



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

JANUARY 2005

NEWSLETTER

VOLUME XXIX, NO. 1

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**Newsletter
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Established in
1972 by
Bob Wright and
Russ Meyer

San Diego Ship
Modelers' Guild is
affiliated with and
supports the
Maritime Museum
of San Diego



Happy New Year



MINUTES OF 08 DECEMBER MEETING

Well, not so much as minutes, really, as an approximate rendering of events... It can easily be said that the December meeting was anything but typical. The BERKELEY was booked for another event, so our meeting was re-located to the back up location-the orlop of the STAR of INDIA. Meeting attendees arrived and found mounds of sails that were in the process of repair and a bloody huge row boat, apparently being restored. (The boat can be seen on the newsletter cover page. By the way, it is not really **Bill Luther's** model. **Jeff Saar** is working on it for the Museum.) While fascinating, these took their toll on meeting space. When all was said and done, everybody did the best they could in the space they had and enjoyed (from all accounts) a fine meeting.

I would like to take this opportunity to thank **Jacki Jones** who, at short notice, filled in as duty photographer. **Jacki, Chari Wessel** and **Robert Hewitt** all provided eye witness accounts of the events which unfold before you here.

Don Dressel brought in a model of a Peterboro Canoe. This is an old American Indian design, all wood, and is still being built today. It is a Midwest kit, 1:12 scale, with one month of work in it. He also carved a really awesome Indian head in boxwood.

Robert Hewitt brought in his model of yacht AMERICA which has been up in the Newport Museum for 3 years. See article on page 3 regarding the effect of aging on various woods and finishes.

Edward Trasoras started work on the Amati kit of a Greek galley called a Bireme (two rows of oars) which is a kind of classical ancient vessel from 2500 years ago. it accommodated 40 rowers and has a fighting platform. He has been working on it for a month.

Don Bienvenue brought in his plastic Heller 1:100 scale kit of HMS VICTORY looking really excellent. He is doing a careful paint job with spray paints. He paints all the pieces first, then assembles it. Don is looking forward to making all 105 cannons with 7 pieces each! (Wait until you have to rig the bloomin' things!)

Bill Luther brought in an outstanding new book by marine artist Geoff Hunt. Mr. Hunt did the cover art for the Patrick O'Brian novels. **Chari Wessel** passed around her "Jolly Roger" model box (remember last newsletter?) and the Titanic photo spread in the December. National Geographic.

Due to space limitations, there was no real show and tell. Hopefully everyone will bring their item back in January.

SHOW and TELL



Don Dressel's PETERBORO CANOE and carved Indian head.
Photo by Jacki Jones



AMERICA surrounded by VICTORY, BIREME and STAR of INDIA
Photo by Jacki Jones



Robert Hewitt's AMERICA
Photo by Jacki Jones



Ed Trasoras' GREEK BIREME
Photo by Jacki Jones

Don Bienvenue's VICTROY
Photo by Jacki Jones



Chari Wessel reviews Geoff Hunt book. Bill Luther discusses full scale boat building with Jim Mc Corison. Don Dressel makes a hasty retreat

Photo by Jacki Jones



CALIFORNIAN and MEDEA stretch their legs.
Photo by Rupert Morgan



The secret of life revealed!
Photo by Jacki Jones

AMERICA

by Robert Hewitt scale 1"=20 ft.

The model was made in 1998 and has been at the Newport Maritime Museum for the past three years. I was interested to see the weathering of my miniatures. The varnished wood was first coated with a commercial sanding sealer and lightly rubbed with 1000 steel wool. The varnish looks as first applied. The holly decks have turned from a stark white to a mellow yellow tint. The recommendation from Jerry Blair to use holly as a deck material was a tip that I have continued to use. There was some concern with the gesso that is used to form the human figures over the wire frames. When applying the gesso it has a tendency to shrink. Building up many coats seems to be the answer as all of the figures are intact.

TIPS and HINTS

Making rope Coils

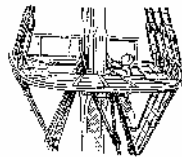
Earl Cotton of Zionsville, Indiana recently wrote on the *Shipways Shipmodeling List*:

"I have always dreaded making rope coils. Super glue= too stiff; white glue = too (I don't know just not good). Someone on this list suggested Ceramacoat (satin water based) Varnish for securing knots. I tried it for making coils. EUREKA! It works just great, the coils do not change color or texture and are very flexible but stay where you put them. Thanks to whoever suggested this stuff. I love it!"

