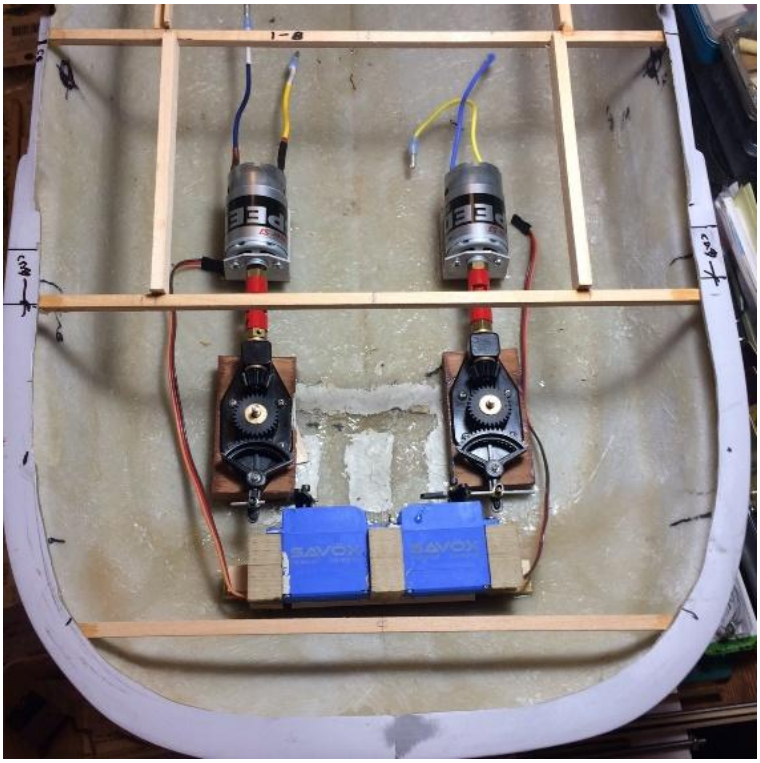
Close enough with me to call it 1/32. Added a keel based on the Damen 2411 hull.

Working on those necessary things that will never be seen by most folks.



Since my boats do not get hard use I decided to remain as true-to-type to the Ferriby as I could opting to go with the Z drives.

My first use of Schottel drives so I would appreciate tips & advice from those of you who have experience with them. My plan is to use a high torque, steel geared steering servo for both drives, two ESC's & two Graupner Speed 600 motors controlled with a 4 channel TX.



Some questions that come to mind at present:
- Best to set the height of the drive so that the flange on the drive is hard against the hull bottom? Best way to effect a seal between hull/drive flange?
- Best way to seal drive in the bilge? I don't trust a single seal point at the hull/drive flange junction.
- I want to accomplish these while maintaining ability to remove entire drive unit.

Not everything falls under the shadow of the house. So need to think about house/deck interface aft and how to keep it all water tight.

Messing around a lot resulted in connecting rod parallel with both servo arm & gear quadrant. Not enough connecting rod length to use DuBro ball links on the gear quadrant end. Will rely on their EZ connectors which I have used successfully elsewhere.

On to plan C?, D?, have lost track after so many false starts. Inverting the servos was not as complicated as I thought. Bench testing indicates the eccentric forces have been eliminated with this arrangement. Capt CB (RCG) kindly sent me a servo layout sketch that I need to use so all eccentric forces will be eliminated on the sector gears. A future modification to be undertaken.

Now on to more fun stuff like starting the cabin. Not yet out of the bilge as battery & ESC trays have to be installed but no real challenge there. Still have to permanently install the EZ connectors & epoxy the servo structure in place.

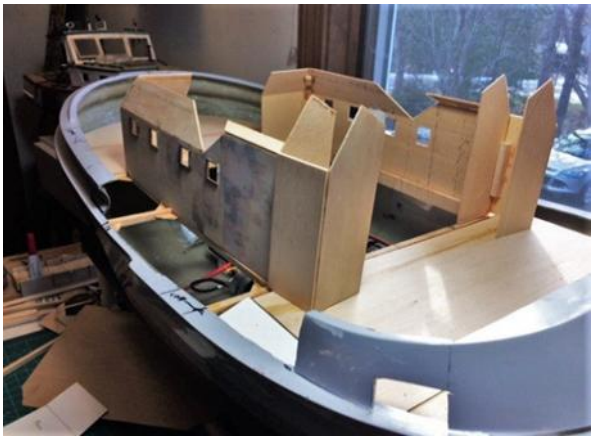
Drive components went back together rather easily. Must be all that practice you get following Graupner's instructions for burn-in, taking them apart to install in the hull, & final re-assembling.

Always amazes me how quickly a large bilge space is consumed with the running gear.

Now on to the deck and house

This box approximates the size of the house except for the height which is too tall. These massing studies are a great help to me to stay on scale.

I initially thought the port & starboard sides of the deckhouse angled aft of porthole 3 to the stack enclosure. Thanks to Umi Ryuzuki (RCG) for pointing out that I had misinterpreted the photos. So, a yard change order was issued to construct a straightside deck house. Certainly made deckhouse/ deck intersection much less complicated when constructing coamings around deck opening.



Have to start figuring out the intersection of the deck house & aft pilot house bulkhead.

From photos provided by **FERRIBY's Mate** it appears to me that the pilot house bulkhead is flush with the aft bulkhead of the deck house. A bit different from other 2411 tugs.

Deck intersection just aft of the aft bulkhead proved more straightforward than I initially thought.

Finally tackled construction of the pilot house windows. Have been undecided about how best to construct them. Decided I wouldn't learn how to do it any younger and after several false starts decided to construct them individually.

At last I can show some progress on the wheel house. A LOT of trial fitting, cutting, attaching, filling, & sanding.

Spent a lot of time thinking about how I could put the whole thing together. I had a few measurements kindly provided by FERRIBY's former mate, most notably the window measurements and angle of set. The rest was proportioned & flat guessed from photos.

Getting a handle on measurements was made more difficult given all the angles which don't proportion well from photos. I think it will all turn out okay; not totally correct dimensionally but will be a good approximation of the real vessel.

Wheel house has so far been the most complicated part of the build.

Pilot house and deckhouse now exist as one

Completed after about two years.

In closing I want to say thank you to those who here so helpful during the build; FERRIBY's Mate, Aimee (RCG), & Charlie (RCG). And finally to Bob Kostosky (Journal Editor) for compiling this article.

A big shout out to all of you!

