

Historical Note: While the SEP 2004 newsletter was the first electronically distributed by email, the May, June, July and August newsletters were assembled in Adobe and transmitted to the printer, making them available to posterity. ♪♦



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

MAY 2004

NEWSLETTER

VOLUME 28, NO.5



SMA HOLDS CONFERENCE ON QUEEN MARY

The Los Angeles based Ship Modelers Association, our sister (brother, cousin) model club to the north, held its sixth bi-annual WESTERN SHIP MODEL CONFERENCE & EXHIBIT from 30 April until 02 May. The conference features notes speakers such as author John Harland, author Robert Gardiner, nautical archeologist and model builder Edward Von Der Porten, museum curator David Pearson and modelers Randy Biddle and Rob Napier. Sawdust sessions included our very own **Robert Hewitt**. While these sessions went on in one part of the Queen Mary, another part hosted an exhibition of over 300 ship models, some from our Guild. Also present were a number of vendors that cater to ship modelers. Details and pictures from the conference begin on page 5.



April Meeting

MINUTES OF MEETING 14 APRIL 2004.

Guildmaster **Robert Hewitt** opened the meeting with a number of announcements and statements of changes he would like to make to the agenda for the monthly meeting. He would like to start with having round table discussions on different topics. He would also like to see a longer break since he feels members gain a lot from this informal part of the meeting. These changes reflect an effort to energize the meetings and make the meetings more about model-building, sharing ideas and helping each other.

Visitors and New Members: Robert then asked if there were any visitors. **Bob Fink**, brought in pictures of *HMS VICTORY* (Mamoli model) which he built. **John Humphrey** and **Gary Franks** introduced themselves. Gary indicated that he is building *Clara Mae*. We look forward to seeing it Gary.

Purser Report: Richard Strange gave his purser's report. The balance as of March 31 was \$<redacted>.

Olde News: SMAs Western Ship Model Conference and Exhibit will be held aboard the Queen Mary in Long Beach, April 30 – May 2. **Robert Hewitt** will be a guest speaker at the Friday "Sawdust Seminar". Members were encouraged to bring models and/or visit the Queen to see the models. (Note: Conference will be over by press time, but is significantly covered in this issue.) **Robert Hewitt** then discussed the San Diego County Fair and the need for additional personnel to be in our booth. All days are covered but a few days only have 2 people assigned to the booth. There was also discussion about *HMS SURPRISE*. Volunteers are still needed.

New News: There was then some discussion about sending the newsletter via email for those who have this capability. Others will still get their copy mailed. **Robert Hewitt** and **Richard Strange** will meet to discuss this issue. (Editor's note: This is not currently feasible due to the large bandwidth needed to transmit the pictures.) Chuck Seiler (not present) asked through Robert Hewitt if the next newsletter could be extra large to cover the Western Ship Model Conference and Exhibit (April 30 – May 2). This was voted upon and approved. In other new business, the Ships in Bottle exhibit (May 26 – January 2005), LYNX port visit (April 24 – 26), *ESMERALDA* (Chilean Training Ship) visit, and the Wooden Boat Show (June 12 -13) were discussed.

