



# San Diego Ship Modelers' Guild

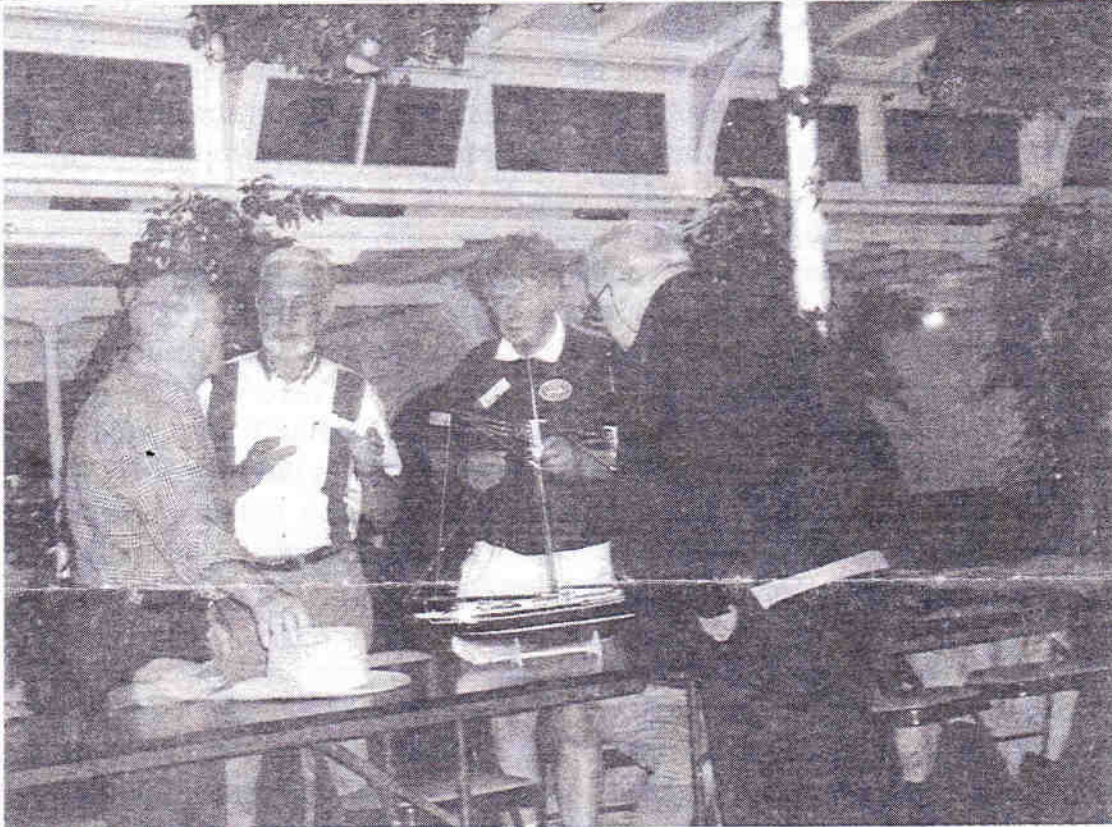
1492 N. Harbor Drive

San Diego, CA 92101

APRIL 2004

NEWSLETTER

VOLUME 28, NO.4



Howie Franklin talks about his model "BLUENOSE" during the coffee break.

## ELECTION RESULTS IN HEWITT WINS IN LANDSLIDE

The annual election of guild officers was concluded at the March meeting. After all the hanging chads were dusted off and absentee ballots tabulated, **Robert Hewitt** won election to the position of Guildmaster. Robert is replacing **Don Bienvenue** who is stepping down after two years. **Chuck Seiler** was elected to the position of Newsletter Editor, replacing **Jacki Jones**, who has been working as editor or assistant editor since 2000. **Richard Strange** will be staying on as Purser, having already served one year in that position and many years as treasurer for the Nautical Research Guild. Meanwhile, **K. C. Edwards** won an unprecedented fifth term as First Mate and **Bob McPhail** is continuing on as Logkeeper. Congratulations to all the guild officers and a heart-felt "thank you" to both Don and Jacki.