Self-Reversing Ferry Boat

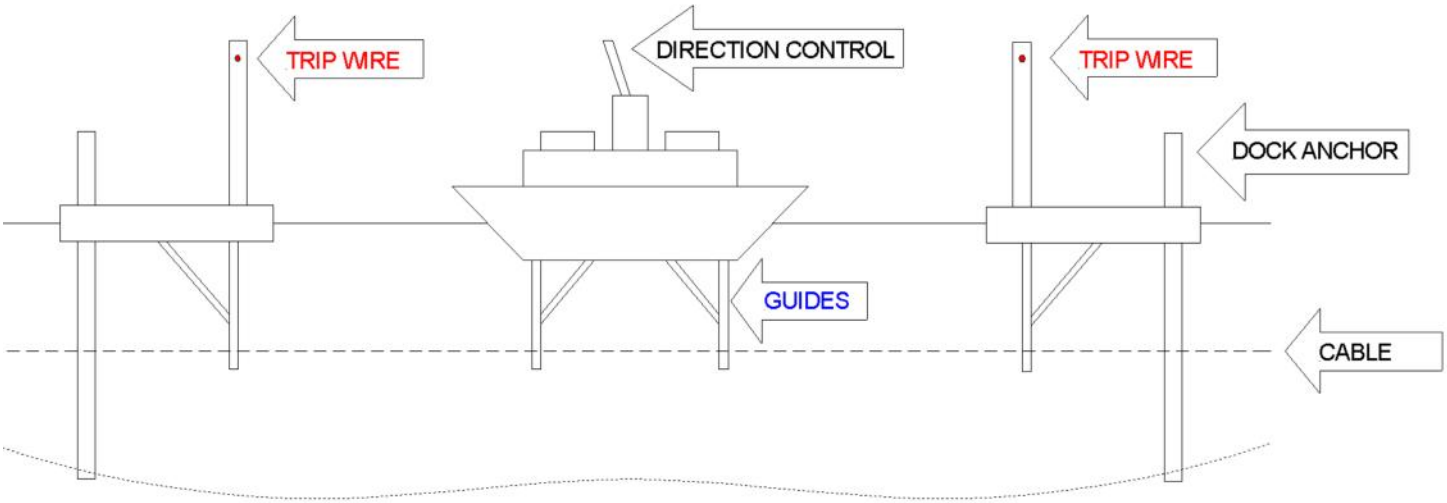
By Robert E. Wickham

How to create a water obstacle. A few years ago, I built a self-reversing ferry boat for our Annual NW Model Boat Regatta. It worked so well and was such a popular water obstacle that it now gets used several times a year. It has been repainted and repaired several times. We set it up so any Captain running the course has to cross the ferrys' path 2 or 3 times per event. They have to time each of their crossings so as to not hit or be hit by the ferry boat which is the goal. The ferry boat is not very fast so it is possible to avoid any contact with it. This is how I built it. (Photo Courtesy Allan & Darlene Wing)

The ferry's hull is made from 2-inch closed cell foam insulation and is 16 inches wide by 24 inches long. This material was chosen for durability and longevity due to the inevitable boating and transport impacts. It was shaped to roughly resemble a Puget Sound ferry boat. The upper structure is 1/16th plywood and painted with spray can paint.

The drive motor is a small 12-volt Pittman powered by a 6-volt battery to keep the cruising speed low. The propeller shaft is a 1/8th inch brass rod with one end threaded and a close fitting outer brass tube. This is connected to the motor with a standard dog bone coupler.

None of this needs to be waterproof as the shaft is stuck through the styrofoam hull at about 30 degrees and the outer tube is used as a guide only. The 2-inch propeller was created out of a 0.020 inch X 0.250 inch flat brass bar. A 1/8th inch hole was drilled in the center of the bar and fastened on the shaft with two nuts and the ends were then twisted to look like a prop. This can be adjusted to the pitch that works best with the motor you chose to use. The goal is a ferry boat that is not too fast and unavoidable. A slower flatter pitch will make the 6-volt battery last longer and prevent the motor overheating.

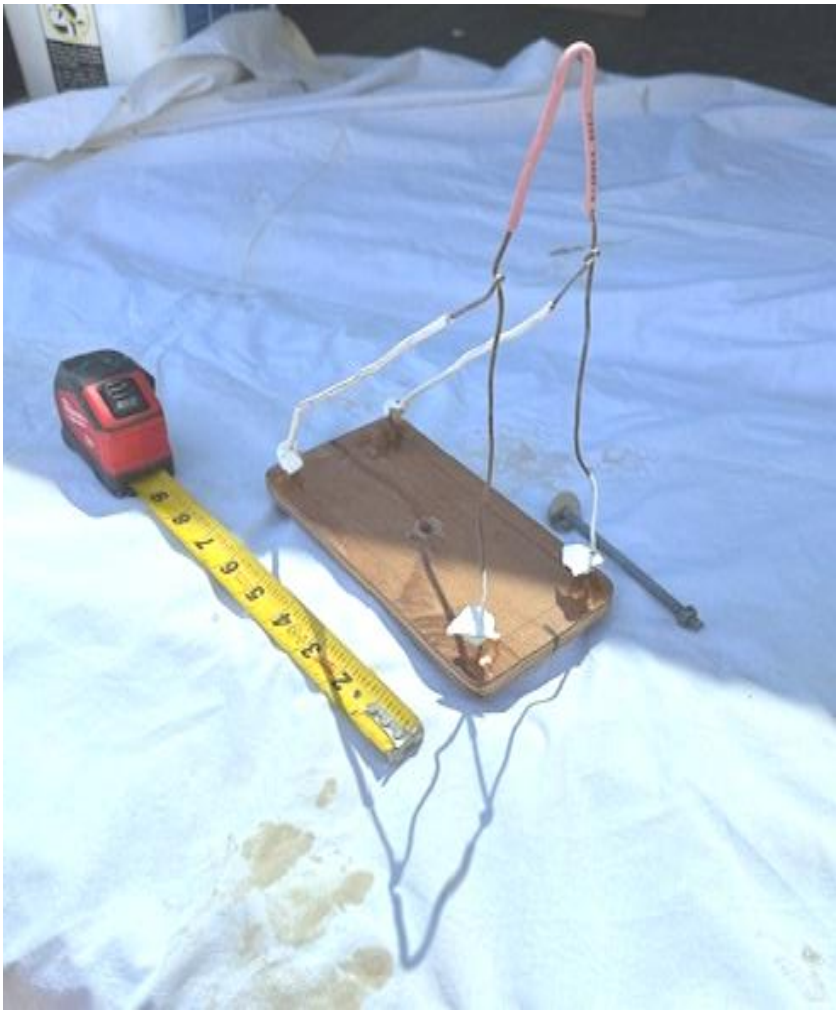


Two opposing U-shaped ferry docks are needed for docking into and supporting the trip wires for reversing the ferry boat out of the dock. Closed cell foam insulation was again used as the construction material. It's best to allow at least 2 inches of clearance on each side of the docking ferry to allow for a little deflection from the wind. The docks can be made up to look as real as desired.

Notice the Red Rods on the corners of the dock. They are used to anchor it in place.

Now the Mechanical Guide system. You need to make up four wire guides: two for the ferry boat and one for each dock. The photo will give you a rough idea of their shape.

These guides will need to be deeper than the draft of your Club's largest competing boat so that the model can pass over the wire. These guides are fastened to four pieces of plywood that are 8 inches long and 4 inches wide. You will notice there is a hole in the center of the guide bases. (Photo Allan & Darlene Wing)



The bolt lying next to it is for through bolting to the foam. The brace legs stick out of the top about ½ inch so they will not rotate on the foam.

Do not stick/glue the guides directly to the foam as they are prone to breaking off or tearing out in transit. The braces are soldered to the V of the guides to make a stable system that is removeable and storable in the ferry boat during transit.