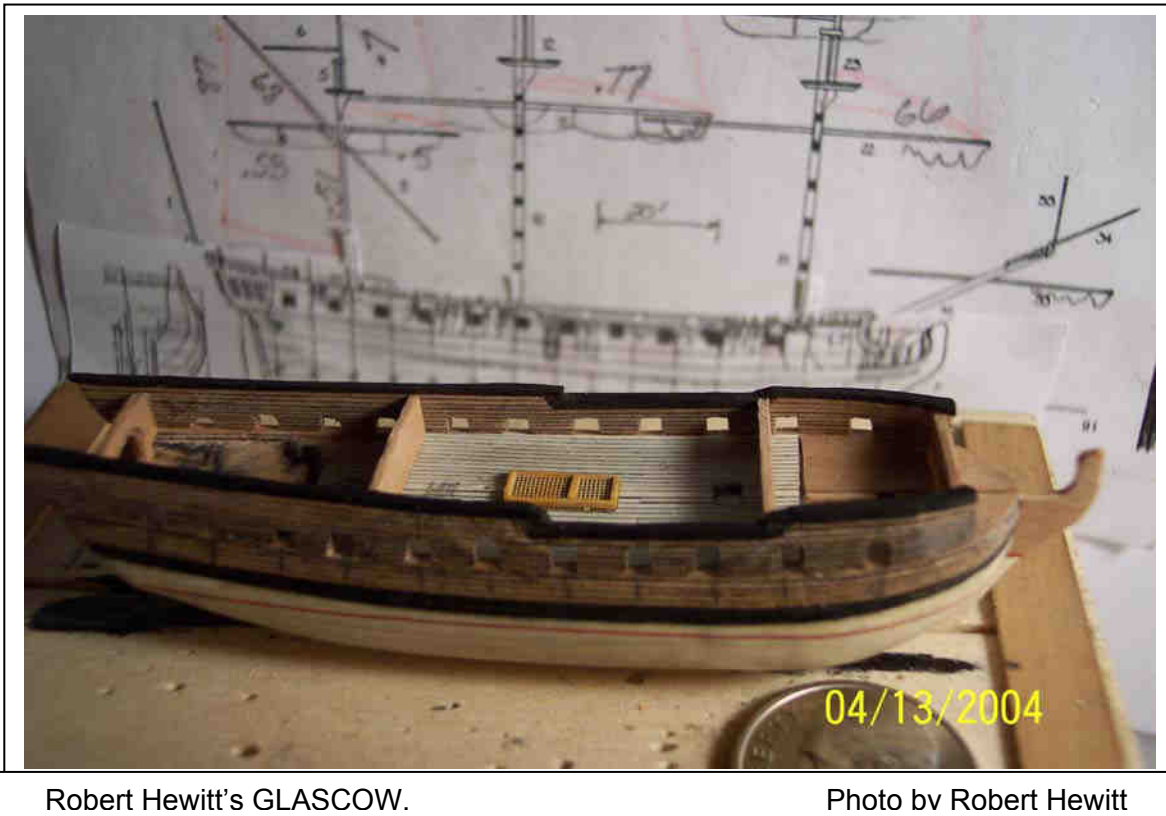
For Show and Tell, there was a demonstration on how to draw the water line on SMUGGLER using a LASER light, a CUTTY SARK model and Robert Hewitt discussed the ROSE/GLASGOW.



SHOW AND TELL

Robert Hewitt's GLASGOW - Scratch scale ½"-20 feet or 1:480

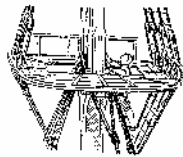
The model of GLASGOW now has the bulwarks added. Last month these were the nine pieces of .016" thick strips of pear glued with black dye. After drying, they were temporarily glued to the hull. This was done by placing three small dots of glue on the hull. The strips were placed on the hull, clamped in place and allowed to dry overnight. The outside of the ship was then shaped. At this point the hull is still slightly oversize. Ebony strips were placed on the top of the bulwarks. The gun ports were marked with a pencil using a cut-out from the plan. The bulwarks were removed using a razor blade as a wedge, along with a small amount of water to break them free of the hull. The inside of the bulwarks were hollowed out using a Dremel moto-tool and tungsten carbide bit. The gun ports were then cut out and the bulwarks were permanently glued to the hull. After the cabin bulkheads have been glued in place, the final shaping of the hull will take place. The masts are complete. The upper portion of the tops is not painted so the planking to make them will show. The main top has over forty pieces of holly and is only ¼" square. The picture of the hull shows the grating made of fabric, the scaled plan in the background, and a dime in the foreground.



