



# San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

JUNE 2004

NEWSLETTER

VOLUME 28, NO.6



**Suspicious characters.** Royce Privett, Ernie Andrew, Robert Hewitt and K. C. Edwards prepare for the May meeting in the Main Salon aboard the steam ferry Berkeley. **Hide the silverware!**

## May Meeting

MINUTES OF MEETING 12 MAY 2004

Inputs provided by Bob McPhail

Guildmaster **Robert Hewitt** called the meeting to order amidst a flurry of activity and discussion.

**Visitors and New Members:** **Marquis Andrews** is a new member. He brought plans for the frigate Essex (32 guns) which he plans to build. He also indicated he was interested in learning about planking. This was discussed during the round table discussion.

**Purser Report:** **Richard Strange** gave his purser's report. The balance as of March 31 was \$<redacted>. A total of \$<redacted> was taken in from 31 March to 30 April (dues x 3 and nametag x 1), while expenditures totaled <redacted> for printing and mailing of the April newsletter. The balance as of 30 April was \$<redacted>. The cost for the May newsletter was discussed. While cost for printing

## MAY MEETING-Continued from page 1.

and mailing of the May newsletter was about four times the normal cost, it was agreed it was well worth the effort. Dick recommended we budget for a once a year newsletter such as the May 2004 newsletter annually. Later in the evening it was disclosed that **Ron Hollod** would agree to take over as Purser. Aren't we supposed to have an election or something? I'll ask somebody from Florida. ☺

**Editor's Report:** **Chuck Seiler** discussed the special features of the May newsletter (more pages, 2 pages of color and heavier paper) and how it impacted the cost. Since he is making an effort to submit the newsletter to the printer digitally, he reminded everyone that the deadline for article submission is 22 May. If you have a digital article or item, that can be extended to 25 May, but left him know in advance so space can be made available. He brought up the issue raised last meeting regarding using email to transmit the newsletter. This is virtually impossible to do due to the bandwidth required. However, posting the newsletter on a website will be looked into.

### **Olde Business:**

The SMA Conference was recapped. There were over 300 models at the SMA Western Ship Model Conference and Exhibition. The speakers were very informative and a booklet of the proceedings was available. Some highlights included: Ed Von Der Portens talk on English Bronze Age Boats, John Harland on the evolution of the capstan, and Robert Gardner on Contemporary Models as Historical Evidence. There was also a large display of paper models; some quite impressive. (website [www.papermodels.net](http://www.papermodels.net)). There were ten vendors on hand including DROMEDARY, PIER Books, and Jim Byrne who makes table saws and thickness sanders. **Chuck Seiler** bought a table saw and will plan a demonstration in the future. (This was volunteered by **Robert Hewitt**...who also owns a mini-table saw.)

The San Diego County Fair is approaching. There are three people signed up for the ship model booth each day except two. **Robert Hewitt** will distribute schedules, maps and tickets next meeting.

**Bob Crawford** brought up the subject of the Nautical Research Guild Conference, which was supposed to be held here in 2007. Traditionally, the Hampton Roads Ship Model Society has hosted the NRG Conference at 5-year intervals, to coincide with the conclusion of The Mariners' Museum Ship Model Competition. Unfortunately, the Mariners' Museum has indicated that it will *not* be hosting the competition in 2005, citing financial considerations. The Hampton Roads group will still host the 2005 NRG Conference. Another venue which *will* host the competition (U.S. Naval Academy) is being looked at for the 2006 conference, which is currently scheduled at Manitowoc, Wisconsin. As of press time, it appears Manitowoc will take the 2007 conference and San Diego will move to 2008.

Call for Volunteers! **Bob Crawford** reminded the guild that he would like volunteers for the model shop, especially on the weekends. This entails working on a model in the shop and being available to interact with visitors. Last year, 25 Guild members contributed 1,783 volunteer hours to the Museums. Of 11 groups, the Guild was fifth in hours volunteered. There is also a need for volunteer docents to assist visitors onboard SURPRISE/ROSE. Call **Kay Johnson** (619) 234-9153 X 120 if you like to volunteer. Hours spent in the model shop, at the Fair and onboard the SURPRISE goes towards your total. A cumulative total of hours earn awards at various levels. For instance, 50 hours earns a red volunteer pin. In the past, persons with significant volunteer hours have been invited to ride the STAR of INDIA when it sails.