# March Meeting

MINUTES OF MEETING 10 March 2004.

**Don Bienvenue** opened the meeting and asked if there were any visitors. **Ed Miller** introduced himself and indicated that he builds models. Welcome Ed!

**Old News**-Guild member **Bob Graham** discussed how model information would be displayed for the Western Ship Model Conference and Exhibit (April 30 – May 2) (See photo on page 5). He asked everyone to consider submitting models. **Chuck Seiler** has forms for submitting models either online or hard copy. **Bob Crawford** stated that he will be taking models up on Thursday before the show and asked for help with them. (Anyone wishing to help should contact **Bob Crawford**). Bob also thanked everyone for thinking about him after his heart surgery. He bought two books with the gift certificate we gave him (*NELSON'S NAVY* and *NAVAL WARFARE IN THE AGE OF SAIL*) which will be put in the Model Shop. Bob also gave out pins, which indicated hours donated, to individuals who qualified for awards at the annual volunteer recognition meeting. **Robert Hewitt** discussed the San Diego County Fair. Almost all dates are full, but accommodations can be made for anybody who wants to get involved but is unable to work the available openings. Tickets, maps and other arrangements will be discussed in a future meeting. There was also discussion about HMS SURPRISE, her condition and maintenance. **Bob McPhail** wondered aloud if any maintenance was to be done since he had noted some deterioration in the short time it has been here. **Bob Crawford** talked about some of the things the movie studio did to make the movie and commented that it no longer met US Coast Guard certification standards for passenger use. I'm not sure we ever got an answer to Bob's question. *Continuing.*

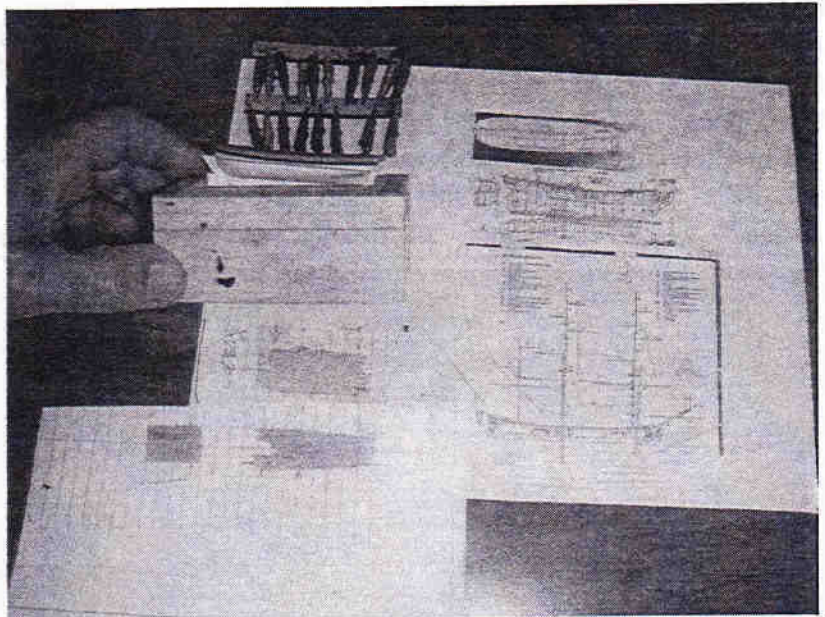
**New News**-**Bob Crawford** announced that the Nautical Research Guild would hold their 2007 conference in San Diego, with the Maritime Museum and Shipmodelers' Guild playing the host. There will be plenty of work to do and a request for volunteers will go out, as we get closer. Bob also said that the "Models in Miniature" Exhibit was a success and the next exhibition will be ships in bottles. Approximately 200 items are to be displayed. Tentative dates are from the last part of May 2004 thru 2 January 2005. The museum is also waiting for news about a pending grant which, if approved, will be used to build a full scale replica of SAN SALVADOR, Juan Cabrillo's ship which first entered San Diego Bay. Another project planned this summer is the restoration of two Monterey fishing boats previously acquired by the museum.