Charles Peabody brought in a just started Constructo model of the CUTTY SARK at a scale of 1:90 (.1333 inch= 1 ft). The model is plank on bulkhead. Charles' concern is locating the mast holes and how to find the mast hole after the false deck was put in place. This provoked a lively discussion on the problem. The answer is to locate the mast holes and the correct pitch of the masts in the keel piece before attaching the bulkheads. Another point was to make the slot for the masts smaller than the actual size required. This will act as a pilot hole when the actual mast hole is drilled. Since Charles had already installed the bulkheads it was suggested that the false deck be placed over the frame and pilot holes drilled through the deck into the keel piece. The location could be measured from the plan. **Bob Graham** said that brass tubing should be installed to keep perfect alignment. We will try to get Bob to explain this in detail in the near future.

THRU THE LUBBERS HOLE

By Robert Hewitt



Last month at the model shop I had the pleasure of watching the maestro himself, **Mr. Phil Mattson**, do his magic. Phil is working on his 74 gun ALFRED, and at the time was shaping the yards for his ship. He was using small glass slides as scrapers to obtain the taper on the yards. Phil gave me a few samples to try out on the masts and yards of my current model, GLASGOW. I use bamboo for my miniatures and I found that the wood does not scrape well. It also does not stain well. I have another project that I am working on which needed thin strips of wood. The wood is zercote. Using the glass slides I was able to produce highly polished strips of wood .009" thick!! The slides could be used in many ship building applications to obtain a finer finish than any sandpaper. Phil obtained the slides from VWR in San Francisco, CA. 94119. The spec is micro slides 3"x 1" x 1.2mm thick. Plain, Part # 48300-036 qty. 72. Thanks for the tip Phil!



DANGER

WILL ROBINSON!!!



By Clyde Anchovie

Remember the old *Lost in Space* TV show where the robot would warn little Will whenever danger came out of nowhere? I sure would like to have something to warn ME of unexpected danger. Our hobby has unexpected dangers aplenty. Most people use appropriate safety gear when working with power tools; saws, drills, etc. ..fewer than should, however. Some of the adhesives and finishes we use are quite toxic and must be used in a well ventilated area. Similarly, spray painting and machine sanding could cause respiratory hazards. Even the woods we use can be toxic, particularly the exotic ones. Ingestion or inhalation of these wood products could cause illness or worse. Use care when building that masterpiece. Think safety!!

Final Respects

History at last recognizes maritime pioneers

BY BRIAN HICKS

Excerpted from the Charleston Post and Courier

When the final crewmen of the H. L. Hunley disappeared Feb. 17, 1864, they quickly slipped beneath the waves of anonymity, their historic feat as forgotten as their names.

For more than a century, their significance to American history was as lost as their cause. They lingered in obscurity at the bottom of the ocean, their story one without an ending

On Saturday, (17 April 2004) nearly four years after their remains were recovered, the eight maritime pioneers were laid to rest in ceremonies that ensured they will never again be forgotten. The crewmen of the Hunley were immortalized as American heroes and given credit for their contribution to naval technology in a day filled with eulogies, religious rituals and re-enactment military services.

At the end of a two-hour ceremony, Sgt. Wayne Wilson sounded taps on his bugle and the men of the Confederate privateer Hunley were committed to the earth. They were laid in a common grave, in the order they sat in the submarine, alongside the other 13 men claimed by the Hunley.

They left Charleston as the anonymous crew of a secret weapon, and they returned as immortals. Their story will be told for generations, their contribution to maritime history finally recognized. After all these years, their mission is finished.

May they rest in peace.





A View from the SMA Conference in Words and Pictures

by Chuck Seiler

It was a great weekend for ship modelers in Southern California. The Ship Modelers Association of Los Angeles was holding its sixth biennial Western Ship Model Conference and Exhibit onboard the QUEEN MARY in Long Beach. The weather was great, the camaraderie was fantastic, the martinis were above average and there were ship models as far as the eye could see.

I arrived about 1000 Friday and the place was already buzzing. After registering and checking in our (my and Hewitt) models, I wandered the Exhibit Hall checking out the models and people. Its hard to describe the area...its huge. The exhibit area consisted of two levels of models and vendors, with plenty of room to move around and enjoy. It wasn't long before I ran into some Guild members, acquaintances from previous conferences and folks I know from the various subscriber lists, but have never met.