When asked where this material could be found, Earl wrote: "Ceramacoat is found in all the craft stores. I get it at Hobby Lobby, but I have seen it at Michaels, and at Joanns. I would think it is also available at any art supply store. Maybe in the craft section of the local Walmart."

THRU THE LUBBERS HOLE

By Robert Hewitt



The Iceberg Cowboy

The February 2003 issue of Smithsonian magazine had an article about Captain Jerome Baker. His ship, the **NORSEMAN**, is 270 ft. long, 4,600 tons with 9,600 hp. The ship has a steel reinforced hull. I am assuming the writer meant double thickness. throughout the year the ship, and its sister ship the **NASCOPIE** supply the Hibernia oil platform. The platform is 200 miles off St. John's, Newfoundland. The ships deliver food, water and supplies. The platform is in the path of the Labrador Current from Baffin Bay. From February through July the most important task for the ships is to clear icebergs that are in the path of the oil platform. The suspected icebergs are spotted by the Coast Guard and private planes hired by Hibernia. The location is then radioed to the ship on duty.

The Hibernia Platform supplies crude oil to Exxon, Mobil and four others. It was constructed to withstand a collision with a million ton iceberg but the company does not want anything larger than a

piano sized berg hitting it. These are referred to as "berg bits". For these, Baker backs his ship up to them and uses prop wash to push them into a current that will bypass the platform.

The larger bergs are up to 600 ft. long and 250 ft. tall. All icebergs are dangerous. In 2002 the shrimp trawler **BCM ATLANTIS** struck an iceberg and sank in five minutes. The closest Baker will bring his ship to a berg is 100 ft. He stated "there isn't a hull strong enough to withstand its being scraped against a berg; if there was, it wouldn't float".

Baker uses lengths of polypropylene tow rope to encircle a berg. Each length is 1,200 ft long and is 8 inches in diameter. The berg is encircled, a tow rope is attached to it and the towing begins. At this point he is at least one half of a mile away from the berg. The bergs have a tendency to flip over and the distance kept is a safety factor. Large waves are generated when a berg turns over. Towing a large berg can take as many as three days. Pulling a 250,000 ton berg, the **NORSEMAN** can barely manage to make one knot an hour and may need ten hours to build up to that speed. After a tow the rope that contacts the ice is sometimes chewed down to only one inch in diameter!



Web News

by Chuck Seiler

Recently, Gene Larson of Alexandria, VA (former Chairman of the NRG and current member of the Washington Ship Model Society) shared with the Shipways Subscriber List that he had been working on a series of tips (shop notes) related to deck caulking, which he included on his website. .

<http://members.cox.net/elarson5/>

Closer examination shows that the website is a compilation of articles, hints and tips gene had recently removed from the *Nautical Research Guild's website* due to their age. These shop notes were written by Gene in the 1990s. He has also developed some new ones. Topics covered, include:

- Methods of Caulking Ship Model Decks
- A Method to Form Hull Frames
- Corian for Ship Model Parts
- Dremel Router-Shaper Stand
- Examples of Belaying Lines
- Glues and Adhesives for Model Building
- Lead in Britannia Metal Fittings
- Linen Thread for Ship Models
- Cutting Logs and Planks
- Your Own Lumber Mill
- Ship Model Rigging Materials
- Constructing and Operating a Ropewalk
- Model Scales and Conversions
- Constructing and Operating a Thickness Sander
- Make Your Own Walnut Stain
- Woods for Model Building
- Filling Wood Gaps, Dents and Blemishes
- Insurance Protection for Models
- Scratch Building Criteria
- Ship Model Kit Quality

If you are serious about ship model building (and you have internet access) and EXCELLENT source of information is the "Seaways Shipmodeling List". You will see me refer to it in the newsletter. It is a Yahoo group of over 2600 ship modelers sponsored by the publisher of seaways "Ships in scale" magazine. It is a forum where you ask a question and 20 people answer it. You can give your thoughts on a particular topic or just sit back and learn. The list is populated by novices, long time builders and outright expert modelers. There are several maritime archeologists on the list ready to share their knowledge. A kit designer from one major model ship company and the owner of another are known to chime in from time to time. Participants hail from a dozen or so different countries.

