



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

FEBRUARY 2005

NEWSLETTER

VOLUME XXIX, NO. 2

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Established in
1972 by
Bob Wright and
Russ Merrill

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



MINUTES OF 08 DECEMBER MEETING

Guildmaster **Hewitt** opened the meeting inviting new members and guests to introduce themselves. **Larry Malopy** was a previous member who is rejoining the Guild. He builds period ship models. There were no other guests or new members.

Purser's Report. **Ron Hollod** reported balance as of November 30, 2004 was \$<redacted>. On December 31, the balance was \$<redacted>. All members are reminded to renew their memberships. Annual dues are \$20.00. (Nametags \$7.00 additional).

Editor's Report. **Chuck Seiler** reported the newsletter is now being sent electronically to about twenty-six members. In addition to this, it is electronically distributed to three other clubs. We have an agreement with two of these (with negotiations ongoing with one) allowing mutual distribution to each other's members. This increases the number of folks who get our newsletter electronically to 77. (Note: Since the last meeting SMA members agreed to the reciprocal agreement, increasing the number of newsletters our members get and increasing our e-readership by over 60.) Members who receive the newsletter online receive it in color and occasionally receive extra material.

Chuck would like inputs from members about modeling and related areas. As an example, "What technique do you use in model building", "General knowledge of interest to modelers", and "nautical related information". He is still in the process of preparing a social roster of the members.

The Maritime Museum was visited by the tall ships: LYNX, HAWAIIAN CHIEFTAIN, and LADY WASHINGTON. (These vessels added to the forest of masts since CALIFORNIAN, SURPRISE (ROSE), and STAR OF INDIA were also present)

Old Business: It was reported that Kay Johnson, the museum's volunteer coordinator, has retired. Rita Conaty and Sirri Kassebaum have taken her place. Volunteers are welcome for watch standing on SURPRISE and the sail crew (first and third Sundays 8:30 – 1200). There is a docent class that you can attend if you would like to learn about the museum's fine collection.

New Business: As reported in last month's newsletter, long time Guild member and model shop guru **Jack Klein** has moved out of San Diego. In view of his service to the Guild, a

Meeting Minutes-Continued

proposal to make Jack a Life Member was unanimously approved by all members present.

It is reported that there is a plan to make SURPRISE seaworthy and take her to sea. Nothing firm at this time. Developing.

The San Diego County Fair dates are June 10 – July 4. As usual, we will be manning a booth promoting both the Museum and ship modeling in the “Design in Wood” pavilion. We are looking for members to sign up for the booth. Three volunteers per day are desired. This is a good opportunity to promote ship modeling to a large crowd of people while working on your model. Volunteers receive one ticket for entry and one extra ticket for a spouse, friend, etc, for each day they work. **Robert Hewitt** is looking into the Medea cruise for volunteers with two or more days. You can be certain you will hear more on this topic.

More on the Fair. Members are encouraged to participate in the “scratch built” wood model competition. First prize is \$500 from the Maritime Museum, and \$200 from the Design in Wood. Second prize is \$150 and third prize is \$75.00.

Elections are coming up (March). Nominations for all offices are requested to be submitted by the February meeting.

The February meeting will include an auction of various items. This is intended for things you want to get rid of right away. The March meeting will feature a swap meet. This was planned before the auction and is intended as an opportunity for members to bring things to the meeting they want to get rid of or share. Ample time will be made for folks to look around and make appropriate transfer arrangements. This is strictly between members-the Guild gets none of the proceeds. Everyone is encouraged to bring items (models, tools, plans, wood, etc) for this event.

Richard Strange will discuss restoring ship models at the March meeting. Please contact him if you have experience in this area.

Now that the Museum is proud owner of a reproduction of a Napoleonic War era warship, they plan to commemorate the two hundredth anniversary of the Battle of Trafalgar (21 October 1895) by making a diorama of the battle. Using 1200 scale GHQ Micronaughts, all British, French and Spanish ships of the line will be represented. **Bob Crawford** is calling for volunteers to assemble and paint the small models for the exhibit. More info to follow.

Chuck Seiler reports rumors that model kit maker CALDERCRAFT is making two new models in its Nelson’s Navy Series. The rumor is that they will be out in March and October (estimated).