**The Ships in Bottles exhibit** will be open May 26 for museum members. There are over 60 different contributors, some from Japan, Canada, and Marshall Islands.

**Bob McPhail** discussed the two books donated to the model shop by **Bob Crawford**.

### New Business:

Memorial Day weekend May 28 – 31, LANE VICTORY will be (was) in port.

The Koehler Kraft Wooden Boat Show is June 19-20, 2302 Shelter Island Drive (619 222 9051). **Robert Hewitt** will be at the show 20 June to spread the word and demonstrate his modeling techniques.

**Bob Crawford** made mention of the STAR of INDIA's birthday and sail. The STAR's next sail is scheduled for 13 and 14 November. The STAR's 141st birthday is 7 November, but there was some discussion about a related event in September. The Museum website says the birthday party is scheduled for 7 November and the only significant event for September is the Sea Chanty Festival (19th).

The Museum is sponsoring a conference 23-26 September on Spain's Legacy in the Pacific. This conference will explore the impact and legacy of Spain in the maritime history of the Pacific World. More to follow.

The San Diego Maritime Museum may acquire the steamboat (formerly restaurant) RUBEN E. LEE. This is a six to twelve month process since there are many permits to get and many other things have to be done. Fortunately the acquisition is somewhat easier because the RUBEN E. LEE is on water and will be kept on the water. (future berth north of the BERKELEY). If this project comes through, it will open up a large area of administrative space for the museum; much of which will move from the STAR of INDIA and BERKELEY. This could have ramifications on the future of the Model Shop.

**Bob Crawford** reported the Museum was starting a boatbuilding class, starting 03 July 2004. It would be held Saturday and Sunday every week from 9:30AM to 4:30 PM on the STAR of INDIA orlop deck. The course would teach how to design and build boats. See museum website for details.

The Museum will sponsor a Member's Behind The Scenes Open House onboard all the Museums ships on 28 July 2004. Stay tuned.

**Round Table Discussion:** Guildmaster **Hewitt** kicked off the lively discussion by designating "planking" the topic of the night. Since new member **Marquis Andrews** has specific questions about planking, the discussion tended in that direction

**Don Dressel**, who has written a book on the subject, was asked to provide input. He indicated that planking was a complicated subject and difficult to compress into a few sentences. He talked about the things a modeler had to consider when planking a model.

The discussion took off from there, covering spiling/tapering of planks, staggering butt ends and methods for bending planking material. There was a side discussion regarding whether wales were a second plank on top of the normal planking or if it was plank thicker than the others. Other areas touched on ever so slightly, but not in depth, was "what is the proper width of a garboard strake?", "what is the proper width and thickness of a hull plank", the proper use of stealers, double versus single planking and what is the best wood for hull planking.

As Don indicated, it was obvious that planking is not a topic that can be discussed and understood completely in one sitting instead, the modeler needs to research the topic and perfect their technique with practice. It was recommended that Marquis get a simple, inexpensive model to practice planking on before attempting a complicated scratch built.

Two excellent planking references for beginners and seasoned modelers alike are:

-*"Planking Techniques for Model Ship Builders"*, by **Donald Dressel**

-*"Planking the Built-Up Ship Model"* **Jim Roberts** (in the Guild Library).

**Show and Tell** and an auction followed a lengthy coffee break/open discussion. Unfortunately, many people left at the break even though it was early. I think we need a Master-at-Arms to keep folks from wandering off. ☺