Official events began after lunch with the informal sawdust sessions, held in the lower Exhibit Hall. The first was the discussion of a unique method of plank on frame construction for radio-control use, by **Antonio Mendez**.



ROBERT HEWITT PREPARES FOR HIS SAWDUST SESSION

The second presentation, by our very own **Robert Hewitt**, revealed his many secrets of modeling in miniature. We have seen most of these presented at Guild meetings, but it was interesting to see them assembled together in one place. The final presentation of the day was "Steel Navy Resin Kit Modeling Techniques" by **Sean Fallersen**.

By and large, these presentations were very good. Unfortunately, some technical glitches prevented them from being as valuable as they could be.

The official end of Friday was the evening reception/cocktail party. It was kind of like a Guild coffee break with food and liquid refreshments. People got a chance to break the ice, socialize, talk models and generally have a good time. This set the stage for interactions throughout the weekend.

After the reception officially ended, many of us migrated up to the Observation Lounge on the Promenade Deck and reconvened. This could be best described as a coffee break with more liquid lubrication, Elvis and women in spike heels. With additional lubrication, discussion of ship modeling techniques expanded, friendships grew and good times were had by all. San Diego Maritime Museum's **Al Sorkin** (Saturday's guest speaker) titillated the group with some of his many and varied stories. It was a night to remember...for most.

The Saturday sessions, held in the Windsor Salon, featured six speakers discussing varied topics of interest to ship modelers. **David Pearson** spoke about the Columbia River Maritime Museum in Astoria, Oregon. Items covered included models that were at the museum and resources available to modelers. **Edward Von der Porten** spoke about English bronze age boats. Potentially

this was a real yawner, he told us how they used a limited number of actual artifacts, extrapolated building processes, historical data and modeling to determine what the complete boat looked like. The real payoff was the discussion and display of models by **Mr. Von der Porten** and **John Kopf** (SMA) which were made available for us to look at. As it turned out, it was an very interesting presentation. At least for me.



John Kopf's cutaway of a bronze age boat

John Harland spoke about the Evolution of the Capstan. Now I know why the bottom of the drum is larger than the top. After lunch, **Rob Napier** told us about his adventures in reconditioning a large Dutch ship model. It's amazing what you can find in those things! Author **Robert Gardiner's** topic was "Contemporary Models as Historical Evidence". Huh? As it turned out, he presented the age old problem of having a vague or un-named model, he discussed how you could use historical references to determine what the model is, or disprove that it is NOT what it is purported to be. **Randy Biddle** (SMA) told us of his experiences in researching the vessel CHALEUR.

One might say there was TOO MUCH stuff going on. I had to miss some of the formal presentations in order to take in the models. They were truly sights to behold. Some were rough and incomplete, such as my GENERAL HANCOCK. Most were above average to great. Some were downright spectacular. Most models were traditional wooden ship models, but there were also paper models (that's kind of like wood), plastic models, resin model and radio control. You really needed to spend several hours to really take it in.

As usual, there were a number of vendors available. Pier Books and Dromedary model parts were available. Several radio control vendors and paper model vendors provided a different perspective on the theme. Nautical prints were available as were small tools. My favourite was Mr. **Jim Byrnes** from Orlando Florida. He was displaying his brand new modeler's thickness sander and his year old four-inch table saw.

The Saturday banquet had potential but proved the old adage that the best laid plans of mice and men..... Mr. **Rob Napier** was honored as this years Harold Hahn award winner for modeling excellence. The post dinner sojourn at the Observation Lounge was less spirited than the night before. It had been a long day, folks were tired and Elvis had left the building.

Sunday was really a wind-down day. Four sawdust sessions were scheduled, but I only saw 2. **Antonio Mendez** was back again with "Model Building Jigs and Fixtures". **Clyde Emerson** discussed computer design and milling. Clyde's frigate CONFEDERACY took top honors at the San Diego County Fair two years ago. The computer designed, laser cut work done on that model was fantastic. A last minute look at models one missed, then check out. Time to go home.

