

# WOLF'S PLUMB BOB NEWS 2014

Issue 10    October 1, 2014

## MARITIME CORNER

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[www.plumbbobcollectors.info](http://www.plumbbobcollectors.info)

Dear Fellow Collector,  
Dear reader of the PLUMB BOB NEWS,  
As always, I am searching for new material and information associated with plumb bobs.  
Please feel free to share new photos, catalogs, articles or stories of a personal nature.  
I welcome input from fellow collectors!  
Wolf

## MARITIME CORNER

### TABLE OF CONTENT

1. INTRODUCTION .....	118
2. MARITIME CORNER in my museum .....	118
3. PHOTOS FROM OTTO SCHOTT.....	127
4. SOMETHING TO SMILE ABOUT .....	129
5. REMARK.....	129

### 1. INTRODUCTION

After I had recently bought an old English ship compass, I set up in my museum a special maritime (nautical) corner in front of a wallpaper with a palm-tree and blue sky.

### 2. MARITIME CORNER in my museum

I have put all instruments related to ships that I had in my collection together in this place:

- British ship compass
- Steering wheel
- Ship inclinometer
- Inclinometer from Russian Navy divers
- Anchor
- Barometer
- Binoculars/ telescope
- Hour glass
- Sounding weights
- Sampler
- Sailor's knots
- Nautical chart
- Pair of dividers
- Signal key card
- Brass bell
- etc.



## SESTREL SHIP COMPASS

In the center you see an old ship compass.  
I don't like to polish brass plumb bobs, but this time it was the first time that I polished brass and eliminated the green patina. I think that brass instruments on ships have to shine.  
The compass is original with the old oil lamps in it (not with electric light). In order to demonstrate how the lighting system illuminates the compass, I employed a special candle.  
Such a compass was used on ships as you can see below.



*Der Wachoffizier auf der Kommandobrücke eines Zerstörers*

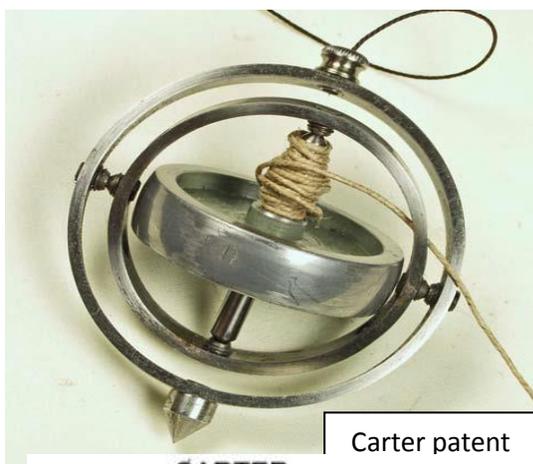


The compass has a gimbal suspension. Such gimbals we have also found on plumb bobs. See my newsletters about mining plummets 2009-03 and 2012-08



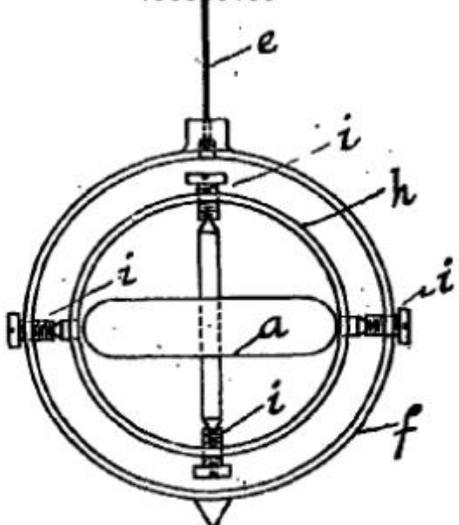
BUFF & BERGER

A very special kind of the use of a gimbal is the English/Australian patent described in my patent news 2007-13 GB190800163 CARTER 1908 GYROSTATIC PLUMB BOB



Carter patent

CARTER 190800163



For decoration I added

A **SHIP'S STEERING WHEEL** from my father and a cushion and table cover with **SAILOR'S KNOTS**.