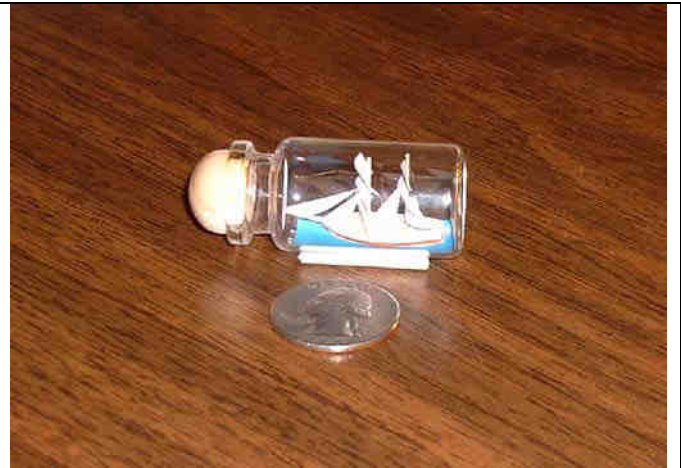


## SHOW y TELL

**K. C. Edwards** brought in a new kit...hot off the press, so to speak. It is a new model from the Amati subdivision "VICTORY MODELS". The 1:64 LADY NELSON is a model of a typical eighteenth century English naval cutter. This appears to be one of the first of a new series by **Chris Watton**, formerly of Cauldercraft. It is a fine looking kit that, unfortunately, K. C. did not get to show at Show and Tell. **Don Dressel** bought it and had to leave early (for reasons not associated with the model). K. C. will routinely bring in kits for review and purusal.



**Chuck Seiler** has a couple items for show. He displayed the deckhouse formerly on his sternwheeler GENERAL HANCOCK. He stated that it was not shown for the quality of work. Rather he wanted to show the decal he made using computer and how it blended into the paint. He wanted to know if anybody was interested in that sort of thing and volunteered to give a presentation on "painting with decals". The response was questionable. He also exhibited a paper model kit he bought at the SMA conference. Chuck also presented a miniature ship in the bottle brought by **Don Dressel** for display in the Museum starting 26 May. He had to depart before presentation. By chance, the ship was the LADY NELSON, the same one he bought. The model was made by Australian modeler **Rod Mills** and brought to the US by **Richard Keyes**.



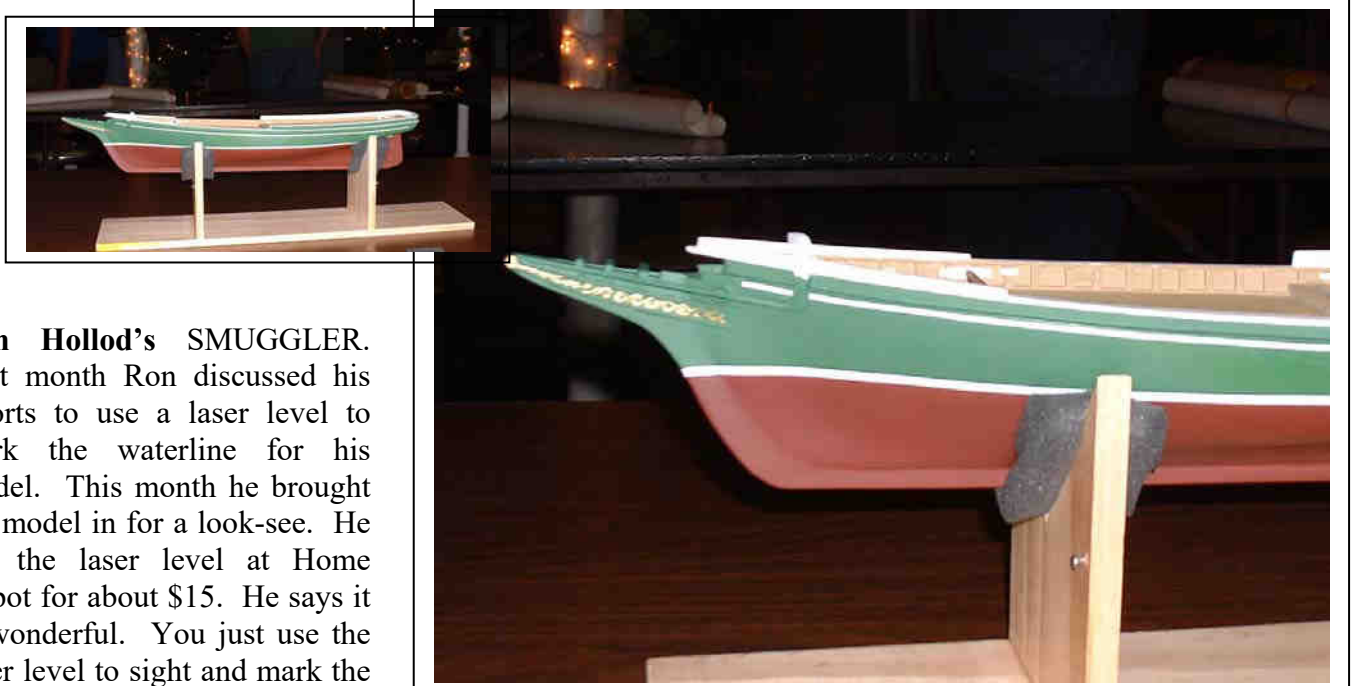
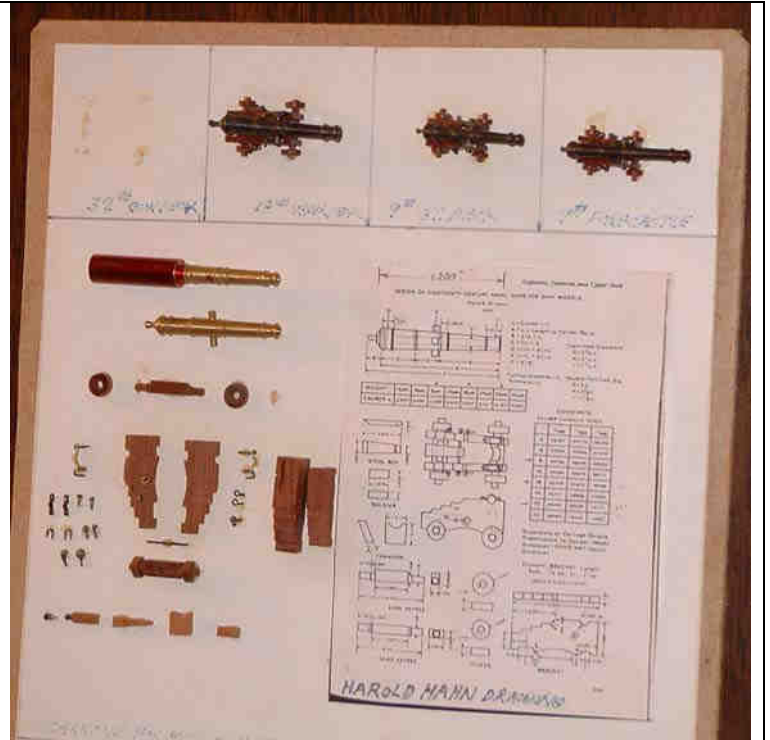
Mini ship in bottle LADY NELSON. Now on display at the San Diego Maritime Museum.