While not overwhelming, San Diego Ship Modelers' Guild had a respectable showing at the conference. Two SMA member who helped plan the event, **Bob Graham** and **Don Dressel**, are also SDSMG members, so they get a mention. **Robert Hewitt** is also an SMA member. He was on-station early Thursday helping set up models and assisted **Frank Wilhite** Friday in receiving models. He remained until Sunday. **Bob Crawford** was also active in the effort from Thursday until Sunday. No doubt he was taking notes and garnering support for the NRG Conference in San Diego in 2007. Other SDSMG members that attended all or part of the conference included **Dick Strange**, **Chuck Seiler**, **K. C. Edwards** and **Chari Wessel**. Also present was **Bill Fleming**, a long time SDSMG member who now lives in the New England area and is also an active member of the Constitution Guild. The following members were sighted in or around the Exhibit Hall on one or more of the days; **Bob McPhail**, **Tom Taylor**, **Bill Luther**, **Hideki Yumoto**, **Bernard Fink** and **Frank Dengler**.



SOVEREIGN OF THE SEAS by Don Dressel (SMA/SDSMG)

Don's masterpiece includes real goldleaf on the bow, stern and gunport ornamentation.



HMS VICTORY

One of many HMS VICTORYs on display. No surprise here. This was unique because the modeler used brass instead of copper for the bottom

