

The SSMA Journal



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- Second Annual “Float of July”
- A Unique Exhibition Part II
- Building a Grand Banks Model of Restless
- Variations (Twins & Triplets)

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!)

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Commercial Fleet
by the Captain and the Kid

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From the Editor

Updated Email information needed

To help us communicate article publishing deadlines and other important information, we are asking you to please send updated email addresses to

bobkost@verizon.net.

Email addresses are for club purposes and will not be shared with any other organizations.

Thank You Bob K.

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This past July, the North Florida ORCAS planned out yet another successful Float of July in honor of our nation's Independence Day, July 4th.

Last year, our first Float brought Patriotic fun to the local community. And just exactly what does this event entail for a RC boat club,



Like last year, we did not pick the 4th date simply that too many other event are taking place. We went with an "off day" to get the most participation from both the members of the Club as well as the local Neighborhood.

NORTH FLORIDA O.R.C.A.S.

Operational and Radio Control Association of Shipwrights

Second Annual "Float of July"

By Bill Dion

So according to our plans, this year the date was July 5th and the time... precisely at 8:32 PM, exact time of sunset for our area! Our president Gary Dickinson took care of both publicity in the local neighborhood as well as community news

Participating Captains, weeks ahead, determine what boat would be best for a night time boat parade filled with red, white and blue lights plus a patriotic theme.

Captains arrived early to put together final lighting, decorations and test runs to prevent any mishaps while in "parade formation and operations.

Here are a few late afternoon preps, plus ships and boats already to go. Don Laye's Tug, "Wolfe"





Above is the “Finale” ship “Marco” being readied by his skipper Louis Perez with the good help of Krista Morgan. Marco is an engineless supertanker approximately 10.5 feet LOA. She is guided out by a Springer tug “Frisky” to a set location in the pond. As you can see there are more than just lights here!



The Marco has done many Holiday Light Parades with various Christmas displays including an actual running Polar Express locomotive and cars!

It is very difficult to take great detailed photos of all the ships and boats we had in the parade. The one photo with the bright lights gives you an idea how decorated our boats are in total darkness. Next page.....



The neighborhood came out for another 4th Celebration. We saw young and old, big families and dogs and puppies. Following about an hour of great parading and flawless helmsmen at the wheels of these vessels, it was time for the finale! We actually performed three separate finale fireworks displays. So from here, I will let the other photos to this article do the talking!





A Unique Exhibition Part II

By Ken Valk & Katy Menne



This is the follow up article to the June 2025 issue of the SSMA Journal. In that article Katy Menne, the Education Director for the Columbia River Maritime Museum (CRMM) in Astoria Oregon, shared her unique idea of exhibiting model boats at their museum. July 19 was the actual exhibition and below are some of the background and highlights of the event.

Katy's initial idea was for the Portland Model Power Boat Association (PMPBA) to run their smaller electric Springer-type boats to evaluate their performance in their raised 100' by 50' pond. Previously the museum used a fleet of small Tippecanoe 27 sailboats with cut down keels for groups to enjoy.

To learn more about electric powered radio control boating we invited Katy to attend one of the club's monthly meetings. Members brought in a variety of electric scale boats for her to see as ideas. After the meeting, some members accompanied Katy to the lake so she could operate several of the models. It left no doubt; the electric boats were far more maneuverable and easier for children and adults to drive than the museum's sailboats.



CRMM's current fleet for Warnock Commons and Model Boat Pond, three Dragon Force 65s.

Katy became a member of the PMPBA. And over the next several months her idea of a small informal gathering soon grew into a full-day exhibit.

Barrie Swain, Vice Commodore of the club, volunteered to be the coordinator and spent months organizing the varied details for an outdoor display of boats at the pond for spectators to run. And an indoor static display for some of the larger scale boats. Katy and her museum staff took care of the facilities, logistics, and publicity for the show. The exhibition became a joint effort between CRMM and PMPBA. The extensive coordination was fun, a learning experience for all.

The event was tagged as a “Unique Exhibition” as it’s believed to be the first of its kind in the western states. Our goal was simple: Make the show a successful one for both the museum and the club. And hopefully another invitation to return to the museum for future exhibits.

20 members attended and 40 boats were displayed. Over 100 photos were taken of the event. Below are just a few.

The CRMM staff visited on their days off and lunch breaks to enjoy the detailed work of PMPBA members. The event has sparked many thoughts about how CRMM can bring to life some of the vessels in the collection. With the addition of Mariner’s Hall, there will be two dozen additional vessels that we can start to dream about adding to the pond.



Mariner’s Hall, a 2500 square foot expansion is slated to open in Fall 2026 with a focus on displaying full size vessels in the museum’s collection and highlighting people that live, work, or recreate on the water.



Both Museum and PMPBA crew pitched in numerous hours to create this unique exhibition and are brainstorming other ways to collaborate.



An array of Military ships was displayed.



Pleasure and Work boats were also exhibited.



The unique Nauti-Knight attracted a lot of attention from spectators.



The weather was truly perfect for the day-long event.



Other duties as assigned were put into action by Katy when one PMPBA member lost a prop! Another success, Katy found that stray prop.



A scratch built 8 1/2' long USS Bainbridge nuclear powered missile cruiser built in 1/72nd scale.