Also with the gimbal is a **SHIP BAROMETER** which uses mercury. For safety reasons I eliminated the mercury (it was in a leather bag that was not in good order).



Near to this barometer you see two inclinometers, one from wood with brass pointer and the other one from brass.

I got these **INCLINOMETERS** from a seller in India, where old ships were dismantled in a ship yard. All parts that are still usable are offered at eBay. This is a good source for maritime equipment. Inclinometers are fixed on the wall inside of the ship to show the inclination of the ship

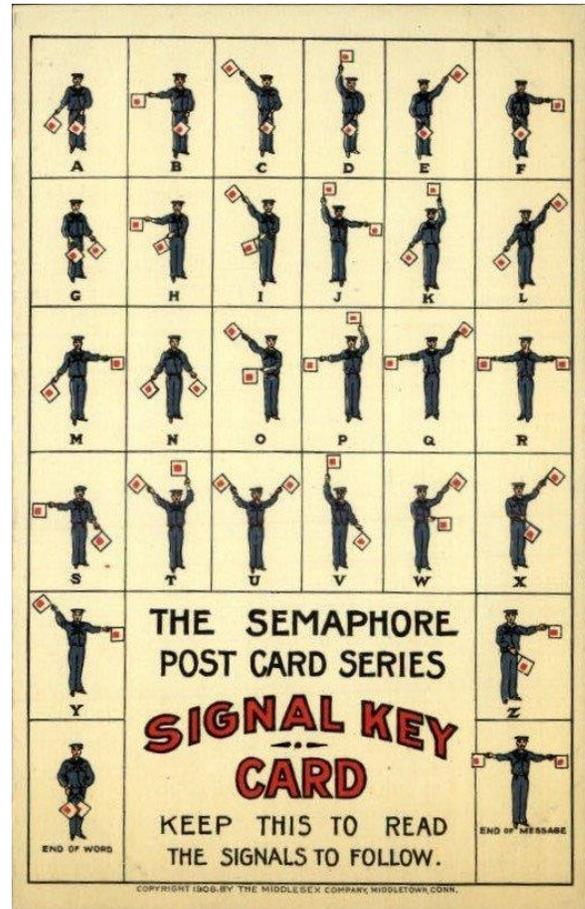
Other decoration is a **BRASS BELL** from a ship. Left to the barometer a **PAIR OF BINOCULARS** used by sailors.



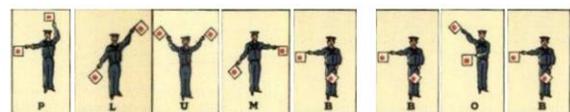
At the left side you see a **TOP-MAST-LAMP** from a ship with a special glass lens.

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A **SIGNAL KEY CARD** is also exhibited in the maritime corner. Flag signals were used to send information from ship to ship.



Signaling code for "**Plumb Bob**" is as follows:



From a small boat, I got a **COLLAPSIBLE ANCHOR**.



## „WEIGHTED BEAKER SAMPLER“.

Sometimes ago I got a “GIANT PLUMB BOB” (picture right).

D = 80mm, L (total) = 430 mm, L (body) = 330 mm, wall = 5 mm, Material brass.

Although I knew the item was originally some type of large brass cylinder, it certainly served functioned well as a plumb bob. ☺

But I did not know exactly what it is.

After researching the origin of the cylinder, I discovered it was a **WEIGHTED BEAKER SAMPLER**.

Description of the function:

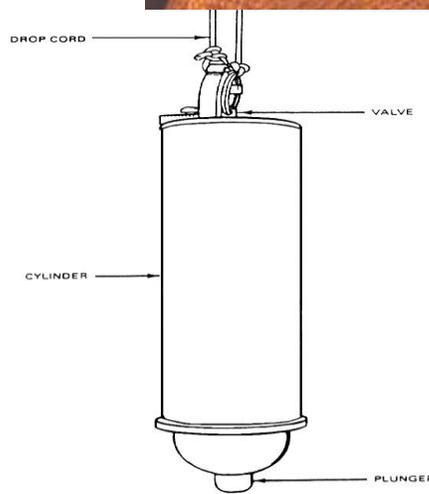
### Sample Thief (Bacon Bomb)

It obtains samples from storage tanks, tank cars and drums. When the thief strikes the bottom of the tank, a plunger assembly opens to admit the sample. The plunger closes again when the bomb is withdrawn, forming a tight seal.