**Dick Roos'** 3/8"-1' HMS HALIFAX makes a return visit to the Guild. He wanted to show progress since its visit in February. It featured a very handsome planking job of basswood on frame. Painting comes next. Dick explained how he used a small German plane on the planking and the method he used to plank the hull. This is an Aeropicola kit. Dick rates the kit, plans and material as excellent.

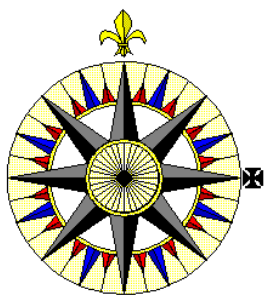
## Show y Tell Continued

**Robert Hewitt** brought in a display board by **Phil Matson**. This included some sample guns from his model HMS ALFRED, a 74 gun ship of the line which helped blockade the Delaware Bay during the American Revolution. The display included an 18 pound gun, two 9 pound guns and numerous pieces parts used in the manufacture of a complete gun. There are 30 pieces to each gun. Phil also had a 32 pound gun which was taken from the display to use on the model.



**Ron Hollod's SMUGGLER.** Last month Ron discussed his efforts to use a laser level to mark the waterline for his model. This month he brought the model in for a look-see. He got the laser level at Home Depot for about \$15. He says it is wonderful. You just use the laser level to sight and mark the waterline. It follows all curves

and angles, while giving you a perfectly straight line. The model is a 1/4 " scale solid hull kit from Blue Jacket. He used Aerogloss sanding sealer to get a smooth hull before painting with Floquil paint. Ron said it was a little tricky getting the waterline marked once the laser was on line. For this he ended up using thin vinyl tape available from most hobby stores. Looking good!