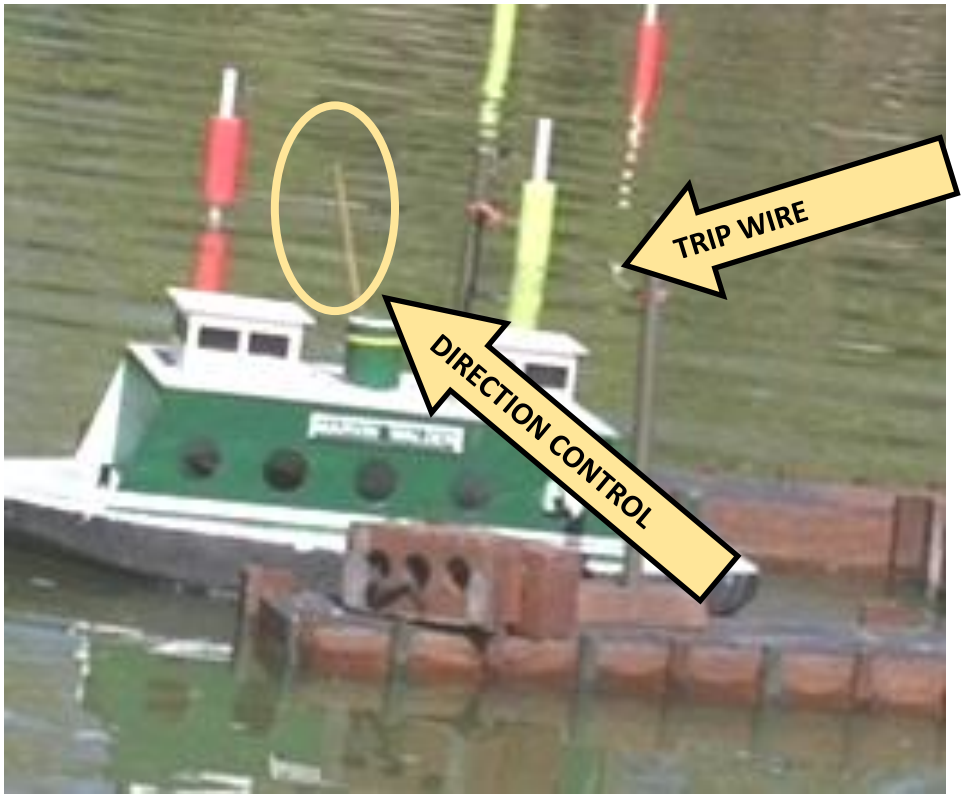
Make sure that the V ends of the braces are at the outboard ends of the ferry to keep them as far apart as possible so the ferry tracks straight. A wire is needed for the ferry to track into the dock and an 80lb stainless steel halibut fishing wire works and doesn't rust or abrade.

The red vertical rods seen in the dock corners are the anchors for the dock. The pond used for our Regattas is only 12 to 18 inches deep depending on the time of year, so the anchor posts have bases on them and bricks that slide down over them to hold the docks in place. We place the ferry docks 20 to 25 feet apart. The fishing wire has weights (four bricks) on each end of the wire to keep it tight. The wire goes from the anchor bricks through the dock guide to the ferry boat guides through the other dock guide and to another four bricks. The wire extends about 4 feet past the docks. If the water is deeper, you will need to use longer wire to place the anchors further from the docks for stability.

Now to make it all work. Referring back to the drawing, there is a rod sticking out of the ferry boats' exhaust stack and it's leaning about 10 degrees or so. This is attached to a double pole, double throw, latching toggle switch. It has six pins and is marked as an (ON) OFF (ON) latching toggle switch. Latching means it stays in any position it's switched to. These toggle switches are available at most auto parts stores or online from Amazon. Be sure that you get the 15-amp version as it's a lot tougher then the 5-amp ones. When wiring the switch, the two white wires go from the center two pins of the switch to the motor. At this point it does not matter how the leads are wired to the motor. You will adjust for the correct polarity when finished and ready to launch. The red power and the black ground wires go from the battery to one end of the switch as shown with a jumper wire to the opposite side on the other end. This reverses the polarity of the six volts to the motor when switched one way or the other and the center position shuts off the motor. The brass tube of the trip rod is epoxied to the switch handle. You must be careful with this during transport. I attached the switch to a removable 3-inch square piece of 1/8 inch plywood so it can be removed and stowed in the ferry.

It's best to disconnect the motor leads and leave the switch connections connected when disassembling the ferry boat for transport.

There are two vertical posts on the docks with a trip wire running between them. They have to be far enough out on the dock legs so the ferry boat doesn't hit the center of the dock when reversing. The trip wire needs to have some spring to it so the repeated impact of the ferry boat hitting it won't damage the dock and also be high enough to clear the wheel houses on each end of the ferry boat. I use rubber bands on each pole to attach the trip wire.

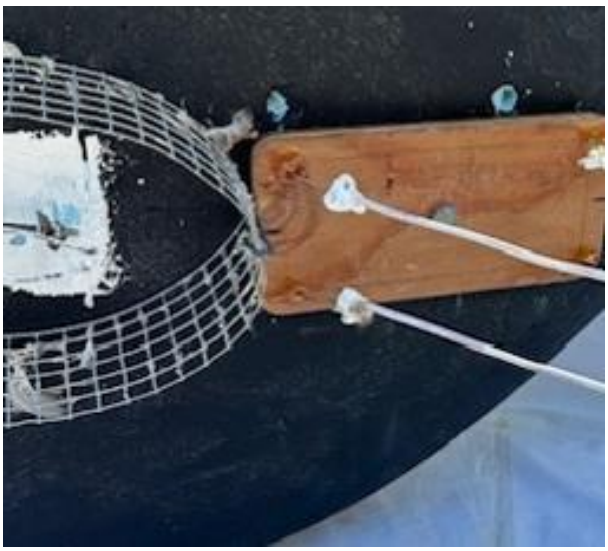


When the ferry boat enters the dock, the trip wire flips the switch to the other polarity and the motor reverses.

When the ferry boat enters the opposite dock, the trip wire flips the switch again and the ferry boat reverses.

If the motor runs the wrong way, then reverse the polarity of the motor by switching the wires on the motor. As long as you keep the guide wire tight and the battery charged, the ferry boat will repeat this cycle until something interferes with it.

Which brings up a major problem we had which was duck feathers fouling the propeller. The screen you see on the bottom of the ferry eliminated most of the feather problems. During the writing of this article we visited a thrift store and picked up several little toy cars and a couple of trucks for a ferry boat deck load to add to the realism. I am going to add reversable running lights the next time the ferry is in for repairs. We have night floats several times a year and I feel this would add a challenge to the course. An alternate design idea would be to have the trip rod and the trip wire underneath the ferry boat so that the entire mechanism is invisible.



I want to thank Darlene and Allan Wing for their assistance in the photography and Robert Osmond for feather control and technical assistance. All other photos were taken by the Author.

If you build this system, please send your photos to this publication and share them with us.

The Russians are coming

The Russians are coming

North Carolina Fleet Run 2024

By: Charles Lamm

On October 11th, 12th, and 13th, the N.C Model Ship Builders [NCMSB] held their 16th annual fleet run in 18 years at Rocky Mount City Lake in North Carolina. The NCMSB had information that the Russians were coming in force this year. We had over 30 captains attending from across the country, with more than 80 ship models, and were more than ready for them. Yes, the Russians showed up in force and were constantly screened by US and allied destroyers, battleships, and carriers.

Our weather was perfect this year with warm temps and sunny days. Cool in the mornings and 70 degrees during the day, made for a great time by all in attendance. The fog on the lake Friday morning made for interesting photographs.

The lake offers a walk around of a ½ mile that attracts lots of attention when ship builders do a walk around. Several walk-abouts were made during the event enjoying the weather and talking with local guests. Several ducks showed concern, but thankfully did not attack us.