**Samples can be taken at any depth with the use of a secondary trip line,** or extension rods may be added for obtaining samples at levels of up to 18 inch (46cm) off the bottom. Special models include a 4 oz (118mL) ‘pencil’ model for sampling through small diameter pipes and openings, and clear acrylic samplers with plated

brass plunger and end pieces.

Modified samplers can be supplied for special applications.



The navigation officer on a ship uses a **NAUTICAL CHART** and a **PAIR OF DIVIDERS** (compasses) to measure (mark) the distances on the chart.



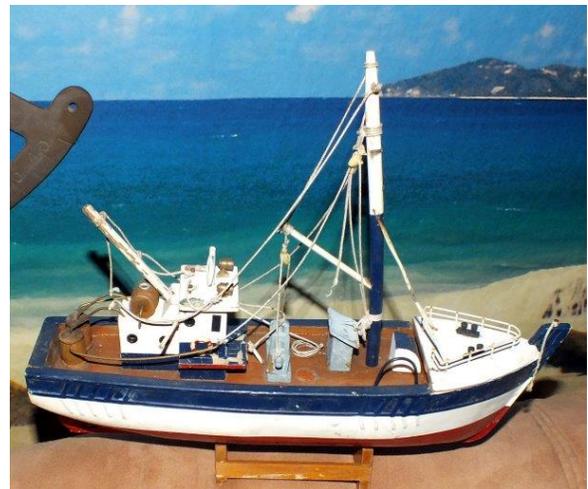
In another corner of my museum I have some more pair of dividers and outside / inside calipers.



With an **HOURGLASS** (the sand in it is very fine and needs exactly one hour to fall from the upper part into the lower part). The navigation officer took with such an hour-glass the time between two measurements.



**Just for decoration** is the model of a **TRAWLER ...**



... a replica of a Stanley compass ...

... and a shell.



## INCLINOMETER FROM THE RUSSIAN NAVY

Some years ago I bought a very interesting inclinometer. The inclinometer is "typical Russian manufacture" and not very "high tech". However, it is functional.



This inclinometer was used by the **Russian Navy divers** (helmet divers) to know the inclination of a sunken ship wreck.

They put this instrument on the object (ship wreck or similar) that was lying on the ground of the sea. The pendulum (pointer) shows the vertical. The diver fixed the screw of



the pointer to safe the result. Back on the surface they could tell, under what angle the ship is lying on the ground of the sea.

Instruction engraved on the back of the heavy instrument.



## MARITIME DEPTH MEASURING DEVICE

For measuring the depth under the boat or ship the sailors used heavy lead weights, hollowed out at the end. Inside the cavity, they placed heavy grease, or in earlier time "tallow" or grease derived from animals. After contact of this weight with the ground under the ship they could see what type of material comprised the sea bed (either sand, gravel or sediment).



From the German Navy High-Speed-Patrol-Boat "Panther"

On the line are different markers (cloth, leather or other material.) to determine the depth. More information on this subject in my newsletter 2008-05 "Depth measuring with plumb bobs"