## Origins of the Compass Rose

by Bill Thoen

The compass rose has appeared on charts and maps since the 1300's when the portolan charts first made their appearance. The term "rose" comes from the figure's compass points resembling the petals of the well-known flower. Originally, this device was used to indicate the directions of the winds (and it was then known as a [wind rose](#)), but the 32 points of the compass rose come from the directions of the eight major winds, the eight half-winds and the sixteen quarter-winds. In the Middle Ages, the names of the winds were commonly known throughout the Mediterranean countries as *tramontana* (N), *greco* (NE), *levante* (E), *siroco* (SE), *ostro* (S), *libeccio* (SW), *ponente* (W) and *maestro* (NW). On portolan charts you can see the initials of these winds labeled around the edge as T, G, L, S, O, L, P, and M. The 32 points are therefore simple bisections of the directions of the four winds (but the Chinese divided the compass into 12 major directions based on the signs of the Zodiac). For western apprentice seamen, one of the first things they had to know were the [names of the points](#). Naming them all off perfectly was known as "boxing the compass".

There is no absolute standard for drafting a compass rose, and each school of cartographers seems to have developed their own. In the earliest charts, north is indicated by a spearhead above the letter T (for tramontana). This symbol evolved into a fleur-de-lys around the time of Columbus, and was first seen on Portuguese maps. Also in the 14th century, the L (for levante) on the east side of the rose was replaced with a cross, indicating the direction to Paradise (long thought to be in the east), or at least to where Christ was born (in the Levant).

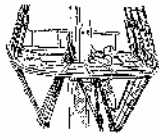
The colors on the figure are supposedly the result of the need for graphic clarity rather than a mere cartographical whim. On a rolling ship at night by the light of a flickering lamp, these figures had to be clearly visible. Therefore the eight principle points of the compass are usually shown on the compass rose in black which stands out easily. Against this background, the points representing the half-winds are typically colored in blue or green and since the quarter-wind points are the smallest, they are usually colored red. **References:** **Cartographical Innovations: an International Handbook of Mapping Terms to 1900** ed. by Helen M. Wallis and Arthur H. Robinson. - Tring, Herts: Map Collector Publications in association with International Cartographic Association, 1987. - ISBN 0-906430-04-6.

## The 32 Points of the Compass

<u>Point</u>	<u>Direction</u>	<u>Azimuth</u>	<u>Point</u>	<u>Direction</u>	<u>Azimuth</u>	<u>Point</u>	<u>Direction</u>	<u>Azimuth</u>
0	North	0° - 0'	11	SE by E	123° - 45'	22	WSW	247° - 30'
1	N by E	11° - 15'	12	SE	135° - 0'	23	W by S	258° - 45'
2	NNE	22° - 30'	13	SE by S	146° - 15'	24	West	270° - 0'
3	NE by N	33° - 45'	14	SSE	157° - 30'	25	W by N	281° - 15'
4	NE	45° - 0'	15	S by E	168° - 45'	26	WNW	292° - 30'
5	NE by E	56° - 15'	16	South	180° - 0'	27	NW by W	303° - 45'
6	ENE	67° - 30'	17	S by W	191° - 15'	28	NW	315° - 0'
7	E by N	78° - 45'	18	SSW	202° - 30'	29	NW by N	326° - 15'
8	East	90° - 0'	19	SW by S	213° - 45'	30	NNW	337° - 30'
9	E by S	101° - 15'	20	SW	225° - 0'	31	N by W	348° - 45'
10	ESE	112° - 30'	21	SW by W	236° - 15'			

# THRU THE LUBBERS HOLE

By Robert Hewitt



The latest issue of Model Shipwright, #125 had an article by Philip Reed showing his excellent models of the *CHESAPEAKE* and *SHANNON*. Both models were made to a scale of 1"=16 ft. There also was a brief description of their battle off of Cape Ann that sparked my interest.

One year into the war of 1812 the British had yet to achieve a single ship victory. Three frigates had been lost. The *GUERRIERE* and the *JAVA* were defeated by the *CONSTITUTION*, the *MACEDONIAN* was lost to the *UNITED STATES* and British pride was suffering.

The *CHESAPEAKE* and the *CONSTITUTION* were in the Boston navy yard. The *CONSTITUTION* was undergoing a refit. James Lawrence was given command of the *CHESAPEAKE* and orders to sail as soon as possible. He arrived on board with a new bugle that he wanted to use to replace the usual boatswain's call to summon boarders to battle. He called out "can any of you blow this thing?" Billy Brown, a seaman, fell in love with it and called out "yes sir I can." Lawrence tossed him the bugle. No one bothered to check if he really could blow it.