**Elections**-Don talked about the elections. He discussed the slate: **Robert Hewitt** – Guild Master, **K.C. Edwards** – First Mate, **Richard Strange** – Purser, **Chuck Seiler** – Newsletter Editor, **Bob McPhail** – Logkeeper. After asking for any more nominations, a vote was taken, and the new slate was approved by a vote of those members present.

**Purser's Report**-After a break, the purser, Richard Strange, gave his report. The balance at the end of January was [REDACTED] The balance on 29 February was [REDACTED]

## SHOW AND TELL

The prolific **Robert Hewitt** is working on another British frigate. This time his efforts involve HMS GLASGOW, a sister ship to the HMS ROSE, the ship the replica frigate "HMS" ROSE/ SURPRISE (moored between BERKELEY and the STAR of INDIA) is based. This is scratch built in 1:480 to match his mini HMS VICTORY. A full account of his efforts can be found on page 5.



**Robert Hewitt's GLASGOW (in progress)**

*Photo by John Wickman*

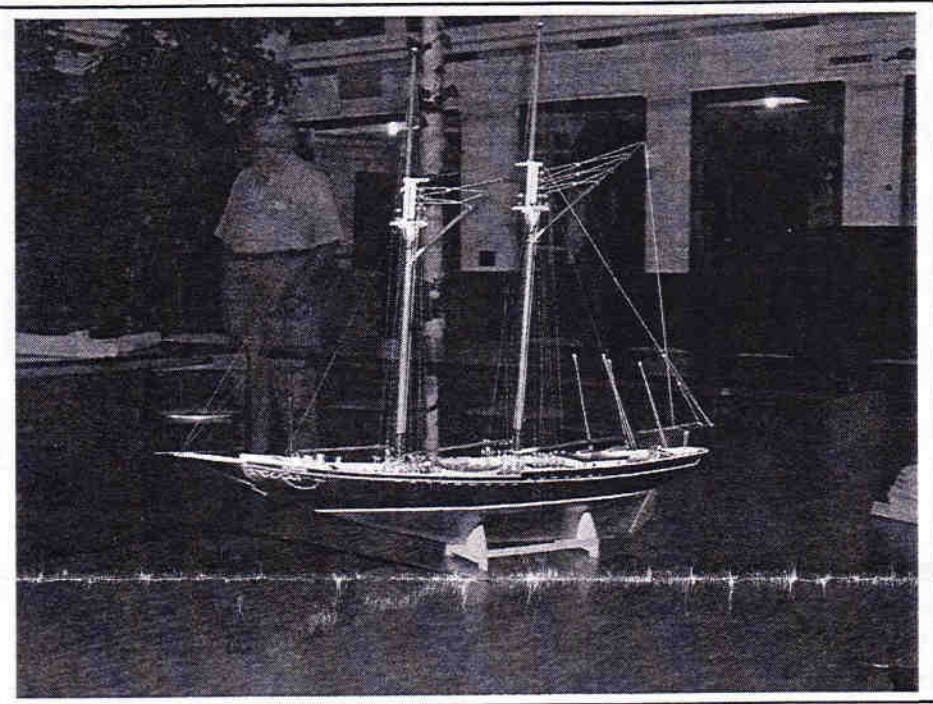
Nick Rugen presented his model of the schooner yacht AMERICA. This is the yacht went to England in 1851 to race against the Royal Yacht Squadron for the 100 Guinea Cup. The America's fine entry and concave forward sections gave her exceptional windward abilities relative to other boats of her time. Even though American topsail schooners with for-and-aft rigs had been playing a successful game of cat and mouse with British frigates since before the revolution, the superiority of the large clean sail plan, reminiscent of the fast pilot boats of New York Harbor and Chesapeake Bay, and the fast fishing schooners of New England, was a shock to the country that had thought of itself as "sovereign of the seas." AMERICA had such a distant lead that when Queen Victoria asked who was

winning, a Royal Navy signalman responded, "America first your Majesty...there is no second". The 100 Guinea Cup became the America's Cup...and the rest is history.