Our event is a 1/96 or 1/100 scale ship model event. No gas-powered models are allowed in the lake, all are battery powered. Models range from 8 -inch tugboats to two 12-foot aircraft carriers. Models were from the Spanish American War up to present day ships, and different countries were represented. Lots of carriers, battleships, cruisers, subs, and destroyers. Also, LST's, DE's, FFG's, minesweepers, replenishment ships to refuel by, and tugboats

The models are highly detailed by some of the best builders from across the country. Some of the model features are operating radar, sound systems, independent port / starboard motor operation that allows the model to turn in a circle much like the real ship would, and smokers (smoke from stacks). The Russian battle cruiser had smoke from the stacks, guns that rotated and smoked simulating firing, a head set that made you think you were steering from the bridge, a camera for taking pictures, bottle rockets, and a fish finder. They were caught mapping our fish in the lake and were quickly fired at with a shot across the bow. They responded by firing Nerf missiles at the captains.

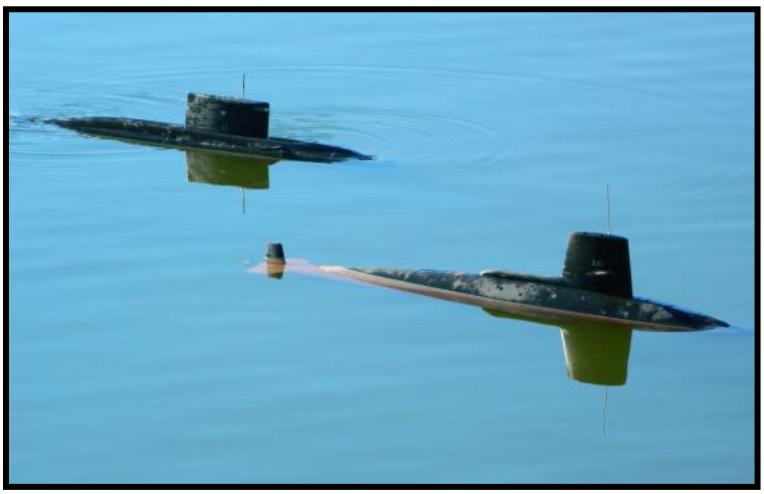
Each day begins with Captains meeting with Joe Wallace giving instructions to rookie and experienced captains at our event. This year we had three fathers and son captain teams, and captains from 13 states and Canada. The experienced captains were most helpful with teaching the young captains. We also took Captains pictures outside the perimeter this time but, two civilians decided to photo bomb us. What can I say? Guess they like their pictures taken. Everyone starts getting ready to get underway, and the fun begins. We had photographers and videos. Can't hide anywhere here. We also had a visit from Mr. P. C. Coker, and Randy from Floating Drydock. Randy gave out Pamphlets and CDs. It was a pleasure talking with them.

All good things come to an end, always sad to say goodbye, hopefully we will see everyone again next year. Fair winds and following seas to all our friends. We always like to see postings on websites keeping up with their ship builds. Joe will post summer fun runs on Warship Models Underway, under the upcoming events. You can look for monthly N.C. Fun Runs. Any more info needed for fun runs you can contact Joe Wallace email at: jewallace43@suddenlink.net .

Thanks for coming to the N.C Model Ship Builders 16th fleet gathering, and maybe next year I will get your ship's picture by joining us. Fair winds and following seas. Charles Lamm

Additional Photos in the following page


DEPT OF MARINE & AVIATION
TRANSPORTATION ADMINISTRATION
the Staten Island Ferry
CITY OF
NEW YORK



Rebuilding the 36” Cavileer Electric Launch

By Robert Pearsall

Set your Wayback Machine for 1923. Vice President, Calvin Coolidge becomes the 30th President of the United States (upon the death of President Warren G. Harding). The Hollywood Sign is dedicated in California (it originally read, Hollywoodland). It is now legal for women to wear trousers in the U.S. The Disney Brothers Cartoon Studio is founded. Milk is 26 cents per gallon, and Harry Houdini escapes from a Straightjacket, while hanging upside down.

Of interest to this adventure, A. Irving (Irv) Maltby, is now 13 years old and he builds a 36” Electric Launch model boat for his 7th grade shop class project. He is the second youngest of six kids, growing up with his family in Evanston Illinois.

The design of the model comes from a shop class textbook called, ***Model Boat Building for Boys*** (published in 1923. Thanks Craig C. for finding out where the boat plans came from). The plans are very basic and it would require some really good engineering and wood working skills to pull off this build.

Young Master Maltby had many interests and talents. At a young age, he set up a Roller Skate Fix-It Repair Shop in his family’s home basement. He had a knack for electrical and carpentry work as well. In 1936, he married his wife, Ruby, and they eventually had three girls together (Melody, Jennifer, and Wendy). Here are daughters, Wendy Nelson and Jennifer McIntosh, with a photo of their father, Irv.

Here is a photo of Irv Maltby and his wife Ruby, celebrating their 50th Wedding Anniversary. They were married for 55 years in total.

“Irv” had a thrifty temperament and a can-do attitude. He was a hard-working man. His talents would lead him to Bell & Howell, where he became an engineer. He was involved with the development of cameras, lenses, and motion picture machinery.

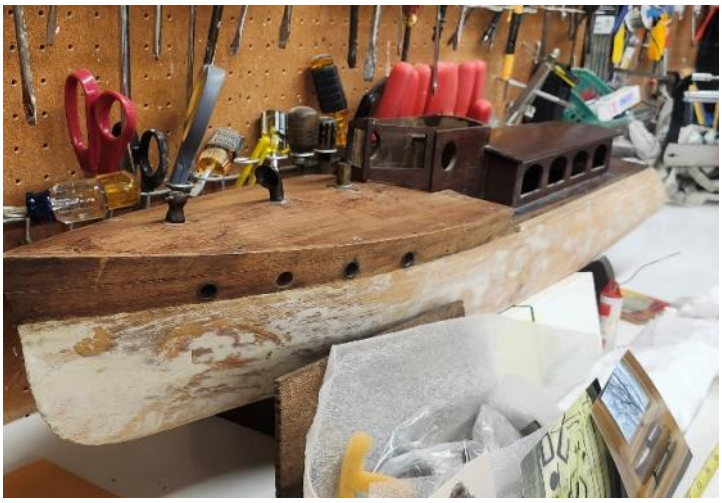
Over his career, he received several commendations for his work at Bell & Howell.

Irv must have really had an attachment for his shop class model boat, in that he kept the boat his entire life. His daughters held the same attachment for the old model…they kept it too!

The Wayback Machine starts making some clicking noises as the controls automatically switch to the year 2024. There is a flash of light and dials on the control panel start spinning. The next thing you know, you are back in the year 2024.

Through the kindness of strangers, Irv's boat is given to me by his daughters, Jennifer and Wendy. They wanted the boat to be restored, and I jumped at the opportunity. Not only did I get to see what a great job Irv did on building the model, but I also was able to hear the story behind the boat. When rebuilding models, you rarely get to know the family history that goes along with the build. This was one of those rare instances.

The electric launch is now 101 years old, and the boat is in remarkable condition. Most of the parts are still with the boat, and this includes 99% of the woodwork and fittings. I will try to keep to Irv's dream for his model boat, and only change things as needed, to make a reliable RC model.

