

THE CONNECTICUT MARINE MODEL SOCIETY

☀ CMMS NEWSLETTER ☀ OCTOBER 2018



TITANIC II

DUFFISMS

More fakery, scams, fraud. Seems we are flooded with this today. You and I may not be booking a trip on the "fake" Titanic II anytime soon (see page 10 for this story) — but wait! — we do buy lots of stuff from Asia, tons of stuff: electronics, shoes, clothing, tools, and yep- even model kits.

"So what?" you say. If I buy a model ship from a merchant in China or Russia at a cheaper price, that's my business and it's o.k., right? Not really, and

here's why: when you buy pirated products from shady merchants, in all likelihood you will be supporting the theft of intellectual property as well as an unscrupulous enterprise. In not giving one's money to ethical, legitimate model ship manufacturers and designers, the end

game could be the eventual loss of these bona fide designers and suppliers. **The Model Ship World** online forum has an extensive list of known pirates and their "brands." Please read it **before** buying ship kits that you know, or suspect, are coming from China and Russia. Go to: modelshipworld.com, click on "Build logs for ship model kits" and then look for "**Pirated Kits Prohibited.**" This is The List.

Keep building and above all, have fun - and buy smart!

— Duff



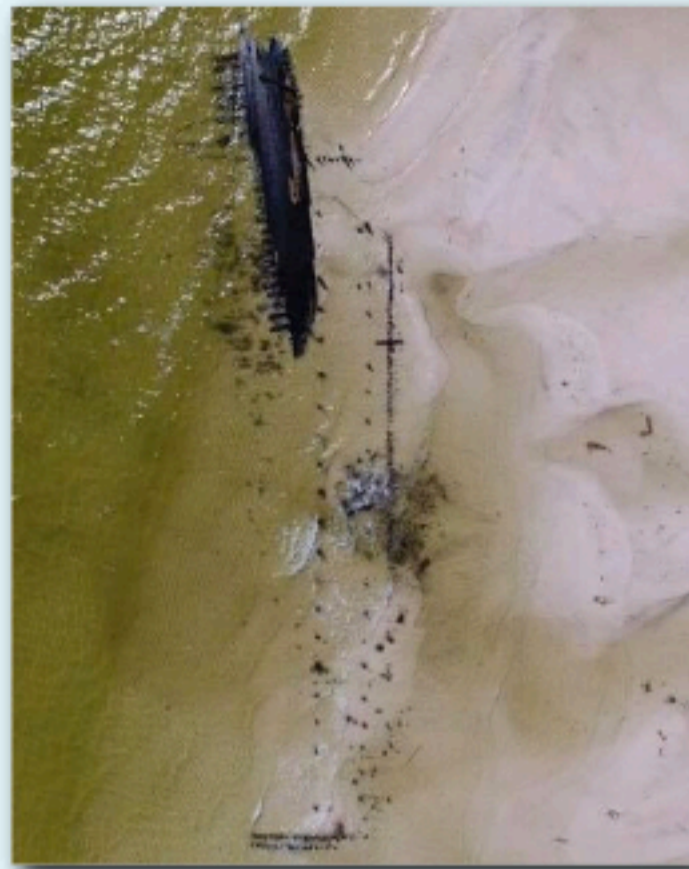
www.ctshipmodels.org



President **Duff Griffith** called the meeting to order at the UNH Orange Campus location. For this meeting the University was able to provide us with a classroom rather than the cafeteria making it easier for us to display and present our models. **Dave Dinan**, our Club's liaison with the University, reported that we will be moving back to the main campus for our **November, December, February, April and June meetings**. Our new meeting site will be **Room 112 in Westside Hall**. Our other meetings in *January, March and May* will be at the Orange Campus.

Directions to the Westside Hall location for our November meeting will include a campus map and will be provided to everyone prior to that meeting.

Our Treasurer, **Pete Carlin**, could not be present at our meeting so there was no Treasurer's Report. The uncertainty surrounding our meeting location and issues of accessibility prompted some discussion about consideration of investigating other possible locations that might better be able



Last month, killer **Hurricane Michael** devastated portions of the Florida panhandle but the category 4 storm also uncovered two squarerigger shipwrecks from the late 19th century — buried beneath more than a century of sand!

meet our needs. Due to time constraints, Duff asked that the discussion be tabled.