Nick's model is a 1/8" scale from Blue Jacket. He is somewhat disappointed in the model in that it is a little smaller than he would like and he feels the plans are particularly poor. When asked what modeling techniques he used, he said "I did my best!" Indeed you did. Despite your misgivings, it is a mighty fine model.

**Howie Franklin's** BLUENOSE II can, in fact, be traced indirectly to the AMERICA. For many years there was a friendly rivalry between US and Canadian fishing schooners that fished the Grand banks. These boats had developed into fast vessels for the same reasons the clipper ships evolved; the first fishermen to the fishing spots got the best cargo while the fastest ones back got the best prices. For many years the fishermen looked on in disgust at the America's Cup races. They were "yachts" being sailed by "yachtsmen", forever being towed in from races for repairs or "adjustments" of one kind or another. When, in 1919, the New York Yacht Club cancelled a race because of 23 knot winds were too high, schoonermen could take no more. A new race was established that would be between real sail carriers that were bona-fide working ships. BLUENOSE was designed specifically with this in mind. Launched in March 1921, she took part in the



October 1921 race at the end of the normal fishing season. It took the trophy and never looked back. In an 18-year racing career *Bluenose* did not give up the trophy. The American schooners *Henry Ford*, *Columbia*, *Gertrude L. Thebaud*, as well as a number of Canadian vessels built in an effort to surpass *Bluenose's* remarkable sailing abilities, could not grasp the trophy from her. The final race series took place in 1938. The *Bluenose*, by then 17 years of age, defeated the *Thebaud* one final time. Still handling as smartly as ever, Canada's most famous sailing

vessel was a tribute to the Nova Scotia shipwrights and sailors who built her and many other fishing and cargo schooners.

The Second World War ended the era of the great fishing schooners. Replaced by modern steel trawlers, the fleets of sailing salt-bankers no longer set out to challenge the cruel North Atlantic to reap a harvest of cod for the markets of the world. In 1942, despite the efforts by her Master, Capt. Angus J. Walters of Lunenburg, and others to keep the ship in Nova Scotia, *Bluenose* was sold to carry freight in the West Indies. The other schooners were gone. *Esperanto* and *Columbia* were lost in storms, victims of the treacherous sandbars of Sable Island, which is 90 miles eastward of Nova Scotia and is known as "the graveyard of the Atlantic". *Henry Ford* and *Elsie* sank in the Gulf of St. Lawrence. On January 28, 1946, the Queen of the North Atlantic joined the fate of her greatest rival, the *Gertrude L. Thebaud* and foundered on a Haitian reef.

*Bluenose II* was launched in July 1963 as a tribute to *Bluenose*, using the same plans that were used to build the original. It operates out of Halifax, Nova Scotia. You can buy a ride on it.

The model hull is basswood with a mahogany deck and plenty of quality brass fittings. Howie is thinking of taking the model to the SMA...unless he can sell it before.

## **GLASGOW** by Robert Hewitt

I purchased the plans for the *GLASGOW* from the Maritime Museum in Greenwich UK. The three sheets were reduced four times to arrive at scales of 1:240 and 1:480. I decided to build the 1:480 first. Since ships did not have copper bottoms in 1757, I chose white holly up to the wales. The hull blocks were cut out from the plan (top) view with a 1/32" keel in between. Two blind dowels were used to locate the three pieces.

I shaped the hull to the waterline. A strip of paper was cut with a 1/16" clearance around the outer edge of the hull. I mixed cardinal red water soluble dye with Weld-bond glue and glued the paper to the waterline block. Another piece of white holly was glued to the paper leaving a thin red line on the hull, representing the waterline.

After drying, I cut the shear in the upper holly block. Two layers of ebony were glued to the shear of the model. Four pieces of .016 thick pear were glued to the ebony wales. This time I used black water soluble dye with the glue. This brought the model to the gun deck. I then glued nine pieces of .016 pear

using the black dye and glue. The nine pieces were formed to the shear and clamped using Radio Shack flat-tipped alligator clips. After drying the pieces were temporarily glued to the hull at the deck level. The hull was then shaped using the station outlines as a guide. At this point the hull was still slightly oversized. I marked the gun ports in the hull.