K. C. Edwards'
1872 GJOA

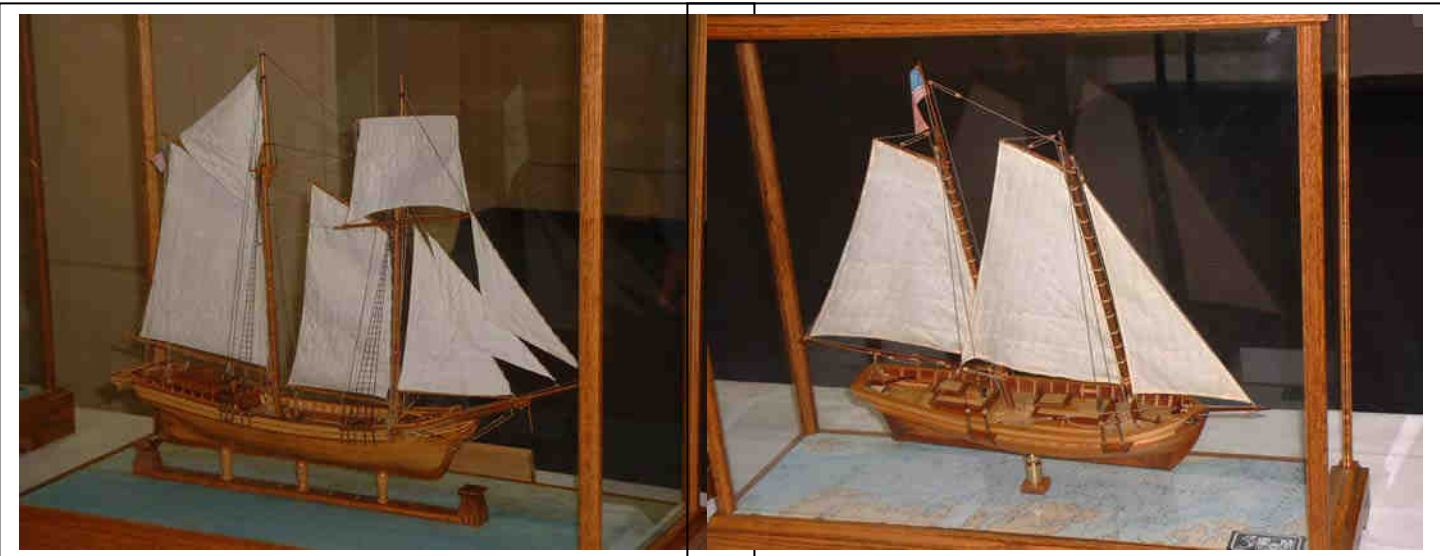


Chari Wessel's BEAGLE
and Viking Boat



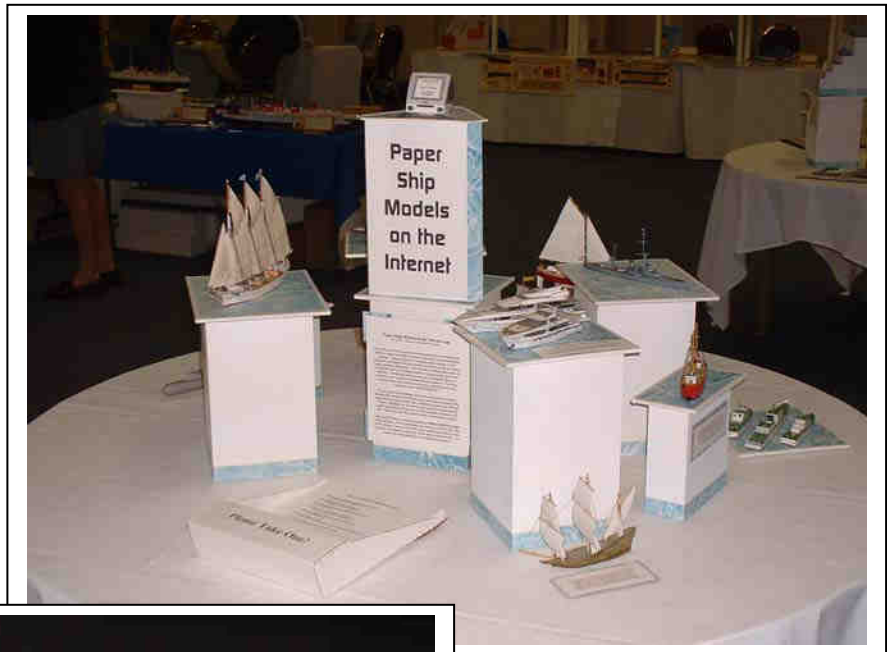


The HEWITT Collection. Robert Hewitt's ARAB DOHW, FLY, GOLDEN HIND, CHINESE JUNK, MOCHA DICK, NIAGRA, RIVAL, SANTA CLARA, SULTANA, SUPPLY, VICTORY and WINEBOAD, bookended by Chuck Seiler's riverboats FAR WEST and GENERAL HANCOCK.



Bob Graham's EAGLE (left) and SWIFT (right)

PAPER MODELS



Paper versions of
QUEEN MARY and
UNITED STATES by
Burt Goldstein (SMA)



HMS CLEOPATRA by
Larry Maxfield in paper.
After looking real close, I
still had to have someone
assure me it was really
paper. Amazing!

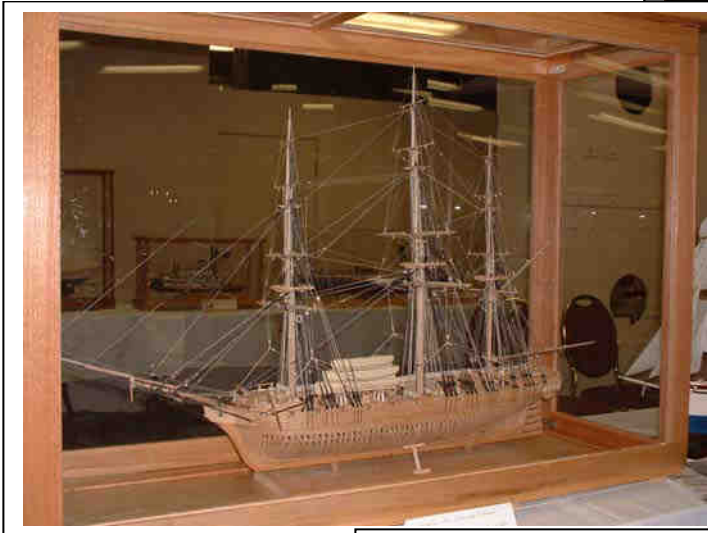




↑ OLIVER CROMWELL by Henry Bikhazi.