Mind you, you may have to sift through a lot of chaff to get to the wheat, but I believe it is well worth it! You will have to join YAHOO, but it is easy nad entails no obligation. For more info contact:

<http://groups.yahoo.com/group/SeawaysShipmodelingList/>

Another handy resource is a list of frequently asked questions (and answers) compiled by a chap named John Kopf. John is very much in NRG functions and with the SSL discussed above. His "Frequently Asked Questions" can be seen at:

<http://home.att.net/~ShipModelFAQ>

Any Questions?



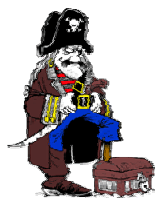
Farewell Jack Klein

I would like to take this opportunity to wish a fond farewell to long time guildmember, **Jack Klein**. I am happy to say, however, we are not bidding a 'final farewell' as is too often the case in our hobby.

While many of the new members do not know him, Jack was a driving force in the Guild for many years. He was Guildmaster when I first joined and has been the Guild's liaison with the "Design in Wood" coordinators at the Del Mar (now San Diego County) Fair since we started. In fact, Jack was one of the people responsible for getting the Guild involved in its annual 'Fair festivities'. he was also instrumental in helping set up the Medea cruise as a reward for Fair participants.

Jack has been less visible over the past few years due to family health reasons. However, he always managed to be on-hand to "open the fair" on opening day and spend a good number of days manning the booth. Many of you spent time with him. Also, until recently, Jack was a regular face manning the model shop on board BERKELEY. Jack Klein has built and donated to the Maritime museum the CHALLENGER and PELICAN. He co- built the SAN SALVADOR with **Joe Bompenserio**. His model of the WAPPEN VON HAMBURG is on loan to Joe's Crab Shack, formally the old Chart House

Jack occasionally came across as a crusty, old salt modeler, but he never failed to encourage new modelers or make somebody feel welcome. Jack is moving up the coast to Orange County to be near his kids. Hopefully he will not give up modeling and he will stay in touch. Here's to you Jack...Fair winds and following seas to ye!



Treating Rigging or Mind Your Own Beeswax!

The following comes from Seaways Shipmodeling 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.



ANNOUNCEMENTS



ELECTIONS!!!!!!

Its time again for elections for guild officers!!! Please be prepared with your nominations for Guildmaster, First Mate, Purser and Newsletter Editor. Nominations will be held in February with elections in March. Hopefully these will go better than the Ukrainian presidential or San Diego mayor elections. :-)

SWAP MEET

Guildmaster Hewitt would like to hold a swap meet during the March meeting. This will give everybody a chance to clean out their model closets and bring in stuff they no longer need. The current plan is to have an elongated coffee break/schmooze session and allow members to negotiate their own swaps. Since the guild is doing fairly well, fund wise, it was thought best (and simpler) not to require any percentage of the transaction to go to the guild

Round Table Discussion

RIGGING. Be ready to discuss types of material used for rigging models, best material, best sources for the material, and proper colours for standing and running rigging. Also fair game is rigging methods, to include benefits of rigging masts and yards before and after installing the item, sequence of rigging and others. OR rigging questions that have vexed you from time immemorial

THE FLEET'S COMING!

Hide your daughters and the silverware!!!

Watch the splendor of a tall ships parade and experience the thrill of combat on the high seas when Hawaiian Chieftain, Lady Washington and Lynx visit the Maritime Museum of San Diego January 12 - 24, 2005. A spectacular tall ships parade featuring these historic windjammers and as many as a half dozen more, will take place on San Diego bay at 1:00 p.m. on Wednesday, January 12. sail along with the crew as the three visiting ships, joined by the museum's own Californian, engage in thrilling reenactments of cannon battles at sea January 15 – 17 and 22 – 23. The ships will also be offering dockside and at-sea education programs and dockside tours for the public during their stay.

Coming down to the waterfront that week and seeing so many tall ships in one place is well worth the trip. What do you know????? It's the day of our meeting. Come early and bring a camera!

CALL FOR NEWSLETTER MATERIAL

NEWSLETTER DEADLINE

Articles, photos, tips and hints are appreciated. Please have newsletter inputs to me by **28 JANUARY 2005**. If you cannot get it to me on-line, call me to arrange transfer of info, I'll see you in the funny papers.

mp♦



Guild members admire Bill Luther's 12"=1' model boat

Photo by Jacki Jones

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JANUARY 2005

**Next meeting is Wednesday January 12th on the
BERKELEY 6:30 pm Social, 7:00 PM Meeting**

Bring a model!