The next step was to make the decks. A sheet of holly, .020 thick by 2" wide was sealed on one end and then painted with Floquil engine black. This was cut into 1" long strips (40 feet in this scale). These were again cut into strips .026 wide. I drew lines on a sheet of paper .25" wide and glued the strips to the sheet using a three-step butt shift. After drying the decks were sanded and scraped to the final thickness. The outline will be cut out later.

Since the plans from the M.M. do not include a rigging plan, I used the plans from the *BLANDFORD*. This was reduced to my scale and the masts and yards were shaped and taped to the plan for safekeeping. All the masts and yards are made of bamboo skewers. The photo on page 3 shows all of the above operations and a building block that I will use for the rigging operation.

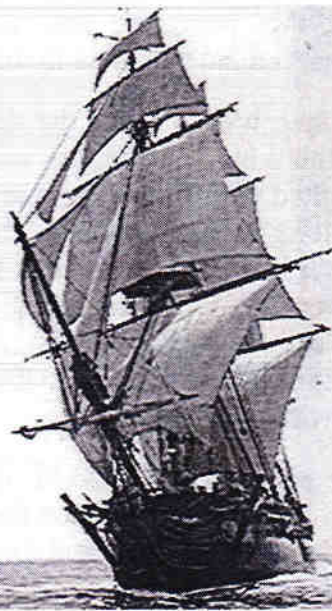
## MODEL NAME PLAQUES

**Bob Graham** brought in a sample of what the name plaques will look like for those who display models at the SMA Conference in April/May. These are fine pieces of work that can be displayed alongside your model long after the conference is over. Good work Bob!



## "HMS" ROSE AWAITS HER FATE by Brian Comfort

NEWPORT - The "HMS" Rose, a replica of the British Revolutionary frigate that is very familiar to the waters and docks around Newport, has survived the incomparably rough waters of the Perfect Storm made famous by the book of the same name and a near hurricane. But will she survive Hollywood?



The HMS Rose.

After a starring role in the recent Russell Crowe blockbuster "Master and Commander: Far Side of the World," the Rose has been tied up as a dockside attraction, sort of a mini-movie-theme park, at the San Diego Maritime Museum. Though Capt. Richard Bailey, the Rose's captain since 1978, had hoped to get the Rose back to her sail training duties on the East Coast and possibly Newport, the movie's producers still own her and want to keep her around, at least for the time being, lest there be a sequel to the action adventure epic based on the book by Patrick O'Brian.

The Rose was built in 1970 by Newport historian John Millar using the construction plans from the original Rose, a Royal Navy frigate sent to Narragansett Bay in 1774 in a British attempt to put an end to the smuggling that arose when the Brits tried to impose several new taxes to help pay for the French and Indian War on the American colonies. The Rose played a role in the

subsequent battles of the American Revolution and was eventually scuttled in the Savannah River in Georgia in a successful bid to prevent French naval forces from reaching the British stronghold in Savannah.

Bailey said he followed the arrival in Newport of the new Rose in the newspapers and then saw her in person a few years later. He became captain of the ship in 1978.

"At the time the ship had no engines so it was a big adventure to sail her when the tug set us free," Bailey said. "We accomplished the actual sailing with a crew of Sea Explorer Scouts as 'hands' led by officers who included denizens of the Newport waterfront like Jim McGrath, 'Fud' Benson, Leppie McCarthy, Jim Breakell, myself and others. In later years as I sailed the ship in different, far away places I always valued the early years of learning to sail her first as a pure sailing ship."

For many years, the Rose was essentially a dockside attraction in Newport, where her condition deteriorated. ("It was at death's door," Bailey said.) In 1985, Kaye Williams bought her. Under the supervision of Bailey an extensive re-fit was undertaken and the Rose was brought up to standards again. She spent the next decade and a half as a sail training ship, introducing thousands of people to the wonders of sailing a big ship. During this time she made repeated visits to Newport.