U.S. Coast Guard 36-foot rescue boat currently exhibited in the Brix Maritime Hall.



Emerson with Jacob Hendrickson aboard holds the Guinness world record for Solo, unassisted, nonstop transit of the Pacific Ocean. He left from Neah Bay, WA and ended in Australia after 11 months at sea. Currently on display in Brix Maritime Hall but will transition over to Mariner's Hall and be joined by another record holding vessel!



Pilot Boat Peacock is on display at one of the entrances to the museum parking lot.



The Sam Johnson
Wood Working Shop in
the Barbey Maritime
Center

No exhibit is complete without a fully operational “Half Boat” running on the pond.

The exhibition met its goal, and the club has been invited back for another exhibition in 2026. Plans are already underway for a larger exhibition with more and bigger boats on the pond and a larger indoor display.



And the club is building three new Springers for the museum to add to their sail fleet for spectators, young and old, to run while visiting.

Thanks, and we hope this helps other clubs engage their communities and promote our hobby.

Happy Sailing to All,
Ken and Katy

Building a Grand Banks Model of Restless

Member of Tampa Bay Ship Model Society (TBSMS)

and Suncoast Scale Model Boat Club (SSMBC)

By Captain Howard Howe (Retired)

My wife, Captain Linda and I ran 55 different boats for owners and for Marlow Marine a Grand Banks Dealer. Since 27 of them were Grand Banks, I decided to make a model of one named *Restless*. Linda had helped the lady owner move the boat from R.I. to Florida. It was my selection for honoring her and her love for boating and adventure.



I found the Amati Grand Banks model kit Am1607. The kit is manufactured in Italy and I purchased it through Age of Sails distributor in California. They also had the motors and running gear available for purchase. The kit is a 1/20 scale and contained a ready built fiberglass hull, chromed brass accessories, Laser cut cabin and planking, 3D furnishing, a cast dinghy, multiple drawings, and detailed instruction manual in Italian and English.



The first step was to number the laser cut parts per the drawings. Then proceed with the cabin assembly sequence per the manual. All was going well until I got to page 5 and was instructed to insert the cabin framework inside of the hull but do not glue. Cabin framework was about 3 mm too wide at the center area to fit into the hull. Problem solved by filing the frames and cabin floor to taper. That affected some other pieces that required adjustment later.



After completing the cabin framing, fly bridge structure, aft steps and basic white painting for sections of the model, I started with interior detail. I assembled and installed the internal saloon furniture, panels, and



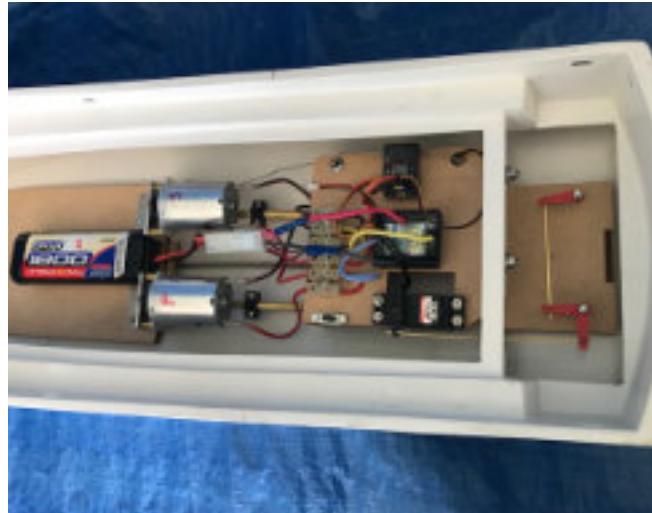
helm area. The aft windows were next to be constructed by cutting out the numbered die cut pieces, gluing and then covering them with the thin mahogany wood. Continuing with the cabin detail, I added the windshield, external side panels, and later the window curtains along with kit supplied interior detail to make it a live aboard! .

I planned to make the whole cabin assembly removable from the hull for the RC component

access. I also made the fly bridge removable by attaching it to the cabin frame with two screws that are accessible under the helm bench seats. I created a box frame to make the seats removable. This area was also used for the wiring to come through the deck for the running lights.



With the model kit, I had also purchased the Motor & Transmission Kit. It came with the motor mounting brackets with gear reduction, shafts, props, rudders, Viper ESC, and the hardware mounting boards. I had to supply a rudder servo, my receiver, terminal strip, and battery. It was necessary to determine where to drill the shaft and rudder holes.



Since the hull of the real boat is plank on frame, the kit provides the plank strips to add on the side of the model before painting to give a realistic appearance.

The detail in the kit is amazing! Kit provides the bridge seating, electronics, and chrome railing. There is also a dinghy and all the deck planking with details for the sequence of assembly. It all started coming together.



The one thing missing from the kit is the bimini top! I had to fabricate one for the model. Before picking up a second new 42' Grand Banks in port of Miami for the Grand Banks dealer, we went prepared with a sheet and boat hook and poles. We knew that the top, anchor, electronic and other items do not come with the new boat! Later off shore we got stopped by the Coast Guard as suspicious illegal immigrants with our sheet bimini top!



