

# EYEBOLTS, Show and Tell

September 17, 1997

Reporter: Bill Russell

(E1)

I have commented before about the perfection of workmanship on **Bob Graham's** scratch built clipper ship, Flying Cloud. Bob has been making yard arms and associated "iron work" since we last saw the model. It is the iron work (brass work on the model) that caught my eye. The iron work on a clipper ship is quite elaborate, and sometimes involves parts that are hinged relative to each other. Once again, even at a scale of 1:96, the parts authentic, and perfectly shaped and finished.

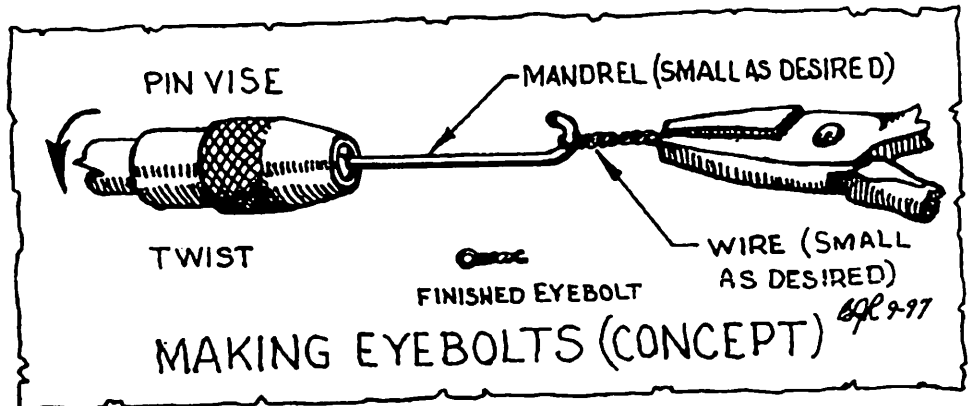
**Joe Harris** is well along on the framing of his scratch built model of the American ship of the line Independence. He began researching this ship in 1993, and you may remember that he made the frame drawings with the help of his computer. The basic drawings came from the Smithsonian. The original ship was a 74, a very unusual warship for the us Navy built in 1815. She served under the command of Bainbridge in the Mediterranean, and after being cut down to a frigate in 1835, she served in the Pacific during the Mexican War. The life of this ship extended over 100 years until she was burned to recover the copper. This is a historic and unique ship with West coast associations, so we will follow the progress on this model with great interest. At a scale of 1:48, this is quite a large model. Joe plans to build it in the razeed configuration.

**Ed Averkieff** brought in his 1:72 "skeleton" model of a Sopwith Camel. You may say that this is an airplane and not a ship. True. But this Camel has naval connections. It was one of the earliest airplanes to be flown off a ship. I have seen photos of a Camel taking off from a platform on the forward turret of a British battleship near the end of World War I. With a wing span of about 3 inches, and with the fuselage framework, spars and wing ribs uncovered and completely visible, this is a little jewel. It is assembled with zap glue. Ed is considering rigging the model with 0.0018 diameter

thread. This model is an "Eduard" kit, which is made in the Czech Republic. The kit consists of three small multi-level etched brass sheets, a remarkable manufacturing achievement. At this time, in addition to the Camel, a Fokker Dr-1 and a Fokker with a number I cannot remember are available.

As previously mentioned, **Yas Komorita** volunteers at the Los Angeles Maritime Museum where he recently noticed some photos of the USS Constitution at San Francisco in 1933. Upon investigating, he found that the old ship had been towed to San Francisco after a major overhaul. She was not sailed at any time because, at the time, no one knew how to sail her. The officers and men trained for months in order to take the Constitution for a short sail this year, and even then only a few of the sails were used. Yas shared the photos with the members at the meeting.

To demonstrate technology transfer within the model building communities, **Reed West** showed us a tiny model of a DH-2 airplane of World War I. It has an open frame aft fuselage. Reed showed this



frame built of lemon wood from Warner Woods, and drawn through a draw plate made by Bob Graham. It is clearly an improvement over the original plastic version. He also showed that the model was rigged with invisible thread tied with clove hitches. (Invisible thread is very small diameter monofilament nylon.) This thread would be useful in rigging miniature ship models as well. Finally, he showed some minute eyebolts made