Duff then gave a short update on ongoing preparations for the **Annual Joint Clubs' Northeast Ship Modelers Show & Conference** in New London to be held next April, 2019. In particular, he noted that he was still looking for a speaker. A number of suggestions were given by mem-

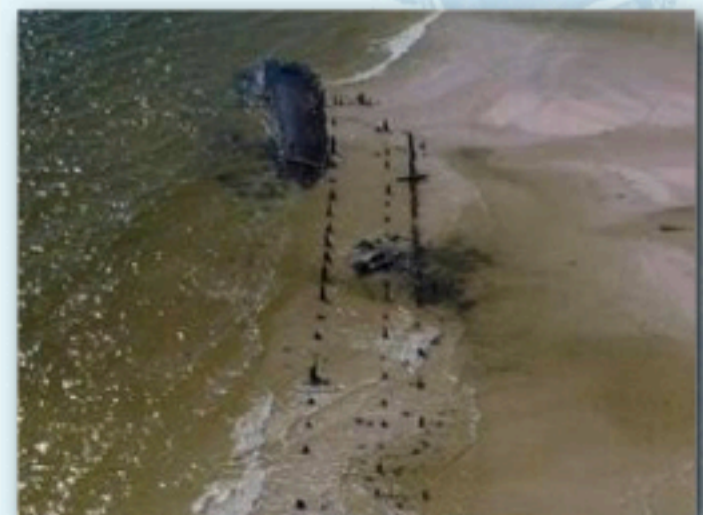
bers present that will be investigated. In addition, there was a discussion about the number of categories that we should have for models entered into the *People's Choice Award* category. Last year there were no separate subcategories for the People's Choice Award - only a 1st, 2nd, and 3rd thus lumping all types of models together. A number of members thought that it was better to have separate categories for the type of entry, as had been the past tradition. The argument being that it was fairer to compare like-type models. After discussing the merits of this issue, **Ron Neilson** made a motion, seconded by **Tom Kane**, that we have three categories: "Sail", "Power", and "Other." This motion was discussed, voted on, and passed.

Our next meeting will be held on **November 10th** at the **Main Campus, University of New Haven** at 10 AM in **Room 112 in Westside Hall**. Directions and a reminder will be sent to all members.

Respectfully submitted,
Al Saubermann, Secretary, CMMS



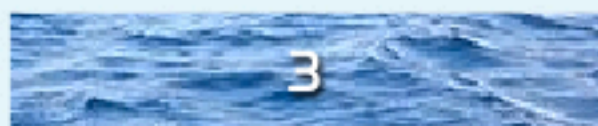
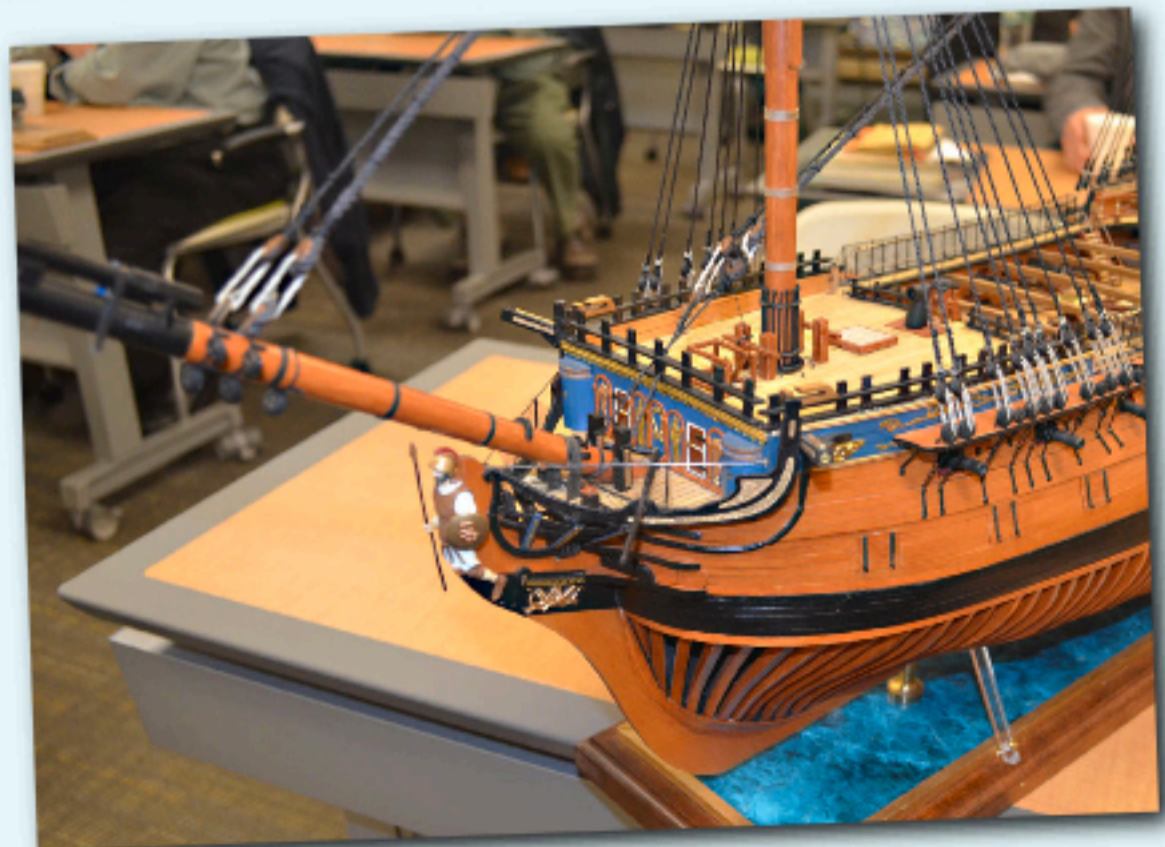
The two ship carcasses are well-documented from an archaeological study conducted in 1999; the *Dog Island Shipwreck Survey*