The model boat of the Grand Banks *Restless* passed her sea trials and has been added to my fleet of models. It even has a young lady at the helm that was a scale figure that my wife passed on to me for future use. I added some hair!





Variations (Twins & Triplets)

By: Robert Gesking

Over the years, I've built several models based on the same hull, but with slight variations in the superstructure. These models represent ships built by different yards or design changes based on ship operations.

I served aboard USCGC CONFIDENCE (WMEC 619) from July 1981 to July 1983, when she was homeported in Kodiak, AK. I served aboard USCGC VIGOROUS (WMEC 627) from September 1987 to July 1989 when she was homeported in New London, CT. CONFIDENCE was an "A" Class 210' cutter, built at the USCG Yard near Baltimore, MD. VIGOROUS was a "B" Class 210' cutter, built by American Shipbuilding in Lorain, OH. There were some visual differences between the "A" and "B" classes:

- "A" Class has a square bridge while the "B" Class has a T-shaped bridge.
- "A" Class bow bulwark extended to the forward air castle bulkhead. "B" Class had part of the bow bulwark cut down before the air castle bulkhead.
- "A" Class stern rail is 12" higher than the "B" class stern rail.

My models of CONFIDENCE and VIGOROUS were scratch built in 1/96th scale. I cut out the keels and frames when I was stationed at USCG Base Milwaukee, before I reported aboard VIGOROUS. Most of the work on the models was done while I was stationed aboard VIGOROUS.

I bought a CAROL MORAN 1/48th scale semi kit from the Scale Shipyard at the 1990 WRAMS show in White Plains, NY. The hull was close enough to build a model of a USCG 110' WYTM. I made some modifications to the pilothouse. USCGC ILLINI (WYTM 64) has working lights, a radar, fire pump and a horn. Many years later I built the Dumas 1/72nd scale CAROL MORAN kit. On the CAROL MORAN, I made ladders for the side of the deckhouse from brass rod, and fenders made from cotton masons line.

I bought a Scale Shipyard 1/96th scale ATF hull and superstructure at the 1991 WRAMS Show in White Plains, NY. I built the model as USCGC CHEROKEE (WMEC 165). A few years later, I purchased Scale Shipyard's 1/48th scale ATF hull, which I built as USCGC TAMAROA (WMEC 166).

I scratch-built PT-188 in 1/32nd scale. The torpedoes are made from plastic florist's tubes for the warhead and Estes rocket nose cones for the aft section. The .50 caliber machine gun tubs are made from PVC pipe couplers, with a short length of PVC pipe for the gun mount. Most of the guns are HR Products. A few years later, I built PT-148 on a MicroGlass 1/48th scale hull. The 20mm and 40mm guns were scratch-built. The torpedoes are cast resin items.

I scratch-built a pair of WWII era 143' USN/US Army tugs in 1/96th scale. I built the USN version as USCGC COMANCHE (WATA/WMEC 202). U.S. Army LT-454 had a USCG crew for part of WWII. The Army version has a slightly longer main deck house with the towing bitt and deck hatch moved farther aft, larger pilothouse, and the main tripod mast is reversed from the USN version.

Three of a kind – 45' ST tugs in two different scales. I used the MicroGlass 1/32nd scale hulls to build WHITEFISH BAY and a USN YTL. I used their 1/24th scale hull to build OSPREY. WHITEFISH BAY is a U.S. Army Corps of Engineers tug in Sault Ste. Marie, MI. I detailed the pilothouse. The cabin sides are curved to meet the front and rear cabin decks. The stack is faired into the aft pilothouse bulkhead. The USN YTL has square corners where the cabin side meets cabin decks. OSPREY's deckhouse has curved corners rather than the sharper corners of the two smaller boats. OSPREY has three bitts along the sides; the two smaller tugs have two cleats along the sides. The masts and doors are different on each of the three tugs.

Photo Info

MORAN.1 – USCGC ILLINI (WYTM 64) in 1/48th scale behind the Dumas 1/72nd scale CAROL MORAN.

PT.1 & PT.2 – PT 188 in 1/32nd scale behind PT 148 in 1/48th scale.

ST.1 – Side view of OSPRET, WHITEFISH BAY, and USN YTL. Cabin sides have some differences, and the doors are different.

ST.2 – Overhead shot showing differences in stacks, masts and cleats or bitts.

ST.3 – Overhead bow view shows rounded corners on OSPREY's cabin.

ST.4 & ST.5 – Another side view, note OSPREY has part of the bulwark cut away to deck level.

ST.6 & ST.7 – Stern view

WATA.1 – Starboard bow shot of USCGC COMANCHE (WMEC 202) and U.S. Army LT-454.

WATA.2 – Starboard quarter view, showing differences in aft deck.

WATA.3 & WATA.4 - Port side views.

WATA.5 & WATA.6 – Bow view showing differences in pilothouse and rigging.

WATA.7 – Cabins removed showing outline of main deck house.

WATA.8 – Stern view showing differences in aft deck and tripod masts.

WATA.9 & WATA.10 – Five models in 1/96th scale. USCGC KUKUI (WAK 186); a 105' twin screw Diesel tug in progress but ready for sea; USCGC MANITOU (WYT 60) in her WWII Thayer Blue camo for the Greenland Patrol; CGC COMANCHE; and LT-454.