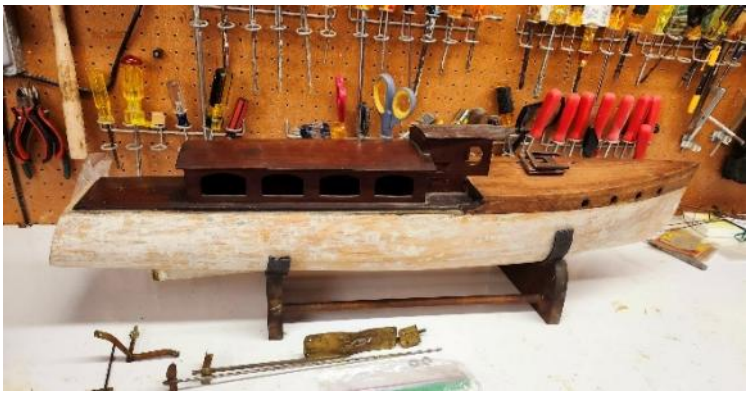


After unpacking the boat and going through all the bits and pieces, I am having an overwhelming déjà vu feeling. Back in 2011, I did a model boat rebuild for a friend of mine. His father had built this same boat for his shop class project in 1934. My friend can now run his father's model boat on Spreckels Lake in San Francisco's Golden Gate Park.

The plan for the "new" old boat, is to keep it 1923 on the outside and 2024 on the inside, using modern batteries, motor, and electronics. From the experience with the first boat, I know the layout of the final design and the mock-up of all the components goes really well.

Getting Started: Gentle Demolition.

All of the metal parts are removed from the hull to get the wood ready for sanding.



Some new Mahogany is cut to shape and the front window of the pilot house is repaired. Any metalwork repairs were also completed.

The hull is sanded with 80 grit, 120 grit, and 320 grit sandpaper. The interior of the hull appears to be burnt. I was telling my brother, who used to be an Industrial Arts Teacher, about this and he told me that burning out a boat was a common practice to make hollowing out the interior easier (dugout canoe construction). The wood on the interior sands very easily, maybe too easily?

To toughen up the wood, the interior of the boat is sealed up with West System Epoxy.

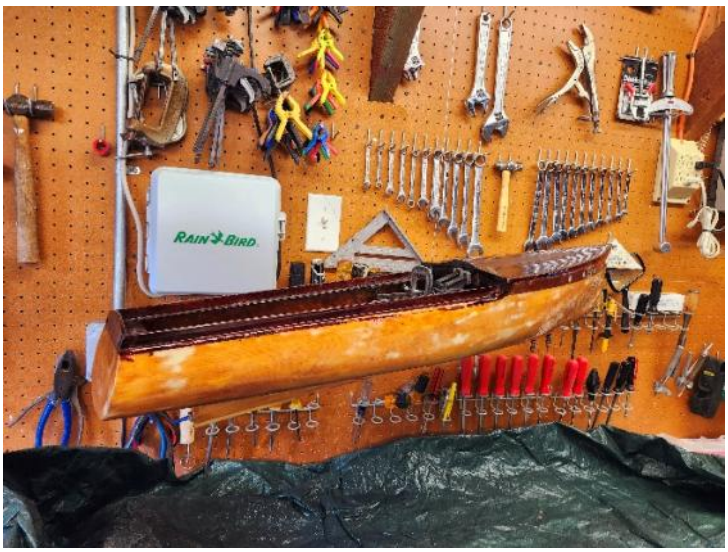
A bulwark was also added around the cabin to keep the wet stuff out, and the boat was drilled for a new stuffing box, rudder, and motor mount. The holes for the handrail were also cleaned out at this time.

The deck and cabin receive a coat of MINWAX Red Mahogany Stain, Bombay Mahogany Stain, and Polyurethane (Gloss). The red stain under the dark stain will provide highlights that will glisten in the sun.

The wood on the boat is somewhat fragile, so a coat of fiberglass on the outside of the hull, would do a world of good to make the model more usable. The next step is to seal off the deck with the Gloss Polyurethane, so that when I fiberglass the outside of the hull, it doesn't ruin the finish with any errant drips of epoxy resin. Wet epoxy wipes off easily with rubbing alcohol.

The overall plan for the color scheme includes a red bottom, silver boot top, white hull, and Bombay Mahogany woodwork. Most of the hardware for this boat will be polished brass. The shiny metal will really "pop" with the contrast of the really dark woodwork. The boat will be named, Sans Soucis Ruby. San Soucis is French for "Carefree", and this was one of Ruby's (Irv's wife) favorite sayings.

After a couple of days of work, the old boat has one layer of fiberglass. She is tough now.



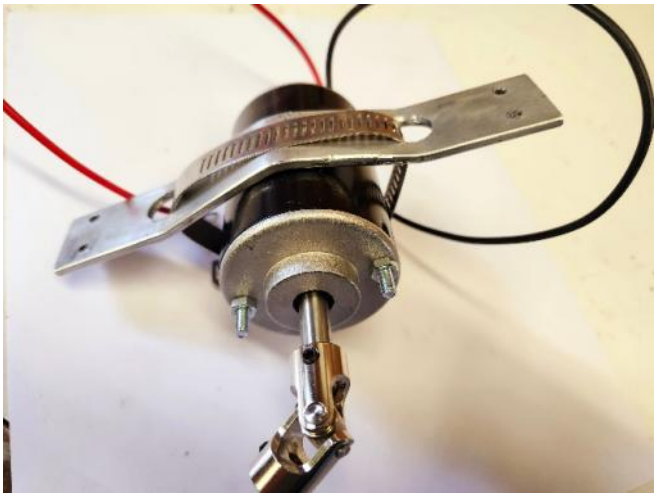
A few days later, the boat was in primer and her deck/salon had seven coats of gloss polyurethane varnish.

While trying not to watch varnish dry, I went through the box of miscellaneous metal parts that came with the boat and found the remnants of an anchor and a length of chain. I can only assume that Irv wanted an anchor on his boat, so that would be my next project.

The metal was tarnished and I couldn't tell what it was made of. A mixture of hot water, baking soda, salt, and dishwashing liquid was concocted and poured into a bowl lined with aluminum foil. The old anchor shank and the chain were left soaking in the mix to clean it, and the shank turned out to be brass. I could easily make a new anchor from parts donated from my brass parts scrap bin. Here is the result.

Each day of construction usually started out with sanding the primed hull, adding Spot Putty to any dings or low spots, more sanding, and painting on another coat of primer. While the paint dried, I spent this “free time” making the drivetrain, rudder, and handrail.

This is also the time to make an educated guess as to which motor to use, and where all of the heavier parts should go in the hull. I found a motor on Amazon that looked like it would be a good fit for this boat. I don’t want this boat to be “crazy fast”. This is an old model boat and should be babied a little bit, so I chose a motor that would produce a little over 3,000 RPM at 12 volts. To mount the motor in the boat, I used my “easy motor mount”. It is made from a piece of 1/8” x 1” aluminum stock, bent in a slight “V” shape in the middle. The ends of the “V” are bent down to align with the motor bearing blocks that are glued into the hull. Two large holes are in the mount, along with the four mounting holes.

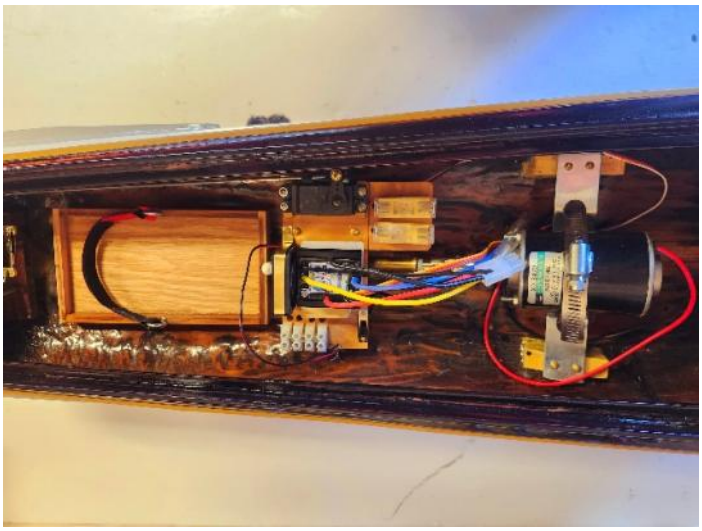


An appropriately sized hose clamp holds the motor to the mount and it is easily adjustable for length and height.