The large model's lower shrouds and mainstays are nearly done. Soon, a patient Dr. Goldberg will discover the "The Under-appreciated Joys of Making Scores of Ratlines."

We were all pleasantly surprised to see the impressive progress of **Paul Goldberg's** *HMS Agamemnon*. Over the summer, he jumped into the formidable task of rigging the 1/64th-scale, 64-gun British warship of the mid-eighteenth century. His highly modified build of the *Caldercraft* kit has been underway for a number of months and he's in the final stretch to complete it this winter. Paul's objective on this model is to emulate an admiralty-style model he saw several years ago in the U.K.'s *Nautical Maritime Museum* in London; like some models he saw there, his model displays the exposed framing of the lower hull. He's also done a superb job of capturing both the hue and patina of the finish one sees on a 250 year-old museum model!





Member, **Fred Kerson**, had several important points to make at our last meeting. Although he praised the "fit" of the wooden components of his current build of the 1/48-scale *HMS Surprise* ("the great part"), he had additional harsh words about other aspects of the *Artesania Latina* kitmaker's offering:

"The plans are nuts. And, let me tell you all about 'nuts'...and, did I mention this kit's plans are nuts?!!"

Undaunted, an animated Fred explained how he was going to get around some of the demands of his kit's demonstrable challenges:

"I'm going to replace all the basswood with balsa. I can't cut basswood nicely with a matte knife, no way; with balsa, it will be nice n' easy."

Yoda-like, Fred offered us one more gem:

"You have to think outside of the box."

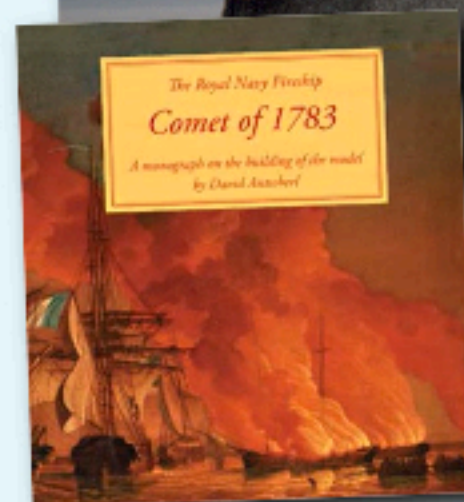
Build it, he will.

James McGuffick started on a new project to construct the complicated stern section of an 18th-century British fire-ship, *HMS Comet*. The model is the topic of a group workshop course offered by *Admiralty Models* by the modelmakers *David Antscherl* and *Greg Herbert*. Esteemed Canadian modeler Antscherl built a 1/48-scale model of the full warship as well as authored a detailed how-to book on constructing it from scratch (*Seawatchbooks.com*). The stern section project (James is holding the course's "homework") is a component of the in-person tutorial which was offered this October in Baltimore. Unfortunately — and sadly — James had to forego attending the

workshop but is completing the project.



The "Project."