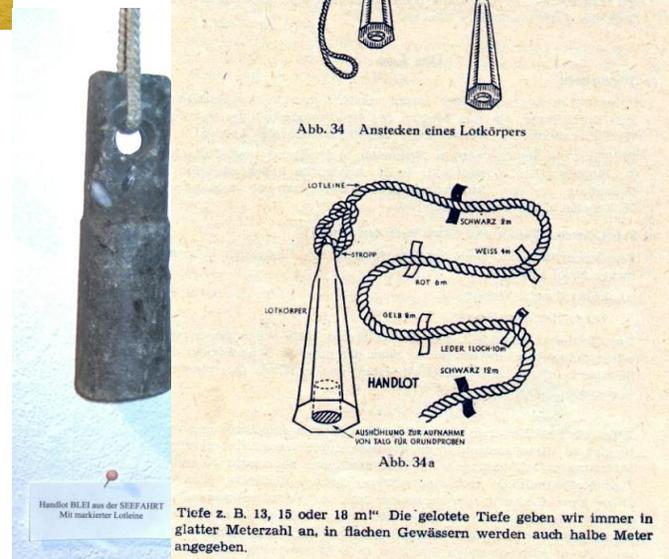


Abb. 34 Anstecken eines Lotkörpers

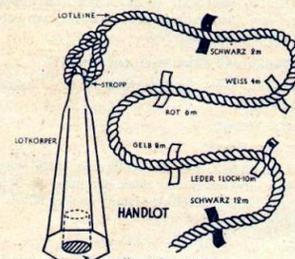


Abb. 34a

Handlot BLEI aus der SEEFAHRT Mit markierter Lotleine  
Tiefe z. B. 13, 15 oder 18 m! Die gelotete Tiefe geben wir immer in glatter Meterzahl an, in flachen Gewässern werden auch halbe Meter angegeben.

## Bayeux Tapestry

I got the print version of the carpet, when I was visiting years ago the museum in Bayeux, France.

*genius of its guiding spirit combine to make it endlessly fascinating.*

*The tapestry consists of some fifty scenes with Latin tituli (captions), embroidered on*



When searching for depth measuring instruments, I found that one of the pictures (scene 34, see figure above) depicted a sailor using a “sounding weight” for measuring the depth of the sea while approaching the coast. Unfortunately the weight/plummet is not visible (because it is in the water), but the line and the use of the line are very clear.

General Information from Wikipedia, the free encyclopedia:

[http://en.wikipedia.org/wiki/Bayeux\\_Tapestry](http://en.wikipedia.org/wiki/Bayeux_Tapestry)

*“The **Bayeux Tapestry** (French: *Tapissierie de Bayeux*) is an embroidered cloth—not an actual tapestry, which is instead woven—nearly **70 metres (230 ft) long**, which depicts the events leading up to the Norman conquest of England concerning William, Duke of Normandy, and Harold, Earl of Wessex, later King of England, and culminating in the Battle of Hastings. (October 1066)*

*... The Bayeux tapestry is one of the supreme achievements of the Norman Romanesque... Its survival almost intact over nine centuries is little short of miraculous... Its exceptional length, the harmony and freshness of its colors, its exquisite workmanship, and the*

*linen with coloured woolen yarns. It is likely that it was commissioned by Bishop Odo, William's half-brother, and made in England—not Bayeux—in the 1070s. In 1729 the hanging was rediscovered by scholars at a time when it was being displayed annually in Bayeux Cathedral. The tapestry is now exhibited at ‘Musée de la Tapisserie de Bayeux’ in Bayeux, Normandy, France.”*

Below the left and the right end of the 70 meters long carpet. Link to the web site of the museum:

[http://www.bayeuxmuseum.com/en/la\\_tapisserie\\_de\\_bayeux\\_en.html](http://www.bayeuxmuseum.com/en/la_tapisserie_de_bayeux_en.html)



## U.S. NAVY BADGES

After taking the photos of my maritime corner for this newsletter, I received some NAVY BADGES from the U.S.A.

I recently discussed U.S. badges, especially of the 332nd Engineer General Service Regiment (see fig. below)



BUILDERS BADGE BRASS ENAMEL  
PLUMB BOB "TO BUILD TO CONQUER"

Now I got three other badges type BUILDER from the U.S. Navy:



NAVY BUILDER 3rd CLASS  
MALE SIZE BLUERATING



NAVY RATE BADGE SHOULDER PATCH -



U.S. NAVY CHIEF  
BUILDER GOLD MALE  
SIZE RATING BADGE



revers



detail

Description I found on

[http://en.wikipedia.org/wiki/Builder\\_%28United\\_States\\_Navy%29](http://en.wikipedia.org/wiki/Builder_%28United_States_Navy%29)

**Builder** (abbreviated as **BU**) is a United States Navy occupational rating. A builder is responsible for the construction and repair of wood, concrete, and masonry structures. Their work can involve sheet rock, rock, ceramic tile, or painting, while senior personnel deal with material estimates and labor projections.