Before you know it, the boat goes into glossy paint, and she is starting to look pretty good. The shiny brass parts that you’ve been working on, start to go on the boat and she looks more finished every day. The driveline is greased and installed. The motor is mounted and the radio gear goes in.

The cabin is looking pretty good by now, and it is time to put in the window glazing. I used some thin clear plexiglass for the windows and glued them in with clear adhesive caulking. The original mast was repaired and varnished. The polished brass parts were reinstalled. Any missing brass was created out of my brass scrap box, polished, and installed.

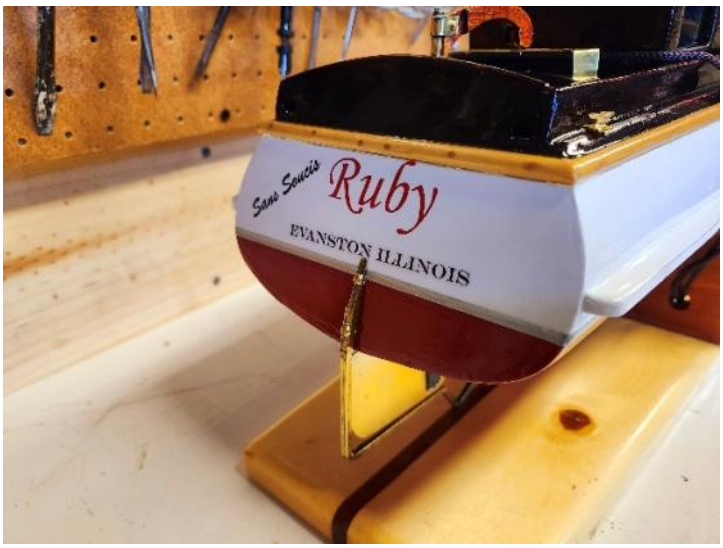
The wiring is completed and is installed.



It is time to do a float test.

After the float test, I decided to go with a Lipo battery to save on the weight. The power was adequate and she would produce a nice turn of speed without being too fast.

Graphics for the boat were provided by Callie Graphics (www.info@callie-graphics.com). Irv's name is in gold print above the cabin doors, the state flag of Illinois (1923 version) flies from the mast, her homeport is on her transom, and her CF (registration number) indicates that the boat is from Illinois, the year she was originally built, and RP is me. Her name, Sans Soucis Ruby, is proudly displayed on her transom.



It is time to get the boat wet and give her a run. This could be the first time the boat has been in the water, under her own power, in over 100 years.

There were two members of the SFMYC that were both instrumental in the electric launch ending up in my shop. They are Dave Klinger and Michael Fischer. I am truly grateful for their involvement.

Dave Klinger arranged for a Launch Party and many members of the SFMYC showed up to take part. The skies were overcast, pretty typical of a Summer Day in San Francisco. Ruby was set up on her stand and lots of photos of her were taken by those in attendance.

Dave Klinger put some greenery on her deck, and told the crowd that this is a tradition at boat launchings. "The greenery represents the land - bringing good luck to the vessel, so that she always returns her crew safely to shore".

He then poured some Champagne over her bow. "The Champagne represents a gift given to the Gods of the Sea". Champagne was passed around and Dave Klinger gave a toast, "To Ruby", and the crowd cheered.

Here I am with Michael Fischer and Dave Klinger (left to right).

As the crowd of onlookers enjoyed their champagne and chocolate chip cookies, I installed the drive battery in Ruby and did a range check on her radio. Everything checked out. It was time to get her wet.

Ruby was placed gently into the lake and her throttle was opened. I wiggled her rudder to see how tender she was, and she was solid. For the first fifty feet, I kept her near shore and practiced with her rudder to get a feel for how she handled. I turned her out into the lake and headed back toward the crowd of boat enthusiasts.

Lots of photos were taken, and Ruby's transmitter was passed around to let other's drive.

The motor was just the right size for this kind of boat. The CG was low enough to make her stable while running, and she handled beautifully. The 5200 mAh Lipo battery would keep her running for hours. No changes were necessary.

One might think that this would be the end to this adventure, but no. I was contacted through the club by Wendy Nelson's daughter (Irv Maltby's Granddaughter, Heather), and she wanted to see the boat run. I was planning on running Ruby at the SFMYC's Model Boats on Parade Event and this would be a great opportunity to let Heather and her family (Mauricio, Nina, Mateo, and Lola…the dog) see the boat.

Before the parade started, Heather's family got to run the boat. Each family member took their turn at the sticks and had a connection with their relative through a model boat that was built long before they were born.

It was a very busy morning at the lake. We made sure to make time for the family photo (+1…me) with the Irv's local family.

Heather sent me an email after she and her family attended the SFMYC Model Boats On Parade Event. Here is what she wrote:

"I haven't seen my grandfather since 1991, the year he passed away. But I felt his presence with me at the recent Model Boats on Parade event, where his childhood model boat was featured. It was a very special experience to be able to pilot his boat- to know that his hands had touched and crafted every inch of the original vessel, which has now been so beautifully restored. Grandpa Maltby was patient and meticulous in every project he took on, and he would have been so pleased that his boat ended up in the hands of Bob Pearsall. Bob's exquisite craftsmanship and attention to detail provided the perfect finishing touches on a project that my grandpa began over 100 years ago. I know he was looking down on me and my children with a smile as we navigated the waters of Spreckels Lake with his boat. The most amazing part is that my children- his great grandchildren- are nearly the same age as he was when he originally constructed the boat! How heartwarming to know that a century after his original project began, Grandpa Maltby's memory still lives on through the Sans Souci Ruby. Getting to pilot her at the Model Boats on Parade was definitely a full-circle moment for me."

At this point, I have to comment on all of the kindness people have shown me while doing this rebuild. I would like to thank SFMYC Members, Dave Klinger, and Michael Fischer for getting me in touch with Dave and Jennifer McIntosh, and Wendy Nelson (Jennifer and Wendy are Irv's daughters and they gave me the boat). Colleen and Jeff Stobbe gave me an original copy of the book, ***Model Boat Building for Boys***. Lin Pearsall, my wife, for putting up with me for 41 years, and her photography work. Dave Klinger for sponsoring the Launch Party, and John Blackburn for supplying cookies for the party (and he is an excellent photographer in addition to his baking prowess).

Photographs provided by Lin Pearsall, John Blackburn, Jennifer Macintosh, Wendy Nelson, and Heather Lopez. Information about Irv Maltby provided by his daughters, Jennifer and Wendy.

Thank you for coming on this adventure with me and I hope you have a chance to rebuild an old model and learn the story behind it. This kind of project is a very rewarding experience.