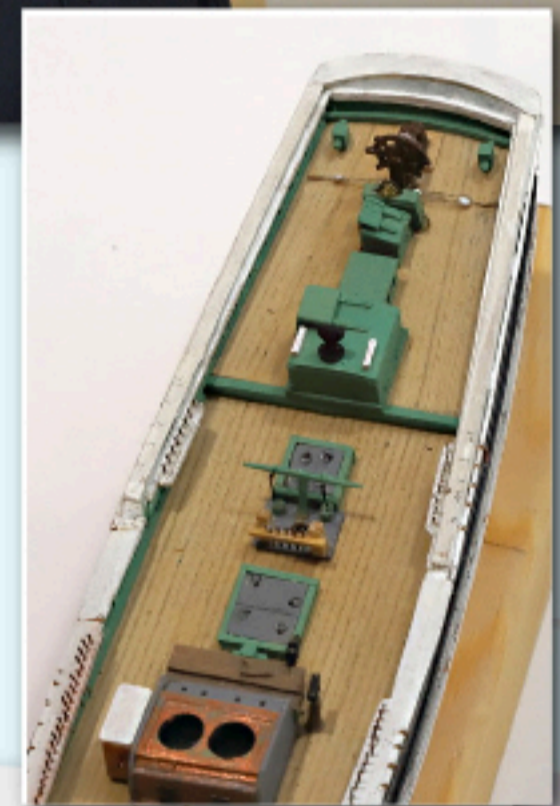
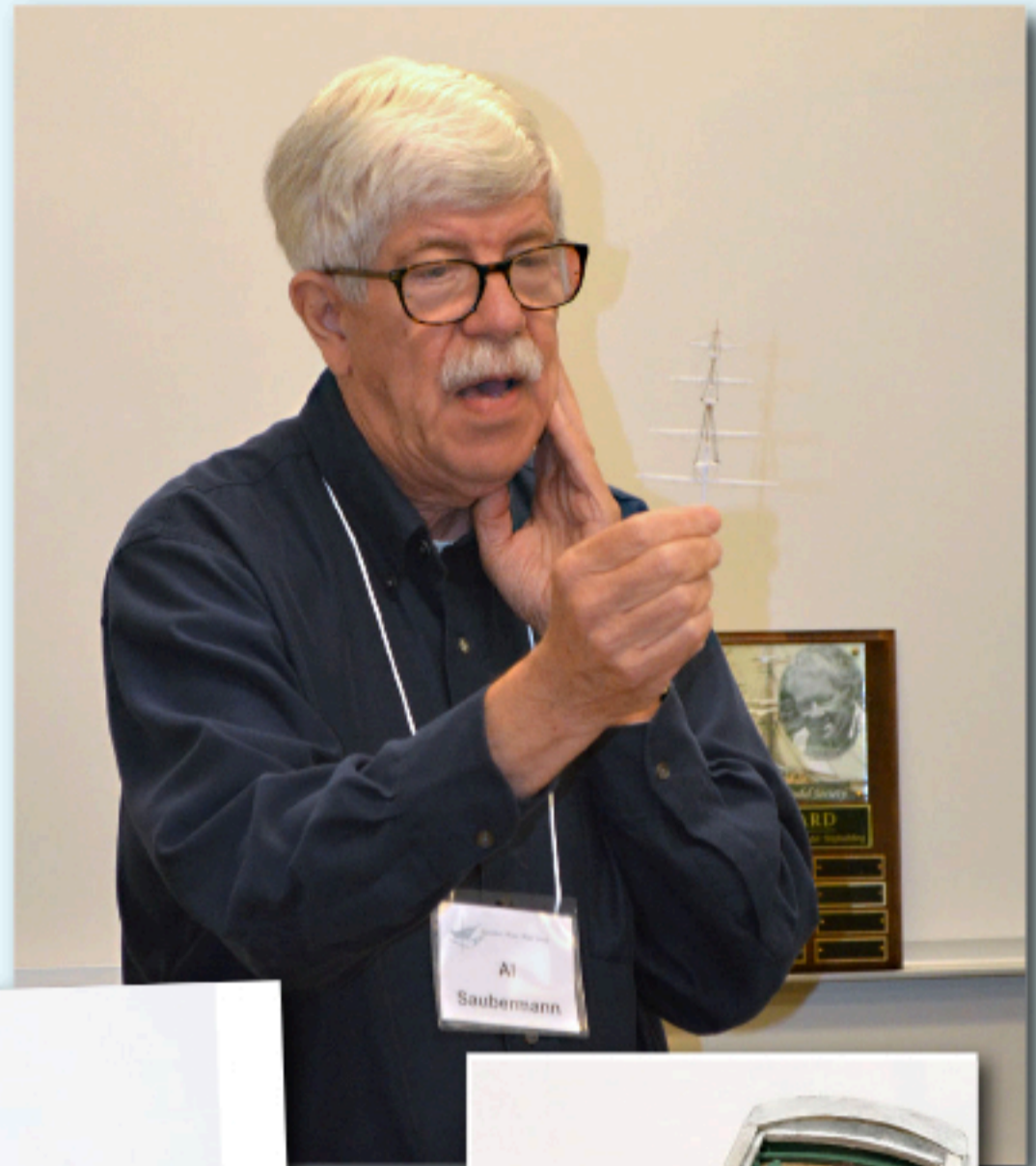


The "Book."