Captain Philip Broke of the *SHANNON* was cruising off of Cape Ann and spotted the *CHESAPEAKE* in harbor being readied for sail. Broke sent a letter to Lawrence challenging him to a one on one battle promising that he would send his other ship the *TENEDOS* to such a distance that it could not join in any action.

Broke at that time was known to be the best captain in the British navy. His crew was well trained and he had devices of his own design on his guns to aid in accurate firing. Broke also had a twice a day drilling consisting of firing at empty beef casks sent out with a four foot piece of canvas stretched across a frame. His gunners always hit their mark.

On June 1, 1813, Lawrence took the challenge and sailed out of Boston. His crew was not as well trained and it was noted that many of them were intoxicated. However he thought that he could easily defeat the British with his superior ship. Old Glory flew at the peak, the mizzen truck and the starboard main rigging. In addition to these a large white flag bearing the words "Sailors Rights and Free Trade" flew at the fore peak. The sides of the newly painted ship gleamed in the afternoon sun. There was also a large flotilla of small boats filled with spectators to view the defeat of the British ship. In

contrast, the *SHANNON* looked well-worn from many months at sea.

Brokes' ship was down wind and in irons as Lawrence approached. Lawrence could have crossed *SHANNON'S* bow or stern giving it a raking, but for some reason he turned, and the two ships were at broadside to each other. The two ships fired at each other and in the action Lawrence was struck. His first lieutenant William Cox helped Lawrence to the deck below where the surgeon's quarters were located. The fighting was hot and heavy. At this time the two ships locked rigging. There was a call for boarders on the American ship but no sound was given as Billy Brown was found in one of the ship's boats, quivering with terror. The advantage had been lost and the British marines climbed aboard the *CHESAPEAKE*. The battle was decided. During this time Lawrence, mortally wounded, gave out his famous cry "don't give up the ship". This was the inspiration for Perry, Lawrence's friend who used the phrase on a flag in the battle of Lake Erie later that year. Broke was also wounded, his skull was shattered exposing his brain, but he survived, never to sail again.

The entire battle lasted only eleven minutes. Both ships were a complete wreck and the carpenters had to scramble to keep them afloat. The *CHESAPEAKE* had sixty-nine men dead or mortally wounded and the *SHANNON* twenty-six dead and fifty-seven wounded. The *CHESAPEAKE* was taken to Halifax.

There was a Court of Inquiry eight months after the battle, stage-managed by the Navy exactly as they wanted. Cox was blamed for leaving his post, although he claimed that Lawrence had ordered him to take him below. They also blamed the bugle man for desertion of his quarters and inability to sound his horn. The third blame went to the men on both decks for failing to rally as the British marines boarded the spar deck. Lawrence was treated as a hero except in professional circles. There was only the mildest suggestion that he should not have placed his ship alongside Broke's hair-trigger gunners.

In 1913, Litchfield, a great grandson of Cox started a campaign to clear his name. He made his first appeal to President Theodore Roosevelt. In 1952, Admiral Heffernan investigated the evidence and found that the ship could not have been saved if Cox had not left his post, so he was exonerated. On August 22, 1952 President Harry S. Truman signed the necessary order.

For further reading there are two books available: "The *SHANNON* and the *CHESAPEAKE*" by H.F. Pullen and "Guns off Cape Ann" by Kenneth Poolman. The latter is available from the San Diego Public Library.



# The Top Answers to Frequently Asked Questions at the Del Mar Faire


by Chuck Seiler

It is time once again for the San Diego County (formerly Del Mar) Fair. Here we are able to set up our booth and wax wise about model shipbuilding to all who wish to wander by. Some of the newer members may be intimidated and may feel they do not have the knowledge for such a daunting task. Never fear! I bring you the answers to the most frequently asked questions we get at the Fair. Take this with you and feel free to use the answer you think most appropriate to the question asked.

1. Yes, I know where the restroom is. From the expression on your face, I'll bet you wish you did too.
2. No, this is NOT made of balsa wood.
3. No this is NOT a pirate ship (unless you are in fact building a pirate ship, then say "yes").
4. Yes it does take patience to build one of these...and desire. STOP TOUCHING THAT!!!!
5. Huh? What's that you say? Loud? The bowl makers are too loud? Sorry, I can't hear you.