Builders also conduct the Navy's combat and disaster preparedness operations.

The builder's rating badge shows two traditional tools for construction - the **carpenter's square** and the **plumb-bob**.

At the master chief petty officer level, builder merges with the engineering aide and steelworker ratings. At this level, they are referred to as a master chief construction-man.

### 3. PHOTOS FROM OTTO SCHOTT

A friend from Langenfeld, Germany, Otto Schott has taken photos for the German group of "Scale & Weight" (Maß & Gewicht) collectors from all sculptures and pictures with scales and weights that he finds on buildings. Since our meeting in Cologne he is also searching for PLUMB BOBS and A-LEVELS.

Some of his last finds you will find below.

Thank you, Otto.

Good hunting for the next years!



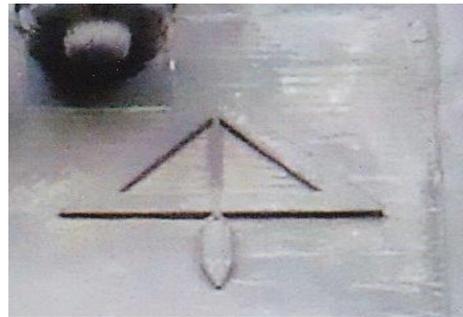
Brügge, Belgium steenstraat



City hall in Wuppertal-Elberfeld, Germany



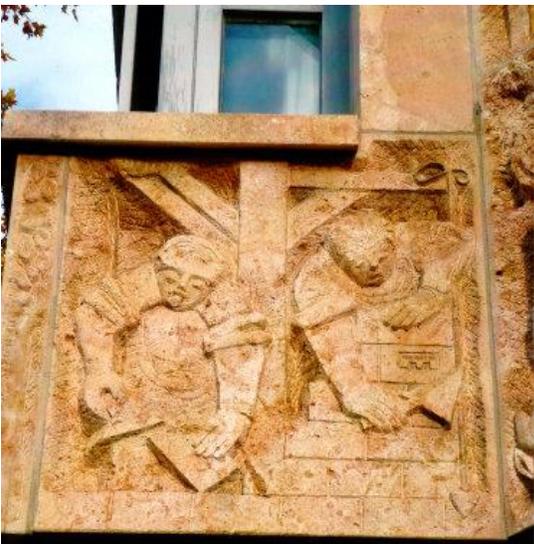
Aachen, Germany City hall



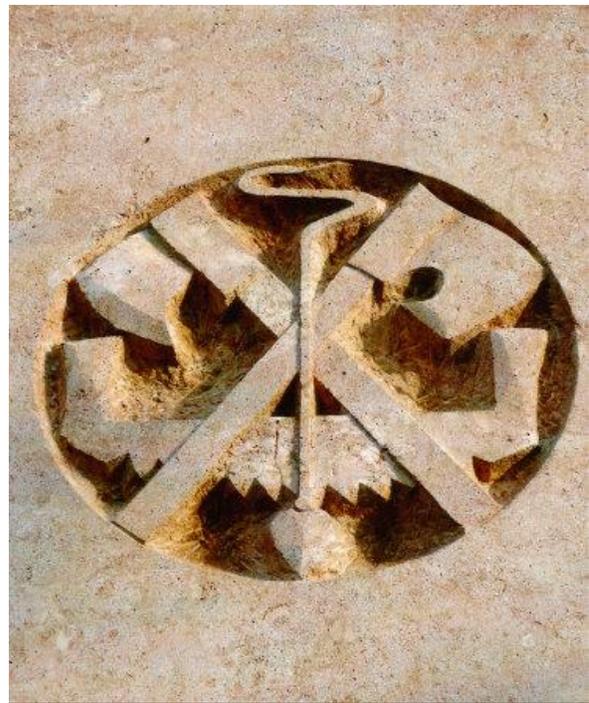