Laser engraved ship profiles. This one is a steamboat.

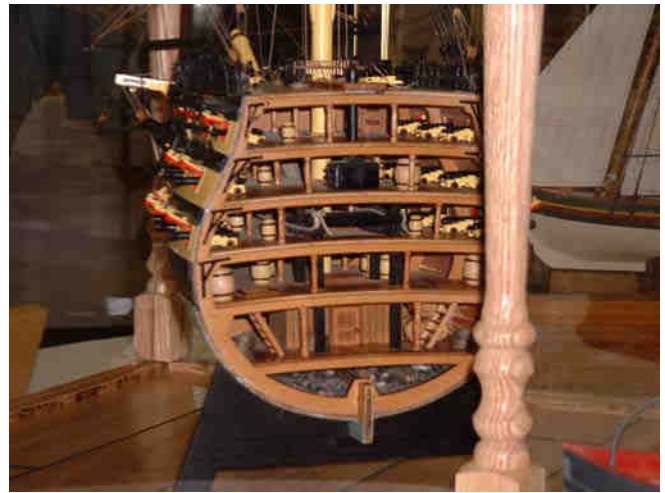


Is that made of balsa wood? Sloop of War VANDALIA by Gene Andes is not made of balsa wood, but because it has no paint or finish, it has a very interesting look.



So, how do they get a ship in the bottle?





Bow section of HMS VICTORY by **Van Argabright**. Picture at right shows interior sections.



Unplanked stern section of HMS VICTORY by **Young Son Sohn** (Korea). If we could get somebody to do the middle, we would have a whole VICTORY!!



Gus Agustin's miniature RESOLUTION



Gee Gus, it's only half finished!

Finish Off with a Little Garnish



↑ **Jack Schlatzhauer** (SMA) demonstrates his rope walk.

Mickey Martelle (NRG) congratulates **Bob Graham** (SMA/SDSMG) at the end of another successful conference. Mickey was there to provide NRG information. Bob helped plan the conference and was the conference Master-at-Arms.



← QUEEN MARY's Sun Deck. They are either admiring **Bill Luther's** 1:1 scale life boat or are wondering what's holding it up.

→ Long Beach across the bay.
Picture taken from QUEEN MARY's sundeck





ANNOUNCEMENTS



WANTED: REPLACEMENT PURSER

Purser **Dick Strange** reports, for personal reasons, he wishes to step down as the Guild purser. While no hard deadline for stepping down was mentioned, he wishes to do this as soon as possible. He is willing to spend however much time is required getting the new purser up to speed. More to follow.

NEW ISSUE OF W2W ONLINE

The newest issue of Warships to Workboats, the joint on-line publication of MSW and the Warrior Group. The magazine can be downloaded from the either the MSW website or the Warrior website (see below) and is available in two versions: regular, which is suitable for printing, and low-resolution, which can be read onscreen.

<http://www.modelshipwrights.net>
<http://www.warriorgroup.org>

For the cover article, **Jim Krauzlis** begins a series on the changing appearance of the USS Constitution. There are modeling tips from **Gary Bishop** and **Phil Krol**, an affordable dust control system from **Morey Benton**, and everything you need to know about spiling from **Dan Pariser**. Book reviews cover 3 fascinating books, and to top it off, there are photographs of the Gold Medal winning models from the just-concluded USS Constitution Model Shipwrights Guild show in Boston.

For those of you with on-line capability, this is a great resource. Those of you that don't WHY NOT?

MEDEA CRUISE

The "reward" cruise on the MEDEA for those Guild members that worked two or more days at the Fair is scheduled for Friday 23 July. Sign-up details to follow.