In 2001, Peter Weir, the director of "Master and Commander," cast the Rose as the Surprise, the ship under the command of Jack Aubrey, played by Crowe. The movie makers purchased the Rose for \$1.5 million. It wasn't the Rose's first screen appearance, but it was certainly her biggest. The movie's budget was \$135 million. Bailey helped broker the deal between the Hollywood filmmakers and the "HMS" Rose Foundation. "It was with mixed feelings," he said.

**Continued Next Page.**

## "HMS" ROSE Continued from page 6

The foundation was carrying some debt and the boat needed some work. It was hard to pass up on the money, but it was also hard to see the Rose sail away. Bailey said he had made an arrangement that he could put an offer in on the Rose after the movie was filmed, but the boat's new owners turned down that offer last year.

Bailey was kept on as the captain through the filming of the movie. When she was sold, the Rose was on the East Coast and the producers wanted to film on the west coast of Mexico. Bailey put together a crew, which included Newporters Todd Conklin and Will Sofrin. The trip down wasn't easy. "It wasn't a named hurricane but there were sustained winds in the high 60s of knots and gusts as high as 78," he said. "I can tell you it wasn't much fun. It was certainly the worst weather the ship was ever at sea in, and we were in that 1991 weather that came to be known as the Perfect Storm. It happened only a few days out from Newport in January 2001, and the North Atlantic in January is nothing to trifle with. We knew better than to be where we were, but Hollywood's 'marine technician,' (a former Midas Muffler man who entered the film trade through 'Baywatch') who had come out from California to supervise the installation of the new engines was panicking over the departure date saying things like: 'I'm going to lose my job,' and 'If you won't get this thing out of here I'll find someone who will.' So we went. Once the storm hit I think he was thinking more about losing his life rather than losing his job. He certainly lost his cookies and maybe a few marbles. We didn't see much of him for a few days. The sea tends to put things in perspective that way."

The Rose made it through the heavy seas and high winds and continued south down the East Coast, around Puerto Rico, through the Panama Canal, on to Acapulco and Cabo San Lucas, Mexico, and finally up to San Diego.

The bulk of the movie was filmed in Mexico, where Bailey helped train the actors and crew.

"The first day of filming was something of an educational experience for everyone," Bailey said. "About 160 people felt they absolutely had to be aboard. So after a 9 o'clock safety briefing off we sailed with souls and tons of equipment jammed into every possible inch of the ship. By lunchtime, the bigger half of them were stricken in various stages of sea-sickness... By the next day that we sailed, the numbers aboard dropped considerably. Nothing like a blue water experience to show people that they might not care for seafaring."

As for the movie itself, Bailey felt it came out pretty well. He said though it contained many small inaccuracies, like using the word rainforest which didn't come into use until after the time period the movie covers, overall the feel of it remains true to the Patrick O'Brian novel and the historical reality that novel was based on. After the filming ended, Bailey's duties were done. He said he tried to buy back the Rose, but the studio wanted to hold onto her. The movie makers made some changes to the boat, and though they are nice cosmetically, Bailey said they are not up to marine standards. Preventive maintenance has also been put off, and Bailey said the Rose is in pretty tough shape right now. Tying her up to a dock in San Diego doesn't help. "The boat was a dockside attraction here (in Newport) for teen years and it died," Bailey said. "It is now a dockside attraction again."

"I am fond of the (Admiral Lord) Nelson quote, 'Men and ships rot in port.'"

Bailey hopes he can get another tall ship up and running and continue with the sail training the Rose was so prominent in.

"We'd like to see another tall ship in Newport or Rhode Island," Bailey said. "So many people just love sailing ships. They don't go out of style."

This article was originally published in "Newport This Week" on 11 December 2003. Extracted from "East Bay Papers, On-Line Edition" of 18 December 2003

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Editors note: This topic was raised at the March meeting when Bob Crawford (Museum Curator of Models) was discussing possible fates of the "SURPRISE" after FOX Studios no longer requires/desired it. Mr. Crawford indicated the ship was modified by the studio to the point where it could no longer be Coast Guard certified for passenger use. Extensive refurbishment would be required to bring up to certification standards.