Detail of the sculpture in Aachen,



Bayreuth, Germany Historical Museum



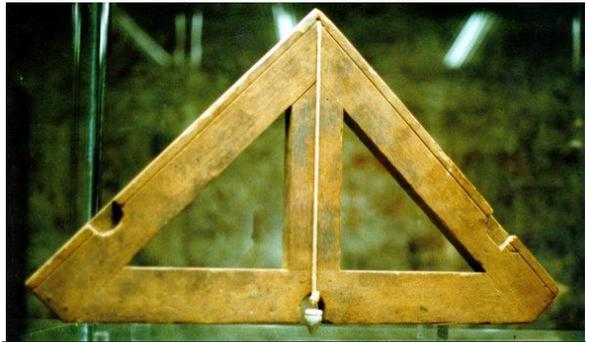
Volksbank Bad Krotzingen, Germany



Volksbank Bad Krotzingen, Germany



Haus des Handwerks, Bad Neuenahr, GER



Gunzburg, GER  
Stadtmuseum



LANDESMUSEUM  
TRIER, GER



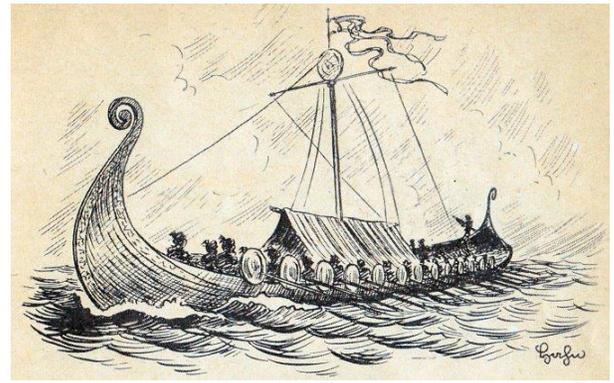
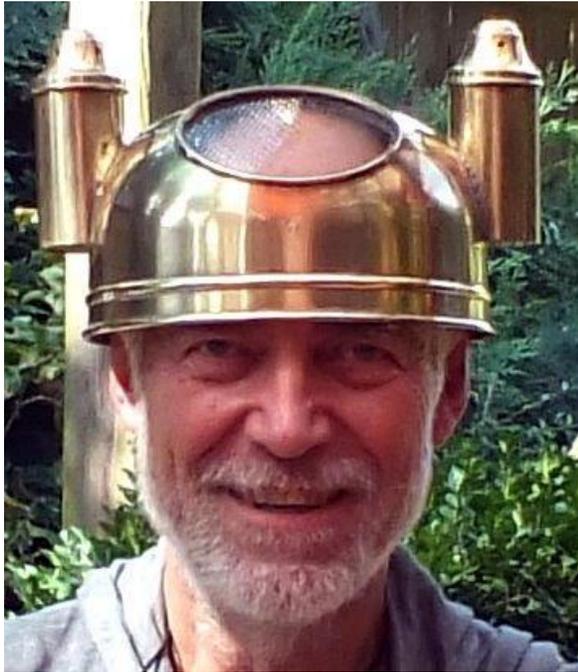
Capitol museum, Rome, Italy

#### 4. SOMETHING TO SMILE ABOUT

After polishing (it was the first time that I polished an old brass tool with patina) the upper part of the ship compass for my maritime corner, I put it on my head and looked into the mirror.

Wow, in this moment I remembered that I have been a Viking in my former live.

See figures right ..... ☺



#### 5. REMARK

DEAR READER OF THE PLUMB BOB NEWS,  
DEAR FELLOW COLLECTOR,

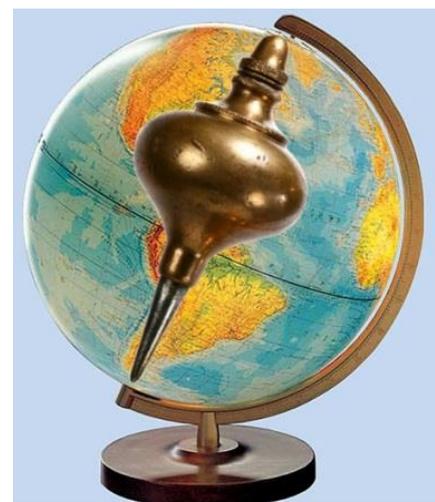
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Enjoy it

Wolf Ruecker



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For us THE WORLD TURNS AROUND  
THE PLUMB BOB