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

FATHER'S DAY IS NOW AVAILABLE AS WELL

SURPRISE VOLUNTEERS

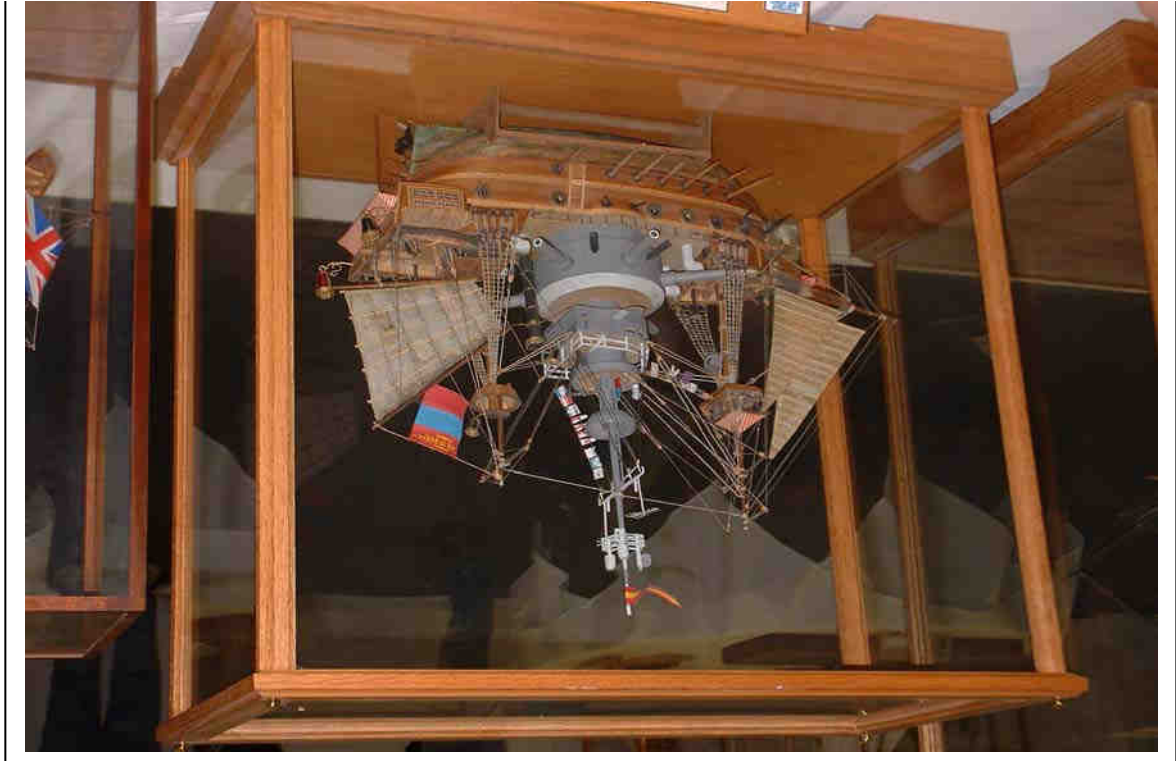
The Museum is looking for volunteers to act as docents on "HMS" SURPRISE. Watches are 0900-1300 (9AM to 1PM), 1300-1700 (1PM to 5PM) and 1700-2000 (5PM to 8PM). The Museum provides background info and (for anybody committing to 8 or more watches) an "HMS" SURPRISE shirt. Volunteers who stand 8 or more 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

NEWSLETTER DEADLINE

Articles, photos, tips and hints are appreciated. Please have newsletter inputs to me by 22 May 2004. If you cannot get it to me on-line, call me to arrange transfer of info, I'll see you in the funny papers.

np♦

The All Purpose Warship. HMCB (His Majesty's Coal Burner) GLOOMPH by Jack Moffett (SMA)



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San Diego Ship Modelers' Guild Officers

Guild Master	Robert Hewitt	phone redacted
First Mate	K.C. Edwards	phone redacted
Purser	Richard Strange	phone redacted
Editor	Chuck Seiler	phone redacted
LogKeeper	Bob McPhail	phone redacted

**Next meeting is Wednesday May 12 on the Berkeley-Bring a model.
6:30 pm social, 7 pm Meeting**