## Treating Rigging or Mind Your Own Beeswax!

The following comes from Seaways Subscriber List.

### *Jean Therrien asks:*

Why and how do you use bees wax on rigging? Should I use bees wax or Antiquax original wax polish, and why wax.

Secondly how do you apply it?

### *Mike Graff responds:*

#### Why use beeswax:

- ◆ It coats and protects the thread
- ◆ It is nonvolatile and will stay on the thread a LONG time
- ◆ It tends to slightly darken and enrich the thread color
- ◆ It knocks down and keeps down thread fuzz and frizz
- ◆ It slightly stiffens the thread
- ◆ The process of waxing works the thread to reduce its stretchiness work out curl introduced by spooling or coiling the thread work out some of the twist in the thread
- ◆ It makes the thread just a bit tacky and easier to work with
- ◆ Snugged down knots on well waxed thread tend to stay tied and resist working loose.

#### How to apply beeswax:

- ◆ Pull the thread across the wax cake 2-3 times while holding one end and then the other to load wax on the thread surface
- ◆ Slowly draw the thread across a lighted (and therefore hot) light bulb - the goal is to melt the wax so it soaks into the thread
- ◆ Pull the thread across the wax cake again, 2-3 times in each direction, giving it a small turn before each pass
- ◆ Heavy thread will need a little extra wax while light/thin thread will be fine with a bit less wax
- ◆ IF the light bulb step leaves wax on the bulb, THEN you're putting too much wax on the thread in the first step
- ◆ IF the light bulb step generates smoke THEN you're either moving too slowly or the bulb is too powerful (50-60 watt bulbs are just right) or both.

## TIPS and TRICKS

by Lyle Starkweather

### MAKING SAILS BILLOW OUTWARD AS IF IN THE WIND

I have tried stiffening the sails with starch, but it doesn't seem to maintain its stiffness over the long term. Instead, I now mix one-half Elmer's white glue and one-half water solution. Then I paint the solution on both sides of the sail, getting it well drenched. To get the shape I want, I wad up paper napkins (loosely) and stuff into the windy area behind the sail, then direct the lamp for heat and remove the napkin just before the sail gets dry. (don't want it to stick)

This same technique works for flags and pennants also, but they are harder to hold in position while drying. Scotch tape, sparingly, will work.

Elmer's glue dries clear, so no residue shows.

### HOLDING THE CORNERS OF THE SAIL OUTWARD (as if wind were blowing)

The line(s) from the corner of the sail to the on-board cleat is limber, and something must be done to hold the sail outward. To make the sail stay in the outward position, I soak the line and tackle with CA (very thin) glue all along the length of the line from the corner of the sail to the tie-down cleat.

**IMPORTANT:** I MUST then STRETCH and hold the string TIGHTLY until the CA dries (10 seconds), The thread cures and becomes a stick, and will hold the edge of the sail out.

Lyle Starkweather  
858-487-2825

Editor's note: The use of CA glue (superglue) is very controversial in the ship modeling community. It tends to break down over time more rapidly than other glues, causing structural bonds to fail and rigging to deteriorate. This results in an otherwise sound model falling apart long before it should. Other ways to achieve this would be to soak the line and tackle in a solution of Elmer's white glue, or to use wire instead of line. ☹\*



# ANNOUNCEMENTS



**REMINDER**-The Bi-annual SMA Western Ship Model Conference and Exhibit is scheduled for 30 April through 02 May 2004 onboard the QUEEN MARY in Long Beach. Its not too late to sign up!

## SUPPORT THE GUILD-SHOW A MODEL

Even if you do not attend the conference, you can still display a model. It need not be museum quality and it does not even have to be complete. This does two things. First, it provides a larger number of models for our sister organization to display. People can see a wide range of model types and qualities and this in turn promotes the hobby. Second, it enhances our guild. The more folks we can get to participate the better we look and (more importantly) the more people know about us. Oh yeah, there is a third...it feels really great to have your model on display so 1000's of people can see it. If you are interested, contact **Chuck Seiler**, **Robert Hewitt** or **Bob Crawford** for forms and transport.