6. No kid, I'm SURE its not a pirate ship (unless, of course, it is).
7. I don't know what that is. We think the builder may have been on drugs at the time. (This is describing the mystery project of the year. It changes each year, so I cannot describe it. You will know it when you see it, however.)
8. No, I don't know how they get the ship into the bottle. My job is to EMPTY the bottle. After that, I don't remember much.
9. I don't care if the guys in the bowl booth gave you something. You cannot have Hewitt's model as a sample. STOP TOUCHING THAT!!!
10. Okay! Okay, kid! You're right. It's a pirate ship! A balsa wood, Mississippi river sternwheel steam powered pirate ship! Don't you have some place else you need to be? Hey lady, doesn't he need to go to the restroom or something?

Enjoy the Fair. If you are not working it, drop by and say HI! But don't ask me if it is made of balsa.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		NOTE: ALL TELEPHONE NUMBERS WITHOUT AREA CODES ARE 619			11 JUNE FAIR OPENS C. SEILER R. ZEUNGES J. KLEIN	12 JUNE E. ANDREW D. BIENVENUE R. HOLLID
13 JUNE C. WESSEL R. HOLLID	14 JUNE SHUT	15 JUNE D. STRANGE D. DANA J. WICKMAN	16 JUNE D. CAMFIELD J. KLEIN C. HILL	17 JUNE S. LEVONIAN C. PEABODY R. HOLLID	18 JUNE 421-8851 J. KLEIN C. HILL	19 JUNE E. ANDREW D. BIENVENUE J. WICKMAN
20 JUNE C. SEILER C. WESSEL	21 JUNE SHUT	22 JUNE D. STRANGE R. McPHAIL S. LEVONIAN	23 JUNE D. CAMFIELD J. KLEIN C. HILL	24 JUNE J. SCRANTON R. HEWITT C. PEABODY	25 JUNE E. ANDREW R. McPHAIL J. KLEIN	26 JUNE R. HEWITT B. GRAHAM N. RUGEN
27 JUNE N. RUGEN E. ANDREW C. WESSEL	28 JUNE SHUT	29 JUNE D. STRANGE D. DANA R. HEWITT	30 JUNE J. KLEIN C. HILL E. ANDREW	1 JULY S. LEVONIAN J. SCRANTON R. HEWITT	2 JULY E. ANDREW J. KLEIN R. ZEUNGES	3 JULY E. ANDREW B. GRAHAM R. HEWITT
4 JULY C. SEILER R. HEWITT E. ANDREW	5 JULY R. HOLLID J. KLEIN E. ANDREW	6 OR 7 JULY BOOTH TAKE-DOWN 6 JULY PICK UP ENTRIES 10 AM - 7 PM	 <p>ENTRY DEADLINE FRIDAY, APRIL 30, 5:00pm SET-UP MARITIME MUSEUM BOOTH DAY-TUESDAY MAY 25 TH. ENTRY DELIVERY- THURSDAY JUNE 3RD. 10A.M. - 8 P.M. TELEPHONE # AT THE DES. IN WOOD SHOW 858-755-1161 EXT. 2478</p>			



(Excerpted from John Kopf's Shipmodeling FAQs  
at "<http://home.att.net/~ShipModelFAQ>")

Depending upon the vessel being modeled, there may be anywhere from two to five belts per side, and each belt may contain anywhere from three or four to eight or ten planks. It's usually not necessary to use planking belts above the main wale. The reason is that the main wale generally follows the sheer line of the vessel and any wales, moldings, rails and planking above it will also follow that line (though

The Hood Ends of planks are both butt ends, forward and aft, where the butt seats in a rabbet, either in the stem, the sternpost, or along the tuck rail on the wing transom.

## *Twelve Spiling Steps*

by Dan Pariser

From John Kopf's Shipmodeling FAQs at  
"http://home.att.net/~ShipModelFAQ"

### Welcome Brother -

I feel your pain. . . I have been there, man, and it's a bummer. . . But I've been clean and sober after spiling planking for 8 years, ten months and three days, now, and maybe I can help.

Repeat after me our **TWELVE SPILING STEPS**:

**I.** Glue up the keelbone and bulkheads from the kit. Make sure that they are square and true and your heart will follow also. Fill each and every void in the eggcrate below the lowest gundeck with balsa blocks. Make sure they overhang each bulkhead all over, and damn the expense lest you be damned.

