



February Report



Dave Mahoney's 18 foot runabout. Dave also built the outboard motor. Nice model building Dave.

President's message:

Members Present for the February meeting:

Jim Gower, President
Jim Brode, Vice President
Debra Mahoney, Secretary
Dave Mahoney
Hank Bishop
Andy Fulcher
William Prentice
Roger Brown
Roger Noyes*

Our second meeting of the New Year has produced more positive results! We have held our first meeting back at the Shop Class Building on Guion St., here in New Bern, where we began in February of 2018.

From the shop class building we migrated to the VFW Facility in James City and then the Covid pandemic hit and after a year had to abandoned that facility and started meeting at

Dave Mahoney's and Jim Gower's residence.

The pandemic took its toll on attendance, and then we were able to secure a large room at the Fairfield Harbor Fire Department, thanks to Roger Smith who is an active member of the fire department and who also belongs to the East Coast Plastic Modelers Club.

It was decided at our January meeting to relocate back at the Shop Class Building as it was more convenient to most members. We want to thank Marshall Smith for his time on opening the fire department station during our brief tenure there, and thank Mo Howland for opening up the Shop Class Building again for our meeting location.

We will resume our meetings beginning at 12 noon at the shop class building on the second Saturday of each month. Please note that due to the growth of the shop classes 'we may need to meet on a different Saturday if conflicts arise.



New Bern Maritime Modelers Guild.

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As usual, I'll send out a reminder of our meeting and any change in the meeting date.

NBMMG also added another new member to its roster, Roger Noyes who is a neighbor of Debra and Dave Mahoney. Roger has been an instructor at Shop Class and will probably pick up where he left off.

Roger makes three new members joining since January.

New Business updates:

We are securing a table at the New Bern Railroad Exhibit at the New Bern Convention Center for February 19-20th. We will be passing out information to anyone interested in building model ships and joining our Guild. Anyone interested in volunteering to help man the table, please contact me or Dave Mahoney. The Model Expo Exhibit sponsored by the East Coast Plastic Modelers is still on for July 9th, 2022 at the Havelock Convention center. Please follow the link inside this news letter to register if you want to show a model for judging. NBMMG will also have a table to promote our Guild to anyone interested in model ship building.

The N.C. Wooden Boat Show in Beaufort N.C May 7th, 2022 at the Beaufort Maritime Museum.

Jim Gower presented an addition to our newsletter by spotlighting a member and a brief resume as to what his interests are regarding model building. We are going to feature Bill Kay who lives in Swansboro, N.C. and northern Virginia. The spot light is located further inside our newsletter.

For show and tell Roger Brown presented a restored model of 1950's Richardson cabin cruiser that he and his dad built. The model has an electric motor that Roger rebuilt so it could be placed in the water for static line operation, or if he was confident enough, place the rudder in a fixed position so it could make slow turns around the pond. I would think he just as soon keep it on the shelf for display and remember those wonderful memories of a project he and his dad built.

Speaking of projects, Roger brought in a horse and carriage toy his dad built for him after WWII, as toys were hard to come by due as the toy manufacturers were retooling from war time back to peace time.



Roger Brown's 35 foot Richardson cabin cruiser



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Hank Bishop's 18ft. Hustler Day sailer.

Roger restored this toy and has the horses (2) legs turning to appear they are galloping when you push the carriage. Not being a ship per se, it's always nice to see projects of a past era and remember how the world has changed, especially after WWII.

Dave Mahoney presented a restored 1950's Fleet Line Runabout which would have been about 18ft in real length. It has a battery located inside which allows the spot lights to light up. The boat was powered by a K&O 35 HP Evinrude outboard motor, which Dave mounted a miniature model he made of that motor.

Hank Bishop presented a model hull of an 18ft Hustler daysailer. Hank's story was, he use to belong to the Wollahton Yacht Club in Massachusetts, and they decided to build five of the sailboats as a week-end project. Hank committed for boat number five, which was given a number of 173, and he aptly named it "Odds and Ends". The cost for each boat was around \$500.00 dollars and according to Hank that boat was recently sold for \$4,000.00.

Jim Gower presented a prototype of a double-ended U.S. Life Saving rescue boat. This boat was for the Southport Marine Museum's diorama depicting the boat being launched in



Roger Brown's horse and carriage.



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the surf and rowed out to a stricken vessel. Jim made 3 of these and picked the best one to give to the museum for their exhibit. The model represents the boat of a 25 to 28 ft. craft. The model is built with the lake strap planking, ropes and bumpers along with oars. Note there is one longer oar that was used as the rudder. Materials used: Pine, juniper, ash and oak.

The hull was originally designed in Quincy Bay, South Boston and quickly became the standard life saving boat up and down the east coast.

The U.S. Light House Service was established in 1789 by Congress to provide the necessary support of all light houses, buoys, beacons and public Piers.

In 1790 Congress established the Revenue Cutter Service to serve as an armed customs enforcement service.

established by Congress 1848. Its purpose was to save lives of mariners and passengers of shipwrecks.

All 3 services merged in 1915 as the U.S. Coast Guard Service as we know it today. The Coast Guard date is displayed as 1790 as it was the forerunner of all 3 services that was combined.



U.S. Life Saving Boat, planking almost completed.





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Member Spotlight: Bill Kay



Bill Kay has been making scratch-built models of local fishing vessels for over a decade now. He has provided to family members models, that he deems to be “portraits”, of the skippers and crew members (Most long gone) of Morehead City’s “Sylvia II” and of Swansboro vessels (Most long gone) that include the “Judy Kay”, “Eva K”, “Sonny Boy”, Amazing Grace”, “Gin Pat”, “Capt. Phillips”, and the “Miss Kayla”. After delivering the “Miss Kayla” models (three of them) he pondered just what might the next request from someone for a “portrait” model, and his son-in-law responded, “It’s obvious, the boat that is the most important to all your family, your own Carolina Skiff!”

He was so right on that call, and Bill then began the process to create the “Portrait” of himself! Among the early steps in his process is to determine how many models he would deliver to whom, and how many to keep for himself (Always keeping at least one for himself). Those in the family that have been out in Bill’s “Point A” skiff, over many years, include his two daughters, five grandkids, and he’ll want one each for his Virginia and his Swansboro homes. That makes nine, and he included an “extra” for whatever.

He is well along in the construction and views this project as three-phased. Building the 17’

Carolina Skiff at 1/2” = 1’-0” scale is one phase. Another is the 50 HP Yamaha engine that he is casting parts for and making decals of the graphics. Those two phases are underway concurrently. The final phase will be plastic display covers that he would like to fabricate himself.

“It’s been a wonderfully rewarding experience for all involved, and success is facilitated by having grown up in that area, knowing the people and the boats”, says Bill.

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