Al Saubermann - in stark contrast to his last scratchbuild that won him our club's **Wiser Award** last year, Al has gone small, *very* small, with his ultra-miniature model of 19th century whaling ship, *Katie Cory*.

He's referring to notable author/builder *Eric Ronnberg's* plans for his 1/92-scale ship (1/16" = 1 ft.). Al's made special jigs including making his own drillbits. He's even twisted 40 gauge wire (approx. .005 dia.) to make accurate looking rope. For tiny blocks (.030 & .050 dia.), he's punching out card stock. UV activated epoxy is a preferred adhesive for this meticulous work, a solution other members have discovered for their miniature builds.

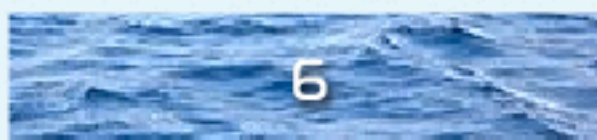
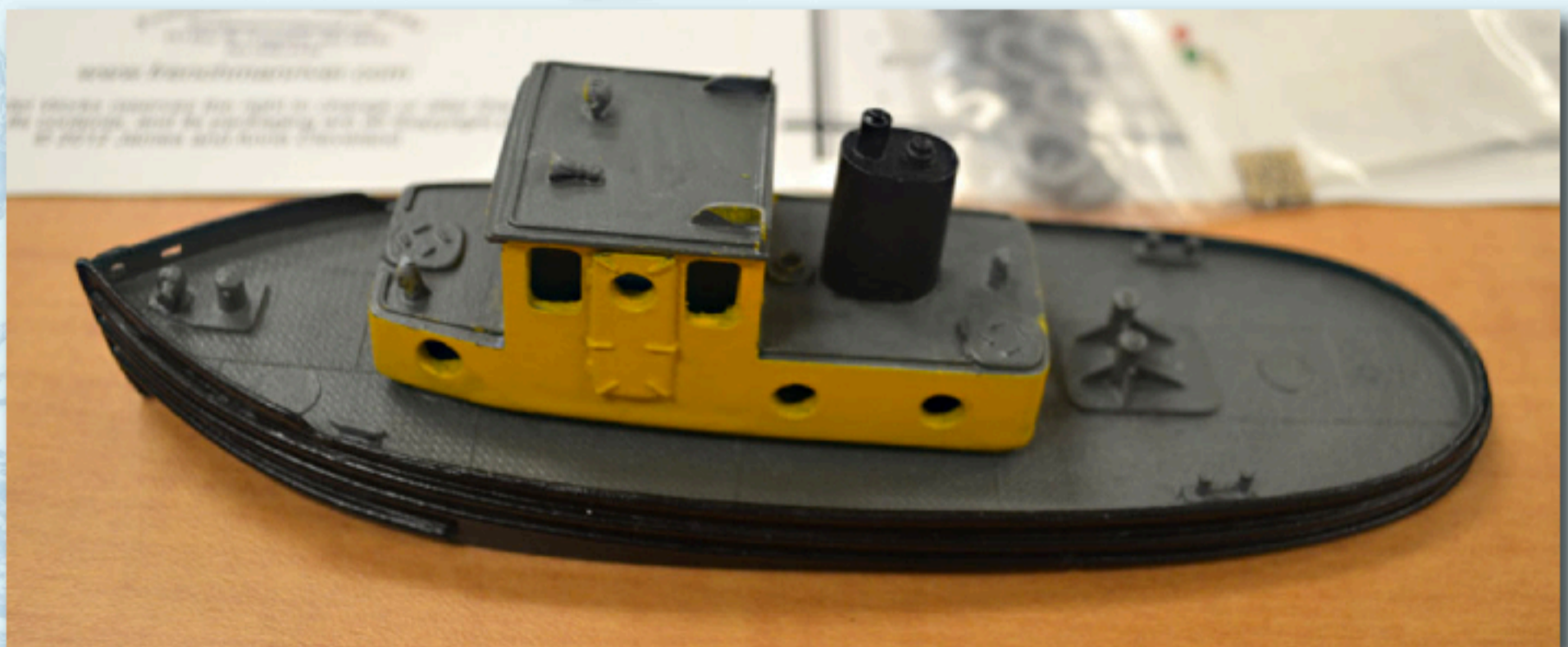




John Adriani has been doing "small" for decades. Like other members, he is a life-time, avid train layout modeler and likes building miniature maritime subjects in his favorite 1/87 "HO-scale."