## COME ON UP AND TAKE A LOOK

Even if you don't want to go to the conference and you don't have a model for display, *come on up and take a look*. Spend Saturday morning or afternoon (or both) on the Queen Mary. Historically, SMA has had 300 or so models on display-the good, the bad and the ugly. I spend hours just looking and comparing. It certainly does inspire and helps the creative juices!

## NEWSLETTER DEADLINE

The May newsletter should hit the streets on or about 5 May. Since the SMA conference ends on 2 May, I may slip the deadline to get news and photos from the conference into the newsletter. Since that weekend will be busy, please plan on getting inputs to me as soon as possible but **no later than 28 APRIL.**

mp♦

## SAN DIEGO COUNTY FAIR

There are still some spots open for volunteers to man the San Diego Maritime Museum/Ship Modelers' Guild booth at the San Diego County Fair. Work on your model and inform the public about your hobby at the same time. Many new members come to us because they see us at the Fair...you can be a part of that. In the past, anybody who had worked 2 or more days at the Fair got to go on a 'day outing' on the steam yacht MEDEA. **Bob Crawford** said the MEDEA cruise had not yet been scheduled, but saw no reason it could not be. The following days are still available. Contact **Robert Hewitt** if interested. (Quick, before Ernie takes them!)

THUR-24 June    FRI-25 June    WEDS-30 June  
SAT-03 July    MON-05 July

## SURPRISE VOLUNTEERS

The Museum is looking for volunteers to act as docents on "HMS" SURPRISE. Watches are 0900-1300 (9AM to 1PM), 1300-1700 (1PM to 5PM) and 1700-2000 (5PM to 8PM). The Museum provides background info and (for anybody committing to 8 or more watches) an "HMS" SURPRISE shirt. Volunteers who stand 8 or more watches will tentatively be invited to sail aboard the CALIFORNIAN. Time spent working as a docent on the SURPRISE is counted as museum volunteer hours. To volunteer, Contact **Kay Johnston**, volunteer coordinator at 619-234-9153 ext. 120, or email at [volunteer@sdmaritime.org](mailto:volunteer@sdmaritime.org)

## VOLUNTEERS HONOURED

A number of Guild members were honored at the February San Diego Maritime Museum member's meeting/volunteer recognition meeting. Some got pins for 50, 100 or 250 hours. One got a piece of the STAR's deck planking. Some members, who also serve as docents and other functions, have accumulated a large number of hours. member **Jack Klein** has so many hours they are considering giving him PILOT at his next milestone. Congrats to all!

POUNDS	1	2	4	6	9	12	18	24	32	42
SCALE	1:1	2:2	4:4	6:6	9:9	12:12	18:18	24:24	32:32	42:42
DIAMETER IN INCHES	1.92	2.42	3.05	3.49	4.00	4.40	5.04	5.55	6.11	6.68
	.080	.101	.127	.145	.167	.183	.210	.231	.255	.278
	.060	.076	.095	.109	.125	.138	.158	.173	.191	.208
	.040	.051	.064	.073	.084	.092	.105	.116	.128	.139
	.030	.038	.047	.055	.063	.069	.079	.086	.095	.104
	.020	.026	.032	.036	.042	.046	.052	.058	.064	.070

## CANNON BALL SIZES

*How to determine*

**DETERMINING CANNON BALL SIZES**  
 by Bill Russell and Jack Moffett (from SMA website-TIPS)

# San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101



### San Diego Ship Modelers' Guild Officers

Guild Master	Robert Hewitt	[REDACTED]
First Mate	K.C. Edwards	[REDACTED]
Purser	Richard Strange	[REDACTED]
Editor	Chuck Seiler	[REDACTED]
LogKeeper	Bob McPhail	[REDACTED]

Jacqueline Jones

[REDACTED]

**Next meeting is Wednesday April 14 on the orlop deck of the Star of India  
 6:30 pm social, 7 pm Meeting**