WATF.1 – Four Scale Shipyard hulls. USCGC TAMAROA (WMEC 166) in 1/48th scale. USCGC CHEROKEE (WMEC 165), USCGC DUTCH HARBOR (WTGB 114), and SOCONY 12 in 1/96th scale.

WATF.2 & WATF.3 – TAMAROA, CHEROKEE and DUTCH HARBOR at a local club outing.

WATF.4 – TAMAROA and CHEROKEE at a local club outing.

WMEC.1 – USCGC CONFIDENCE (WMEC 619) and USCGC VIGOROUS (WMEC 627) in their case.

WMEC.2 – CONFIDENCE to the rear and VIGOROUS in front. Differences are: gun railing; bow bulwark; and pilothouse.

WMEC.3 – CONFIDENCE has a square shaped pilot house, VIGOROUS has a T-shaped pilothouse.

WMEC.4 – Stern view, VIGOROUS stern rail is 12" lower than CONFIDENCE's stern rail.

WMEC.5 – Looking at boat deck, some cutters have the RHI installed on the starboard side. As built the 210' WMEC's had two 26' Motor Surfboats like CONFIDENCE.



MORAN.1



PT.1



PT.2



ST.1



ST.2



ST.3



ST.4



ST.5



ST.6



ST.7



WATA.1



WATA.2



WATA.3



WATA.4



WATA.5



WATA.6



WATA.7



WATA.8



WATA.9



WATA.10



WATF.1



WATF.2



WATF.3



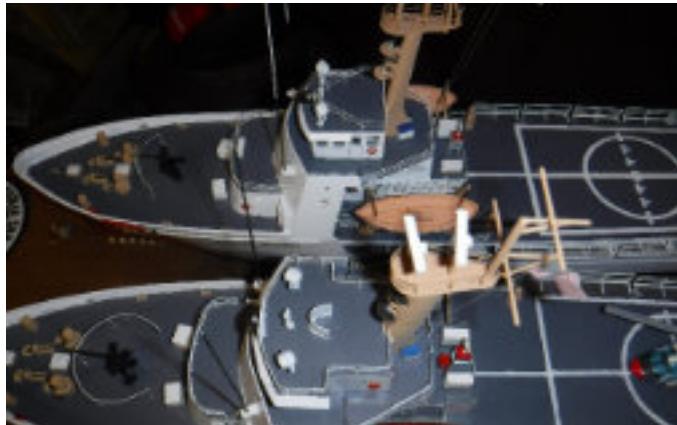
WATF.4



WMEC.1



WMEC.2



WMEC.3



WMEC.4



WMEC.5

USS Constellation CC 2 (a Lexington Class Battlecruiser) 1/96 Scale Model Construction Progress Report – 2025.1

General Construction & Selected Details By Russ Wick

As noted in previous narratives and progress reports, the model of the USS Constellation CC2 that I am building depicts the ship as it likely would have appeared following reconstruction during the latter stages of WW2. The assumption being that the ship would have been absent from Pearl Harbor during the Japanese attack, at sea escorting one of the aircraft carriers, such as the USS Lexington CV 2 or USS Enterprise CV 6, thus avoiding damage.

At some point during the progress of WW 2, the ship would have been modernized like the reconstructed battleships USS Tennessee BB 43 / USS West Virginia BB 48 for the final phases of the Pacific campaign.

The modernized ship would operate with the carrier task forces as a fast capital ship escort providing anti-aircraft gunfire and naval gunfire support for the numerous amphibious landings on the Pacific Islands.

This PROGRESS REPORT addresses work towards the detailing and fitting out of the model, including the Main and Secondary Batteries, Anti-Aircraft Batteries, Fore and Aft Superstructures, Selected Deck Fittings and Equipment.

In addition, as my model has been designed and constructed for Radio Controlled (RC) operations, a new RC controller was purchased and installed.

An updated series of ballast, trim, and powered operation tests are planned for the near future and will be presented in a future progress report.

MAIN BATTERY:

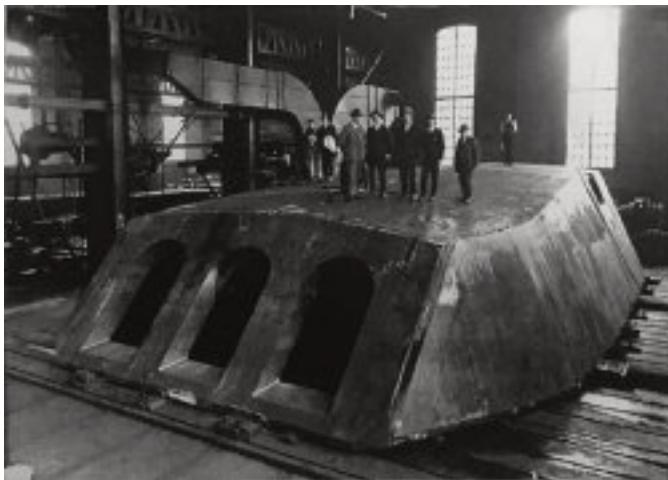
As noted in prior narratives and progress reports, the main battery consists of eight (8) sixteen-inch, 50 caliber, Mark II naval rifles mounted in four (4) two-gun turrets.