**II.** Take thy spokeshave, thy razor knife, thy sandpaper, and thy other implements and decrease the excess from the balsa blocks by removal. Quick should you be until you are close to the end, then slow is your watchword.

**III.** Make thereby a hull, equal and symmetrical from side to side, accurate according to the plan lines, and smooth, with curves flowing gently. Solid too, as your faith in yourself.

**IV.** Find you a latex enamel paint of a light and pleasing color. Daub the solid hull all over, as Moses' mother did the basket of reeds in which he was lain. Recoat several times with thy paint, until the shell on the hull is as hard as was Pharoah's heart

**V.** Divine and locate the lowest line of the lowest wale on the plans. Draw it thus on the solid hull of your making. Be exact and careful as will be St. Peter at the hour of our judgment.

**VI.** Divine, locate and draw similarly on the painted hull the lines, vertical in space, corresponding to each station line as taken from the plans. To cradle or mount the hull upstanding may be helpful, as it would be in resisting temptation.

**VII.** Determine the desired maximum width of your hull planks and mark divisions of such size on the station line at the center of the hull, adjusting as

needed at the garboard strake. Mark on each station line, save the foremost near the stem and the one or two hindmost before the sternpost, a similar number of divisions, but of diminishing size. Fight the urge to exceed the maximum width, as you would fight the Devil himself.

**VIII.** Connect the marks from station line to station line, marking out the edges of the plank strakes. Your lines, when viewed from right ahead or right astern should be gently curving, with no abrupt humps or hollows. A flexible wooden batten will ease your journey and smooth your brow.

**IX.** Continue the lines forward and aft in a pleasing fashion. Where two planks at the bow diminish to half the maximum width, draw there a drop plank, to take the place of the two. Where planks at the stern widen to more than the maximum width, draw in a stealer, and there will be two planks where once there was one.

**X.** Inspect your work from all sides and angles, then erase, adjust and redraw until you are happy with your efforts. Preserve your happiness by inking in the lines with an indelible pen, as you would preserve the joy of a child's smile.

**XI.** Transfer the size, dimension and shape of each plank or strake to wood by laying translucent tape down flat on the hull and drawing thereon the plank edges that appear through the tape. Remove the tape and lay it flat and without bend or kink on your desired planking, matching edges as much as possible. Cut, carve and sand the plank to shape, then make a mirror image plank for the opposite side. Mount them to the hull in their appointed places.

**XII.** Continue thus, from the garboard up and the wale down, and finishing with a shutter plank in the middle, until the entire hull is sheathed in wood, as tight as a miser's purse and as sound as the ark of Noah. Thus will you grasp the principles and mysteries of spiling, and the glory of the Lord will be upon you.

Hoping that I didn't sound too much like Yoda, I am,

*A fellow sinner,*

*{Dan Pariser}*



# ANNOUNCEMENTS



## MEDEA CRUISE

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

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## 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)

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## Mystery Bateau

EBAY aficionados will know this one. WHAT IS THE BELOW PICTURED SHIP SUPPOSED TO BE? This chap has tried to sell it on EBAY several times. He has asked \$38,000 for it.



## SAN DIEGO COUNTY FAIR

By now, virtually everybody who wanted to participate in the Fair has signed up. If you still want to do a Fair Day, Father's Day (20 June) still has an opening. Contact Robert Hewitt.

There will be tighter security entering the Fair this year. Metal detectors will be at all gates. Special passes will be made available to get you modeling tools into the Fairgrounds. If your Exacto knife is confiscated or you are forced to return it to your car, fear not...you can get a 57" Ginzus steak knife inside the Fair to perform your modeling tasks.

Robert Hewitt will distribute tickets, maps and instructions at the June meeting.

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In Commemoration of the 60th Anniversary of the landings at Normandy. D-Day: June 6, 1944

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## NEWSLETTER DEADLINE

Articles, photos, tips and hints are appreciated. Please have newsletter inputs to me by **01 July 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.

mh♦





**Gus Agustin's 70 gun RESOLUTION of 1667. Robert Hewitt** was going to show this eight inch masterpiece at Show and Tell but forgot. It will be on display at the San Diego County Fair in the woodworking area.

## San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101



### 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 June 9 on the Berkeley.  
6:30 pm Social, 7 pm Meeting. Bring a Model!**