His latest model project is a 45 foot Harbor Tug from *Frenchman River Model Works*. The kit features a resin hull and superstructure, cast metal fittings and a laser cut wooden ship's wheel.

John started on the build this summer and has various deck furniture and final fittings left to add to the waterline model.

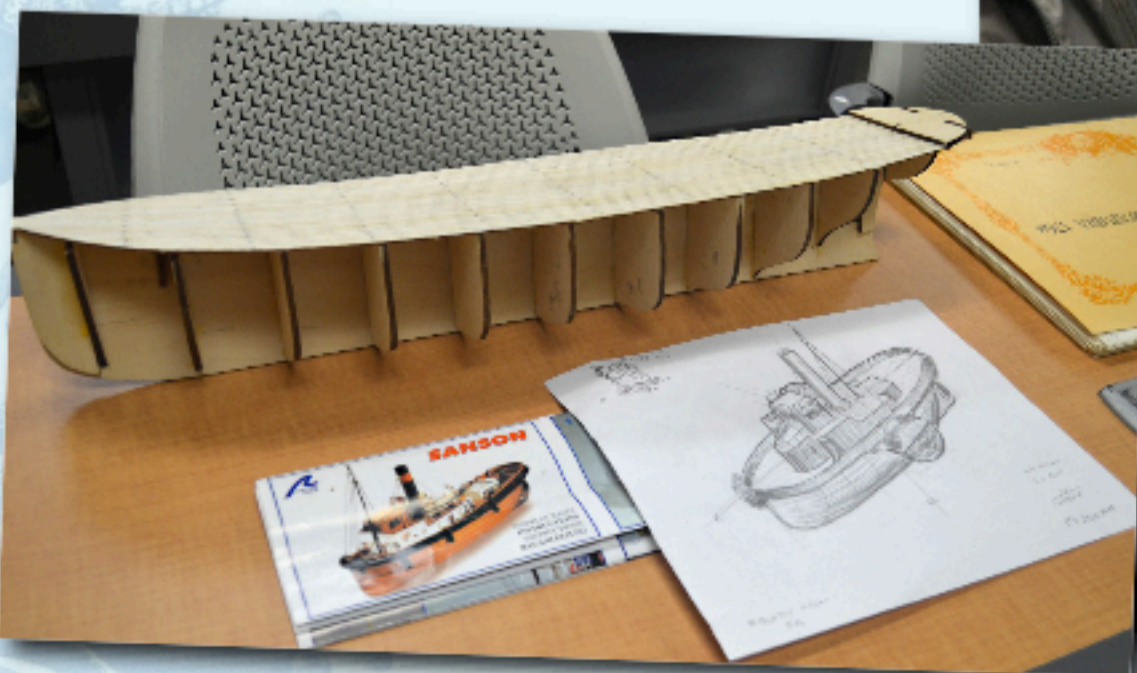




Tom Linton always has interesting maritime and nautical books to share with members. This meeting Tom brought in a fascinating book of drawings, *Architectura Navalis Mercatoria 1768*. He recalls purchasing the Swedish volume in 1970 for \$20.

Howard Williams is tackling an *Artesania Latina* kit of the *Sanson* tug boat. He held up an impressively rendered, original isometric view pencil sketch of a paddlewheeler he intends to make by bashing the kit. Howard likes quirky!

"Psssst, Howard — check with Fred before you get too deep ... he's got extra basswood to share as well as advice for you on this one."



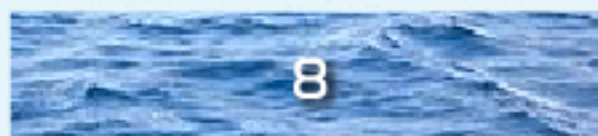
Good Stuff From The Bench



Rick Abramson - has taken another deep dive with his favorite subject: submarines. Rick talked about his 1/200-scale model, *U.S.S. [212] Gato*, a superior design of the WWII-era "thin skin" diesel subs. The model is from Chinese kit company, *RIICHE*. Rick described his technique for applying decals which also covered various facets of air-brushing. His model has many nicely crafted, scratched details including railings and prop guards on the stern.