The main battery turrets – gun houses – were updated to include “crowned” roofs similar to the main battery turrets on the USS Nevada BB 36 and USS Pennsylvania BB 38. This was determined by comparison to an official USN photo and contract drawings of the Three (3) Gun Turret planned for installation on the USS South Dakota BB 49 class of super dreadnoughts. The BB 49 class was under construction concurrently with the Lexington Class CC 1 battlecruisers.

Turret mounted “range finders” were also included in the updated gun house assembly. These were derived from USN contract drawings for the USS South Dakota BB 49 class and comparison to photos of the turret mounted range finders on USS West Virginia BB 48.

For my model, a 20mm Gun Tub assembly was designed for mounting atop main battery Turret 3, again similar to a gun tub assembly installed on USS West Virginia BB 48.

A reference photo of a 3 Gun Turret for BB 49 Class and photos of a 2 Gun Turret and turret 3's 20mm gun tub are depicted below.



SECONDARY BATTERY:

The Secondary, Dual-purpose battery consists of sixteen (16), 5-inch 38 caliber guns mounted in eight (8) two-gun (twin) turrets, four on each side of the ship. These guns were used for surface-to-surface action against other ships, shore bombardment, and anti-aircraft barrage gunfire.

The turrets and guns are in the process of final detailing and painting is planned in the coming weeks. Turret and gun kits were purchased from John R Haynes – Fine Ship Models, unfortunately, Mr. Haynes has retired, but similar mounts and guns can be obtained from DiStefano 3d Print.

The photo below depicts the port side aft, Secondary Battery composition.



were purchased from Distefano 3d Print

Light Anti-Aircraft Battery consists of sixty-eight (68) 20mm Oerlikon single mounts distributed throughout the ship. These guns are mounted on the main deck, the 01 level, the 02 level, and on various platforms on the forward and aft superstructure. These mounts and their respective gun tubs or shields were purchased from DiStefano 3d Print. In some locations, the gun tubs or shields were modified to fit the requirements of the model.

The photos below depict a portion of the Anit-Aircraft Battery composition. The apparently “empty” 20mm Oerlikon gun tubs are awaiting receipt and placement of the 3 D printed 20mm guns

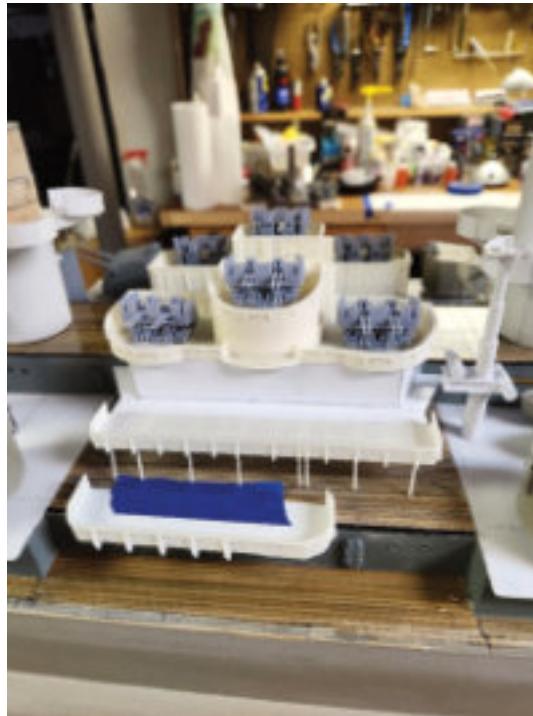
AIRCRAFT & AIRCRAFT HANDLING EQUIPMENT:

For this model, the Aircraft and Aircraft Handling Equipment are based on the similar installation on the USS West Virginia BB 48 as reconstructed and includes a scout aircraft floatplane, a catapult, and an aircraft handling and recovery crane. These parts were ordered from DiStefano 3d Print.

ANTI-AIRCRAFT BATTERY:

Heavy Anti-Aircraft Battery consists of twenty-one (21) 40mm Bofors Quad Mounts, gun tubs, and gunfire directors. One mount is on the centerline, directly above the modified conning tower, immediately abaft Main Battery urret 2.

There are ten (10) 40mm Bofors Quad mounts on the starboard side and symmetrically on the port side. These are mounted on the main deck and the 01 level. At mid-ships a tall, three mount platform is positioned between the funnels, similar to the Iowa BB 61 Class battleships of WW 2. These mounts and their respective gun tubs



The photos below depict this sub-assembly installed on the quarterdeck of the model ship:

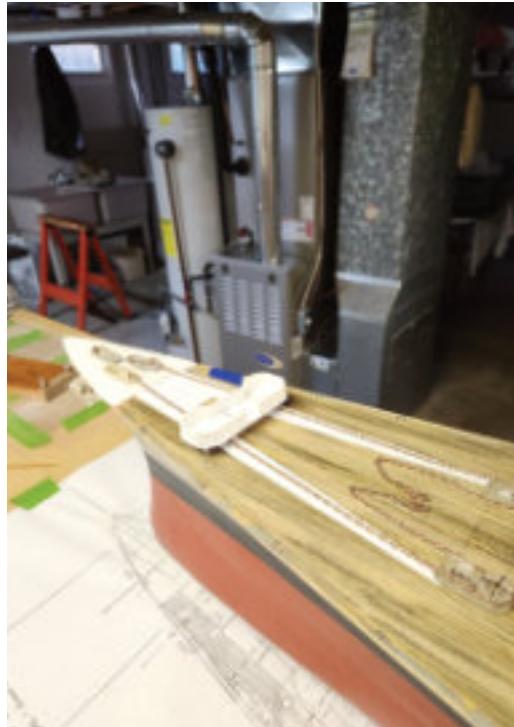
ANCHORING AND DOCKING EQUIPMENT:

Anchors consist of two, 30,000 pound, USN standard Battleship – Carrier anchors. These were purchased from John R Haynes Fine Ship Models.