‘JERSEY GIRL’

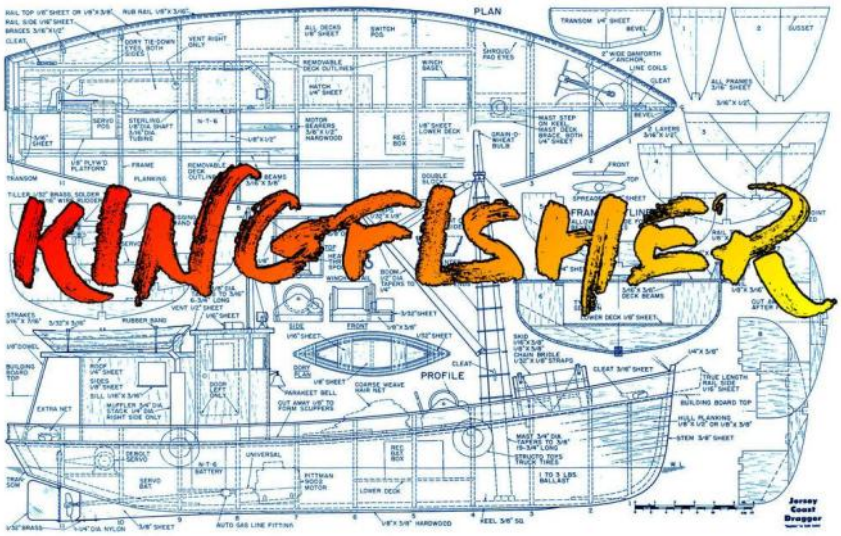
A Scratch Built Boat From ‘Jersey Coast Kingfisher’ Online Plans

By Blaine Russell

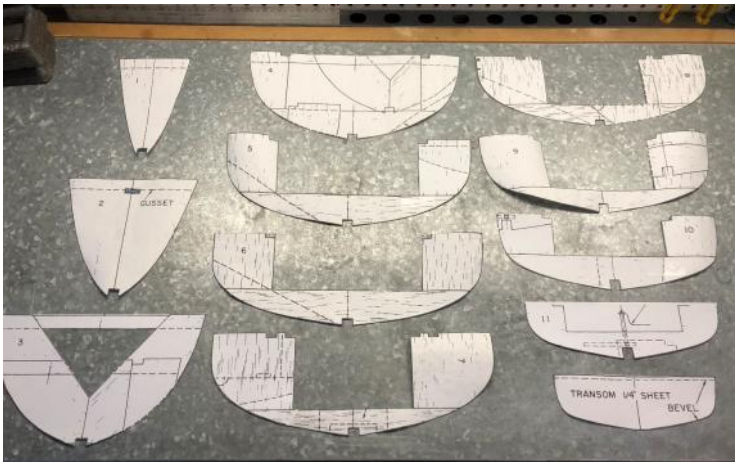
Back story: Early in 2017 a longtime friend and fellow SSMA member, Ken Valk, and I were on the hunt to locate a design for an oyster dragger or ‘buy boat’ to build up and add to our fleets. Mutual friend Ralph Perkins, a model designer and engineer, suggested a Howard Chapelle ‘Work Boat’ design that would fit our needs. Ken and I, and two other friends, each built an RC model of that Chapelle design.

Howard Chapelle 'Work Boat'

Well, in the original search for a work boat, I found another plan online that looked good, nice lines, and one that could be scratch built into whatever kind of fishing boat we wanted. So, I ordered the plans, then had them enlarged to bring it closer to the scale I like; 45" long by 13-1/2" wide. However, these plans got stowed away for a while until 'it was time' for me to unroll the drawings and build the boat, six years later!



Please follow along with me as I build one up from the online plan called the 'Jersey Coast Kingfisher'! The boat builds into a very nice-looking fishing vessel, very close to the original boat we were looking for only with less draft. These plans are still available online from eBay today. Note that the picture shown on the eBay site is not exactly the same as on the plans, but kind of! This very vintage (1958) plan set, showing an old DeBolt servo for steering and an original style Pittman 6-volt motor to power the model, brought back early memories of my first radio control set. I would love to know how many sets of plans for this boat have been sold over the years.



The build: First off was cutting out all the templates to trace all the bulkheads and formers on 1/8" balsa sheet. Enter an old building trick I use. I apply M77 (3M Super 77 Multi-Purpose) contact spray on the back of the paper templates, just one side, and smooth them down over the balsa wood. They stay in place quite well, good enough to cut all your bulkheads and then simply peel off the paper. And the glue stays on the paper when you pull it off. This makes for perfect bulkheads and formers when done this way .

Next was laying out the keel and adding a little more depth to the stern area to enable an increase in the prop diameter. It was the first modification to the build I made. Keep reading, you will come across the next one soon! The prop size would go from a 1-1/4" to 2-3/8” (for better handling).

The location of the formers to the keel would be next with stations set and marked. I used all balsa wood formers throughout, which back in 1958 when these plans were drawn was the material of choice (but could be easily substituted for 1/8” light plywood today).

Not my typical build setup but I had a lot of 1/8" balsa sheet, so I stuck with the plan, squared them up and cemented them to the keel.

Moving on, with the hull set upside down now for a more typically built platform, the planking was started. Again, the plans called for balsa, 1/8" by 1/2" planks, but I found it much easier with 1/8” by 1/4" balsa planks. I'm going use epoxy and a 3.7-ounce glass cloth to cover all of it when finished. That gives good strength to the overall hull .

Now, I'm not much of a fan when it comes to planking (is anybody?). It’s a painstakingly tedious process and I can't wait to see that last plank go into place.

After some careful sanding and shaping I did get it into a respectable ready-for-glass hull, smooth and true. Now, happily, it's time to lay on the 3.7-ounce glass cloth and epoxy resin. I don't like to do more than I can manage while glassing so I just do one half of the hull at a time. I have done whole hulls but it can get a little hectic when your resin starts to set. It's worth the wait to be patient and do the other side the next day!

I use the West Systems Epoxy Resin # 105 and their # 206 hardener. It was bought with their pump dispenser which gives me an exact measured amount with each pump. Another tool I like to use is a kitchen spatula for a squeegee. I cut them down to the size I need and it's a little more flexible, easier to use. And they clean up with denatured alcohol very well .

Once you have both sides done it's time to sand the hull again, then give it one last 'finishing' coat of resin. Most of this resin is squeegeed off, leaving a very thin layer to facilitate final sanding in support of the final finish.

Time to crib the boat keel down on the building board, to start on the decking and finish planking.

The plans show the deck flat, probably to keep construction of the model fairly simple. I'm sure the real boat had a rounded deck, so the second plan change of the build plan was made. I should have given thought to doing this back when I was cutting out my formers, but instead followed the plans. So, I made curved doublers to add about a 3/8" centerline rise across all the former tops to achieve a nicely curved 3/32" balsa sub deck. The curve taper looks good and will make the finished planked deck much more realistic.

With the 3/32nd balsa sub deck done, I could now start deck cut-outs and trial fitting of the house, storage locker, steps, mast, winch, and hatch, all of which were built up during lull times when hull planking and sub decking elements were in-process and curing. Construction of the house and deck furniture took place alongside hull and sub deck fabrication. This would allow me to decide where to place them and to make deck cut-outs at the same time. Lots of trial fitting was necessary for those components which had to be modified to accommodate the change from flat to curved decking.

Most of the house was built of 1/8" balsa with an overlay of 1/16" scale basswood sheet planking to simulate siding. Your only limitation going forward now is in how much detail you want to do for a more scale effect. It Is at this point you must decide on window and door frames, and window materials (I like to use real 1/16" picture frame glass), plus any inside/outside details. I like to gather all scale pieces (deck fittings, lights, bell/horn, handrails and accessories) to the build before I start. Then I stage things as I go and decide if they look correct and will work. As model builders we all know how scale model parts are scarce, harder to find. So, it's smart to find a friend with a good 3D printer. Also, that's why I like to build in 'doll house scale' when I can (especially handy for scale size cabin furniture and accessories).