Brad Wells - keeps at it with his *Half Moon*, a Dutch caravel that was made famous by explorer Henry Hudson in the 16th century. He has completed the painting and is set to start the masts and rigging. When asked about replacing the round deadeyes supplied in the kit with era-appropriate triangular ones, Brad quipped: "I'm not gonna' deal with those."





Above: One of two, 12-inch turrets shown with brass PE muzzles and other add-ons — before airbrushing.

Ron Neilson - brought us up to speed on his new model project, the 1/200-scale *IJN Mikasa*, an early 20th-c, pre-dreadnaught Japanese battleship.

The plastic kit is from Chinese company, "Hobby-Boss" (aka *Trumpeter*).

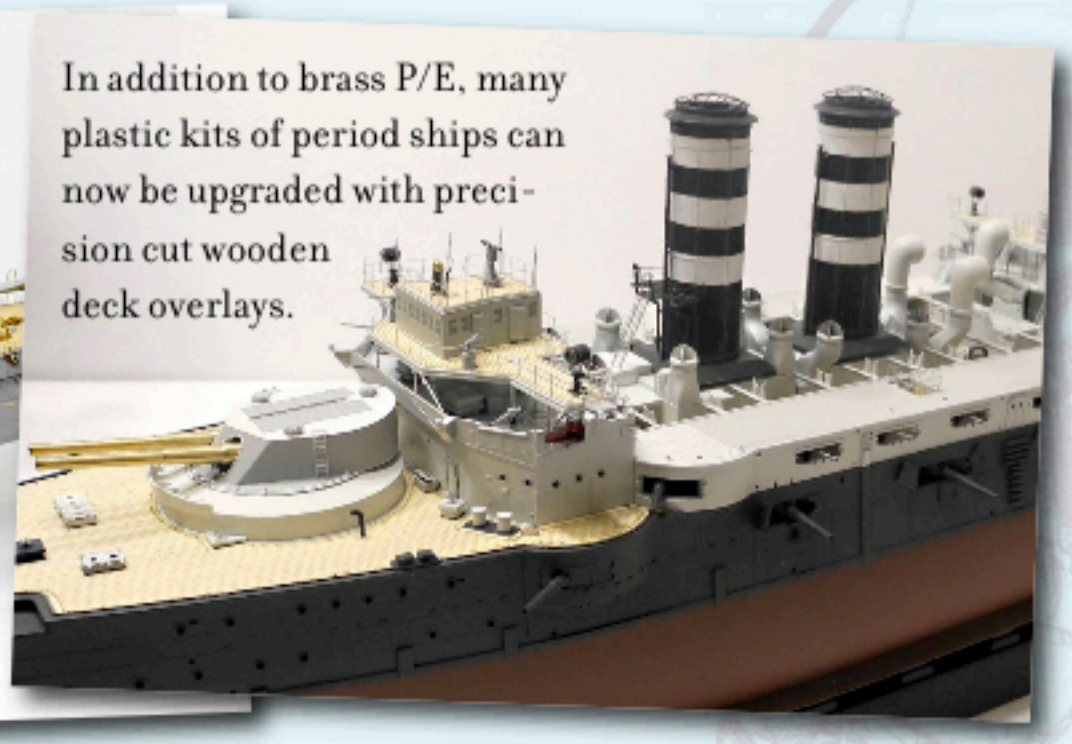
Ron is also incorporating an aftermarket kit of predominantly brass photoetch ("PE") and precision turned parts to upgrade the already excellent and highly-detailed kit. There are a handful of companies, like *Pontos* (Korea), that make

expensive but impressively manufactured add-on details that raise the standard model kits to a much more impressive level. Today's steel navy kits in plastic and resin have become a significant hobby specialty in model ship making owing to dramatic progress in both design and manufacturing.

Ron is teaching himself how to use an airbrush and surgeon's tools to fabricate, mount and paint the hundreds of miniscule parts on his model. Like others in our club, Ron stated: "I've gone small too!"



There are literally hundreds of precision brass components on the *Mikasa*. Here, unpainted P/E brass and stainless steel.



In addition to brass P/E, many plastic kits of period ships can now be upgraded with precision cut wooden deck overlays.



TITANIC II



A recent 2018 Press Conference announcing the **Titanic II** is back on the Australian politician's agenda. The current problem seems to be that the billionaire's man-in-charge of the Titanic II project is wanted by Interpol for extradition to Australia — and is currently on the run — in Eastern Europe.

The Titanic II was set to be launched in 2012, and then 2016.