Anchor Chain consists of 6 links per inch model anchor chain, purchased from Harbor Models, representing the 18 inch links of typical battleship and aircraft carrier anchor chains.

Anchor handling capstans consist of two battleship anchor capstans purchased from DiStefano 3d Print. Assorted other docking fittings and equipment items were purchased from John R Haynes Fine Ship Models and DiStefano 3d Print



The photos below depict the major anchoring and docking equipment and fittings and the forward 20mm anti-aircraft gun tub straddling the anchor chains, further aft are the forward 40mm quad mounts.

FORWARD SUPERSTRUCTURE:

The Forward Superstructure sub-assembly begins at the 02 Superstructure level. It consists of ten levels. Please refer to prior Narrative Part # Drawings for Model Building. These levels and coordinating profiles are based on drawings of the USS Tennessee BB 43 as reconstructed. The

drawings were obtained from The Floating Drydock a number of years ago when the business was owned by Tom Walkowiak.

The forward superstructure is built up from layers of basswood stock of various thickness and styrene sheet cut to fit the plan and profile of each level. Very thin styrene sheet is used to clad the basswood to provide a smoother surface for painting



As can be seen in the photos below, the forward superstructure is “roughed out” and awaiting further work to install portholes, ladders, railings, and other fittings:

AFT SUPERSTRUCTURE

The aft superstructure, in a manner similar to the forward superstructure, is built

up from layers of basswood stock of various thickness and styrene sheet cut to fit the plan and profile of each level. Very thin styrene sheet is used to clad the basswood to provide a smoother surface for painting



As can be seen in the photos below, the aft superstructure is “roughed out” and awaiting further work to install ladders, railings, and other detail fittings:

This concludes the August 2025 construction progress report.



1932 MONTEREY CLIPPER MODEL " CHRISTY MICHELE "

By Blaine Russel



Blaines 1932 Monterey Clipper Model " Christy Michele " Underway at San Francisco Model Yacht Club , Golden Gate Park , San Francisco , CA.

Photo Credits Bob Pearsall , Edited by Ron Weyhrauch, Text Blaine Russell

This is one of two Monterey fishing boats I have built over the past 20 years . I still have one 40" Bob Herrera hull under my bench to build as a crab boat some time in the future .

Christy Michele is a Hartman Monterey fiberglass hull and deck , It's 52 3/8th " long with a 16 1/4" beam and 1/6th scale . This is hull # 4 . I had # 2 hull someone had started to build it but cut it up to do something else with , So I set #2 aside for the time being . Then came a stroke of good luck . My good friend Ken Valk found #4 hull at an estate sale knowing I was looking for one I could build up from scratch , He bought it on site for me .

The popularity of the real Monterey Clipper(nicknamed "Monty ")fishing boats was mainly on the west coast , In the Late twenties early thirties through the mid forties . My Monterey Clipper model Is set up for Salmon trolling with outrigger poles found forward of the cabin which evolved to the side of the newer builds of Monterey Clippers .

The History

Italian immigrants who settled in the early 1900's up and down the west coast and the bay area brought there boat building design with them after emigrating from the old country . Many of them from the coastal waters along the Mediterranean where they fished for their livelihood .

There hulls started from sail powered boats called Falluca's and later the engine powered Lamparas hulls became the Genovese fishermen's new way of life . The west coast benefitted with these old world designs from which boats like the Monterey Clipper evolved to become a fishing industry mainstay over the decades . Most were built between 24 and 32 feet .They were designed and laid out and built along concrete landings near Fisherman's wharf and other inland areas marked out with chalk lines for keels and bulkheads . These were unique and simple boats originally built for the rigors of Sardine and Shrimp fishing industry and later adapted for Salmon and crab .The Monty built and modernized with new mechanical power , It revolutionized a whole new era in the fishing Industry .

Most early boats had very marginal power plants at the beginning and were one or two cylinder engines which evolved and became more reliable as gas engine designs grew . One standout the Hicks Motor at 8-12 horsepower was a popular , economical choice for Clippers . With simple mechanics and good fuel economy, The trusty Hicks motors changed the fishing Industry world forever . A very reliable engine source of It's time .