For finish planking of the deck, I laid down a 3/4” mahogany centerline king plank, with 1/4” mahogany decking strips running fore and aft in a straight pattern to keep the whole process simple . For visible plank line definition, I mark all deck lumber edges with a black dry erase marker, the kind used for dry erase whiteboards. Avoid the Marks-A-Lot or Sharpie brand permanent markers that bleed black ink into the wood too much. With all the planking done, bulwarks and rails were added to the deck area using 3/4" and 1/2" wide basswood to trim them out. I cut in and shaped all the

scuppers, and where the joint of the deck and the bulwarks meet, I used a mahogany rub rail on the outside hull to cover the joint. The plans don't call for the rub rail, but it adds a nice touch.

The inboard side of the bulwark rails needed posts, so I added them on the inside. I used solid 1/8” by 1/4” wide plastic. I have been replacing some plastic for wood in parts of my buildings for some time now. Once painted, it looks good, and no one knows! To top off all the rails I used 1/4" half round plastic on them for a clean look and finish. You'll also notice the use of half-round used on the cabin roof build.

Adding a scale element to Jersey Girl Is what makes this boat stand out. I like just enough scale detail to make it interesting. With the planking and most of the deck hardware finished, it's time to dress her up. Since the plans called for a dory to set on the roof, I found a Lowell Grand Banks Dory kit that fit. Well almost scale size.

It's a kit of the dory found on many of the real fishing boats of long ago. The dory kit was a bit more intimidating than the actual build of Jersey Girl, even if it is a skill level 1 kit! Yeah, even me!

But if you follow the kit's instructions to the letter you will end up with a nice-looking Dory. Much better than the version in the plans that come with the boat.

This is my favorite place in the build because it's all in the details (the Devil that is). This is where my creative juices really start kicking in.

With most of the cabin finishing and scale features added inside and out, it's time to rig the mast and build a scallop dredge to add to the look.

I have been working up most of the details of Jersey Girl, with finishing the house adding windows, sills, and all the roof details. Time to move on. If you're like me, the pictures mean more sometimes than the plan contents. I like to call such details the 'jewelry' of the boat. They set it off from being just any boat to being a much more scale looking vessel, if you will. I realized early on Jersey Girl was not a scale boat of recognizable past pedigree. Just a model boat! So, it's all in the eye of the beholder (builder) as to what you make of it.

I've looked up some information on Google to see if I could find a close facsimile of what a scallop dredge actually looked like.

Well, what I found was an assortment of all kinds of dredges used for scallop harvest! So I picked one I could make out of my box of K&S brass stock and netting. What I came up with is pretty darn close to what I found.

I love adding detail to the boat to give it some character on deck .

The work box and the winch are also necessary parts to a working fishing boat. The winch was made out of a spent solder spool, and some plastic pieces from my 'junk box' stash, together with some leftover chain and sprockets. Anyone who is a scratch builder has dipped into their stash boxes to make up parts. I look at real boats and pictures for most of my inspiration. I'm a scale builder of sorts. My scale is called stand-off scale; I stand off by about 6 feet, and if the model still looks pretty good, it's 'scale'!

Pushing on toward the finish line, there's just a few last details to cover on Jersey Girl. First off, the plans call for a simple rigging of the mast, pulleys and rope. This gives you an idea that this boat is ready to go to work with the rigging set up. All these details make the boat what it is. The rope ladder adds to a working fishing boat as well. I even added an oyster dredge I made for another boat project to add more tools of the trade for this working boat. The other items on the to-do lists include finish, edge trimming and doing the water line on the hull bottom. I use Ace brand enamel paints and primers on most all models I build. Some are rattle can and some are airbrushed. All seem to hold up well. The bottom paint is Tamiya brand 'Hull Red' which I like, and it's a good color match to the water line.

With a just a few more tweaks with cabin details, this Jersey Girl is ready to hit the water for sea trials!

Well with the final push behind me now, it's time to make up the check lists before launching. This was a fun project and the plans were simple and easy to work with. I did make some changes along the way, but mostly they were minor material or construction adjustments.

You can call Jersey Girl a Buy Boat, a Sardine Carrier, or a Scallop or Oyster Dredger boat. This type of vessel wore many hats in the fishing trade. I just wanted mine to look like a working boat from the past. All in all, Jersey Girl was a 7 month build journey for me, and a nice return to scratch building for a change. I need to do that a little more often. If you want to check these plans out there still sold on eBay. I hope you enjoyed the build and the story in pictures.

[I want to thank my friend Ron Weyhrauch for some editing and technical advice with all the pictures.]

Events and Updates

Can Static Models Actually Become Sailing Vessels?

It is arguably a fair statement that many RC-controlled scale ship modelers initially entered this hobby by building a kit-based plastic model. With the passage of time, skills concurrently developed and thoughts of building a model that could actually sail soon followed. Eventually, either from a kit or a scratch-build, an RC boat became a reality. Though pleased with your progress, quite likely you fondly gazed at those early static models so proudly displayed at your home and thought … hmm, it sure would be nice to add those boats to my RC fleet!

Originally scheduled for December but due to space issues this article will now be in January*'s SSMA Journal* will examine "how-to" convert static models into sailing vessels.

(a good problem to deal with thanks to all of the members that continue to spend material)

Sub Com East

Winter Fun Floats October thru April

Second Sunday of the Month

Shrewsbury YMCA

100 Constitution Ave Shrewsbury, PA 17361

That's right, it's time again to dust off those subs, ships, and transmitters! We'll be at the Shrewsbury, PA YMCA second Sunday of the month, from October thru April. The pool will be open for us at 10:00, and we run until 1:00. Follow-ing the run time we'll adjourn to a local restaurant for lunch.

1. **SCALE** electric power only. No steam, gas, etc.

2. **NO FAST ELECTRICS**. If your boat cannot be operated in a safe manner among possibly 10 other ships plus submerged submarines, please leave it at home.

3. The cost of the pool rental is split among the captains. This usually works out to between $7 and $10 each. Spectators are always free.

4. Beginners are not only welcomed, but encouraged. We love nothing more than being able to mentor someone just starting out in the hobby. Bring your kids / grandkids! A number of our group have kid friendly boats that they are most willing to allow the youngsters to run.

Contact: Jim Butt 8 Nittany Ct. New Freedom, PA 17349 email: "emailjimbutt@gmail.com"

2025 SSMANA Membership Application

Name:_____

Address:_____

City:_____ **State:**_____ **Zip Code:**_____-____

Telephone:_____ **Cell:**_____

Email:_____

(**NOTE:** Please include all 9 digits of your zip code for mailing purposes)

If this is a renewal, what is your Membership Number?_____

Are you a member of a local club? **Yes**_____ **No**_____

If so, what club? _____

Please indicate what types of ships interest you (mark all that apply)

Military_____ Fast Electric_____ Pleasure_____

Coast Guard_____ Civil War_____ Submarines_____

Work Boats_____ Paddle Wheel_____ Sail_____

Type of construction you do (mark all that apply)

Kit_____ Scratch_____ Partial Kit_____ R-T-R_____

Type of power you use:

Electric_____ Steam_____ Wind_____

Dues are $32.00 for individuals; $35.00 for family memberships

Please make check payable to **SSMANA** and send to:

Mr. Heinz Ricken
SSMA Clubs/Membership Director
514 Cranford Avenue
Cranford, New Jersey 07016-2531

Scale Ship Modeler's Association of North America
WWW.SSMANA.ORG

North Carolina Fleet Run 2024