At present, there are no shipyards anywhere in the world commissioned to build this behemoth.

Clive Palmer is the President of the United Australia political party (AUP). "Make Australia Great Again," is his unoriginal slogan.

In April, 2016, Palmer's nickel refining company, Queensland Nickel, closed. Government attorneys allege that almost \$A6 million had been taken from that company to pay for the development and marketing of the Titanic II. At that time the administrators indicated that they would seek to recover this money for bankruptcy claims.

The Titanic II would have represented the first major passenger vessel constructed in China. A significant investment would have been required to ensure it met the much more strin-

gent safety requirements for passenger vessels.

Palmer's reputed Titanic II builder, the Chinese state-owned CSC Jinling shipyard, has never built a large passenger vessel. In addition, it has no dry-dock. The 850' Titanic II would have been the largest side-launched vessel in history. The shipyard emphasized that no contract had ever been signed.

Clive Palmer is a self-described "eccentric billionaire." He has a reputation for bizarre publicity stunts, such as the attempt to create a massive

Jurassic Park style dinosaur theme park at his golf resort. It has also been noted that the publicity surrounding the Titanic II



continued —



Fantasy Island Redux

coincided with Palmer's announcement of his entry into Australian politics, which was made immediately following the Titanic II press conference in 2012.

In 2015, Palmer claimed that he was the target of a conspiracy involving Barack Obama, the CIA, the Rockefeller Foundation and Greenpeace, who he believed were attempting to close down his mining company.

In 2010, Palmer started a company called *Zeppelin International*, with the intention of making a commercially viable Zeppelin. The plan came to nothing.

The idea of a commercialised replica of the Titanic has been criticised, being described as "insensitive" and "a mockery of the memory of those who died." *Cunard Line*, which merged with the *White Star Line* (the original Titanic owners), stated that they "have always been very mindful and very respectful of such a tragic event. We don't think that building a replica or a 'II' is appropriate."

When the Titanic II project was first announced in 2012, Palmer claimed that construction would begin before the end of the year, with a 2016 launch. The following year, reports emerged that Clive Palmer was experiencing financial difficulties. The start of construction was postponed to March 2014, then to late 2014. When construction had still not begun in 2015, a spokesman for Palmer said the project had merely been delayed, and that the new ship would be launched in 2018 - two years later than initially planned. In 2015, his



Titanic II's visionary entrepreneur, Clive Palmer.

mining company, *Queensland Nickel* went bankrupt and Palmer faced the freezing of personal assets to recoup money owed his company's employees and creditors. When he declined to stand for re-election to his House of Representatives seat in 2014, he stated that he might resume work on the project in his retirement.

In May 2018 a European maritime equipment consortium published a list of all cruise ships on order through 2027 but none of the listed vessels fit specifications for Titanic II.

On September 27, 2018 Palmer's *Blue Star Line*, announced that work on the project would recommence. Prior to this recent media release his website had had no updates since May of 2014.

On October 16, 2018, Palmer announced that his nephew, **Clive Mensink**, will be the European Director of the [revived] Titanic II project.

Mensink is wanted in Australia by prosecutors and is on the run from Interpol. According to recent media reports, he's had plastic surgery that's radically changed his appearance and is living in Bulgaria with his fiancée. Palmer said his nephew had not returned to Australia in relation to matters brought against his bankrupt company due to a refusal by the special purpose liquidators to meet Mensink's travel expenses. Palmer added:

"I caught up with Mr Mensink in Bulgaria recently and he is most excited about this opportunity. He shares Blue Star Line's passion for recreating the ship of dreams as a symbol of love and peace in the world, playing to the Jack and Rose in all of us."



**NEXT MEETING:
NOVEMBER 10, 2018**



CMMS MEETINGS ARE THE
SECOND SATURDAY OF THE MONTH

SEPTEMBER THRU JUNE

† 10:00 AM TO NOON

THE UNIVERSITY OF NEW HAVEN
300 ORANGE AVENUE † WEST HAVEN
CONNECTICUT 06531

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Front: An artist's 3D rendering of the **Titanic II**, a passenger cruise ship announced in 2012. See page 10 for the full story about this "fake" ship.

Rear: The RMS Titanic shown at her Belfast, Ireland launch, May 11, 1911. She sailed from Southampton, U.K. on April 10, 1912 on her maiden voyage with 3,547 passengers and crew. She sank on April 15, 1912.

The Connecticut Marine Model Society is a member of the IPMS, Connecticut Chapter



Cover photo: Australian Sun
Rear: Wikipedia.org

www.ctshipmodels.org