The Model

My model is powered by a conventional electric motor , But it features a scale replica of the articulating Hicks one cylinder engine and with working details like control levers ,flywheel , pulleys, drive shaft , tappets and lifters ,and a proportional sound system that simulates both engine startup and running sounds actually recorded from a real working Hicks motor . This scale motor was built by Leon Embry of Nostalgia Engineering in one sixth scale , A master model builder himself all hand built (Leon passed in 2017) . These engine models are treasured by collectors if you can even find one . The old brochure I have lists the price at \$2,000 back in the early nineties for his hand built engine . You would pay twice that if you could even find one now ! Leon also built a Monterey clipper kit , A slightly larger version in his line of offerings at Nostalgia Engineering .

I've been asked where I got my inspiration for the design of my model . It comes from many sources . First off , I was motivated by seeing Ken Valk's beautiful Monterey Clipper model that he'd built from a Leon Embry Kit and with a working replica motor . You can still see this beautiful weathered model everytime you open the Hartman online catalog for his hulls and the Monterey Clipper . His Is not a Hartman but shows what you can achieve with a finished model .

Also , I'm fortunate to live not too far away from Bodega Bay , CA. with a small fishing community , and also Fisherman's Wharf in San Francisco . All this plus various publications , books and boating magazines containing photos of vintage fishing boats and others of old and restored/modernized Monterey Clippers helped me form what I ended up building into my models .

This is a interior of the Motor /Cabin area of my Monterey Clipper .

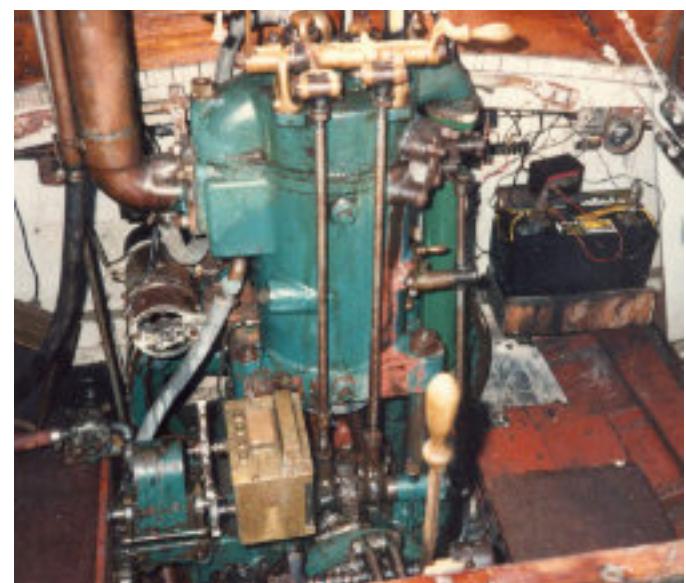


I was fortunate to have a friend who had one of the 1/6th scale Hicks built as a display piece . It was in a clear plastic case which contained batteries and the sound system . You could run the engine at a push of the button to show off all it's articulating features . He was downsizing his model memorabilia so I jumped at the chance to get the Hicks model and do some special "engineering " with it to add to the appearance and operation of my Monterey Clipper .

Indeed , the scale look of the Monty with the scale Hicks motor set the tone for the rest of the build and created just the look I wanted .

The Single Cylinder Hicks motor

This Is the real working Hicks single cylinder motor installed in a early Monterey hull . As you can see the model engine looks the same , Well with a less grime maybe ! Hicks Motors James Lee Hicks emigrated to San Francisco from Shannon , Ireland . By 1890 he had started working for the famous Union Foundry in San Francisco doing repair of Treadle sewing machines and his career later on offering repair on gas engines .



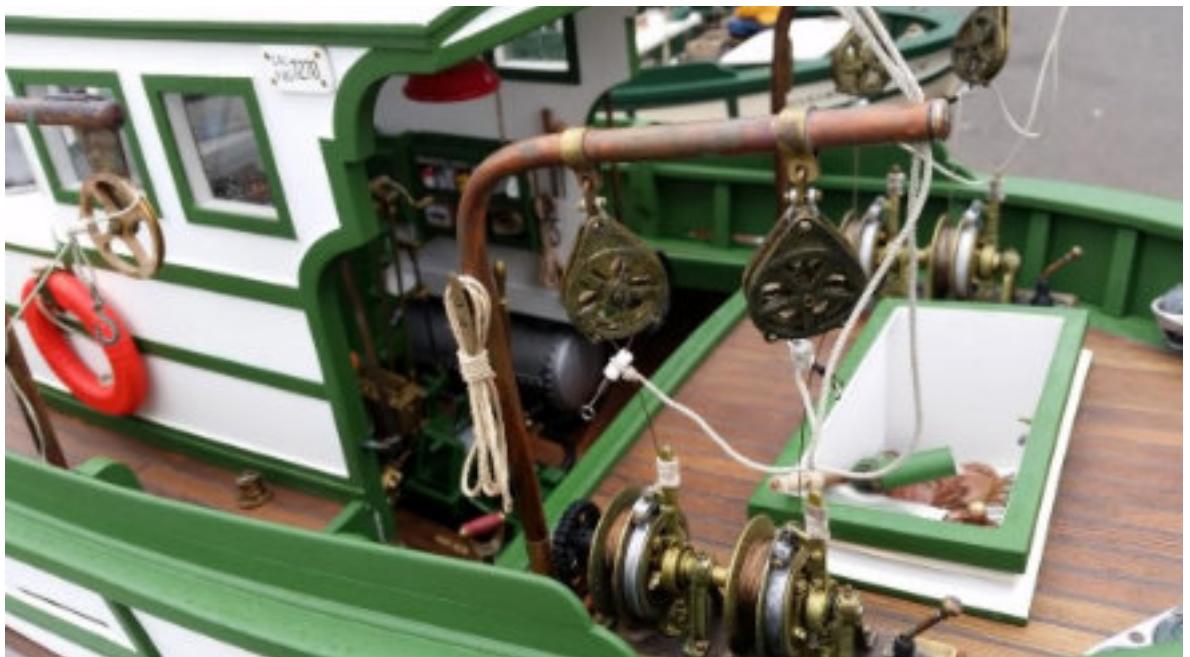
He drew on his work with gas engines to help him develop a marine engine that he would design . The Hicks marine motor was born and quickly became one of the most popular marine engines owing to its reputation for reliability . After much success with the Hicks motor Lee sold the business In 1918 and the selling of the Hicks motors went on through many owners until the mid forties , After which it was just a trickle of engines sold along with a few engine parts . There are still some of these motors around as working testament they filled the need of the early Marine motors for the fishing fleet .

Hicks motors were built more than a century ago , now in a few museums and private collections are still part of our maritime history !

Engine stats : the Hicks motor had a 6 1/2-inch bore and 7 1/2" stroke , 8 horsepower model "GY" , Weighs in at 1200 pounds !



The working end of my Hartman Monterey ready to fish for Salmon !





of his hulls . Soon after my phone call , He called back and said someone had contacted him and wanted to sell a non finished model and wanted \$250 . I didn't even think about price and said I'll take it ". The boat owner lived in a suburbs of LA in southern California . After some information and money exchange we came up with a shipping plan . Not wanting to drive all the way (500 miles), Which may have been cheaper in the long run , I said just take to a UPS store have them pack it and ship it ! So the price was twice what I paid for it but worth every cent . Just ask my wife !

Bob Herrera passed away a few years back . I stayed in touch with him until he move out of his home into a care facility . We shared lots of build pictures of our boats back and forth . He was a great Innovator of his line of fittings for the kits

The last two pictures are of my much sought after Bob Herrera 42" Monterey hull I built an early -Forties model salmon troller " Maggie A " 1-1/2"to the foot scale , My first Monterey Clipper build . This boat is Number one in my fleet . The hull and deck were available from Bob Herrera In the 90's and I have no idea how many were sold over the years , When I first talked with Bob his molds were no longer good enough to make a good rendering anymore . There were some knock offs made over the years , but never as good as his original , Even so once in awhile one pops up for sale online . You will know if you run across an original , They have his business card imbedded Inside the hull " Pandora Models ". With the words under the name " Catering to the scratch builder " It's a genuine Bob Herrera hull !

I called Bob In my search for a hull and Bob now in his 80's , I pleaded like a little kid with his nose against a window wanting , hoping to find one



he built Including a 1-1/2 "to the foot scale Hicks engine hand built by him . These are small treasures you will never find and only come along once in a lifetime . I had the good fortune of a dear friend Ken Valk who bestowed one to me for a planned Crab boat using the Bob Herrera hull and the scale motor . Bob Herrera legacy lives on ! That will be another build story both Ken and I hope to share with you on these pages in the future . Stay tuned !

If you ever get to San Francisco there are still a half dozen Monterey Clippers setting at at the base of Fisherman's Wharf !

Blaine (Buzz) Russell

My Bob Herrera 42" Monterey " Maggie A " Spreckels Lake , San Francisco ,CA.





Fleet Run 2007

Photos from the initial North Carolina Model Ship Builders event



See Page 38 for the details on
this years event.

EVENTS 2025



North Carolina Model Ship Builders

Fleet Run on October 10th, 11th and 12th, 2025

Contact info: Joe Wallace

City Lake, Rocky Mount, N.C.

This is a 1/96 or 1/100 scale run.

e-mail: jewallace43@suddenlink.net

The N.C. Fleet Run is held on the 2nd week-end in October. This year City Lake in Rocky Mount, N.C. is the place to be for 1/96 - 1/100 scale ships. The run was started in 2007 and has been going on each year, except two years (2020 & 2021) idle for the covid virus. Captains come from all over the States and Canada. We usually have over 25 captains and well over 60 ships.



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! It will 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. Following the run time we'll adjourn to a local restaurant for lunch. Beginners are not only welcomed, but encouraged. We love nothing than being able to mentor someone just starting out in the hobby. Bring your kids / grand kids! 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

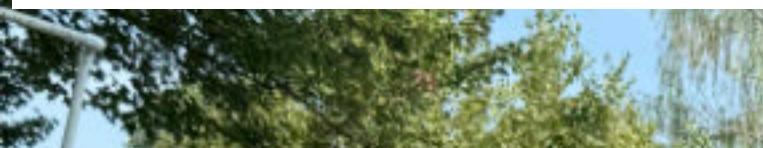
Please make check payable to **SSMANA** and send to:

Mr. Heinz Ricken

SSMA Clubs/Membership Director

514 Cranford Avenue

Cranford, New Jersey 07016-2531



**Cousler Park Pennsylvania
Fun Float 2025**