Bill Luther discussed a Special Interest Group (SIG) for building a plastic kit of the JOLLY ROGER pirate ship (LINDBURG Models). He indicated that it is a generic SURPRISE. The JOLLY ROGER (SURPRISE) seems to be a model of a French Frigate. If you are interested in this, please contact him. (Note: The SIG was scheduled to meet on BERKELEY Saturday, 29 January. Expect a report from Bill.)

GROUP DISCUSSION: There was a lively discussion of rigging materials, staining, and scaling. Following is a quick and dirty summary.

-What is the best material to use? Traditionally, linen is the preferred material. It is easy to work with and last a reasonably long time. Cotton is okay, but it fuzzes a lot more than linen. If cotton is used, use beeswax. Nylon and other artificial material are more subject to stretching. ALL material is subject to stretching and shrinking to some degree. Stories were told of situations where fairly high and low humidity conditions caused rigging to be overly tight or sag. Silk was mentioned as a good material but does not hold knots well. In this case a 50/50 solution of white glue and water dabbed on the knot will help it hold. This can be used for all knots.

Some not traditional materials include stretched plastic sprue (**Bill Luther** will be telling us more about that), wire or monofilament (in situations where there is a lot of rigging but traditional colored rigging would overwhelm the viewer. We were advised NOT to use bio-degradable surgical thread. (ow!)

MINUTES: Discussion-Continued

Where can you get linen? K.C. Edwards has some in his shop. It is available from BLUEJACKET, as well as Lloyd Warner (Warner Woods West). A Google search will also turn up commercial locations linen thread can be purchased.

What is the best way to color your line? You can buy thread already colored but (a) most linen is NOT colored and (b) most colored cotton thread tends to fade. One method is to use Minwax or other wood

stain. Jacobean or walnut is good for the standing rigging (remember you are simulating pine tar not road tar). A light stain is good for the running rigging. A good permanent cloth dye is also usable. The use of tea or coffee to stain the rigging was also mentioned. Time did not permit discuss the on-going controversy of using tea or coffee due to the reported negative effects of the tannic acid. Some say it causes the rigging to rot over time while other report many years of service with no problems..

SHOW AND TELL

Bob Wright brought in a scratch built model of a Danish fishing schooner. It is about 24 inches long. It was built by Al Hollie



Danish Fishing schooner

Mr Viking, **Lew Johnson**, displayed his nouveau Viking bateau SKIPET, from Billing. This type of boat, from northern Norway, dates from the 17th century. It served as a fishing boat and coastal freighter. In construction, it resembles ancient Viking boats with its clinker hull, single sail and lack of keel. Its ballast consisted of round rocks in the bilges. These boats are still built today and are used in races/regatta along the northern coasts. The model is 1:20 plank on frame. It is 28 inches long with a 6.5 inch beam. It is all wood with a clinker hull which is steered by a long pole. The cabin is removable.



Lew Johnson's SKIPET

Ed Trasoras brought back his GREEK BIREME which you probably recall from last month. This model is typical of a Greek warship from around 480 BC, which we all recall was the date of the great naval battle of Salamis, fought between the Greeks and Persians in 480 BC in the narrow strait between Salamis and Attica. The Greeks won. These were used as floating battlefields where arrows, spears and liquid fire was hurled at the enemy. These ships had a bronze beak on the bow used for ramming your opponent. Propulsion was primarily through rowing using its two rows of oars (bi-reme). A single square sail was available for use when weather permitted, presumably to get from point alpha to beta, since it would be dangerous to use in battle. Biremes were fast and deadly. A general would be in charge of a fleet of galleys approximately 60 to 80 feet long and 12 to 15 feet wide and he would close with the other fleet and naval melee would ensue. This is a plank on frame Amati kit. It is laser cut with few instructions. There are two sheets of plans but nothing showing how the planks are run. Ed says it is a real learning experience, like building an antique car. You have to think out how to assemble the model, then talk to experts for help. Learning by doing. Ed says he has received alot of help from guild members and he is really appreciative. (It sounds like its time to raise Ed's dues). It's looking good Ed. Good progress from last month.



Ed Trasoras' GREEK BIREME

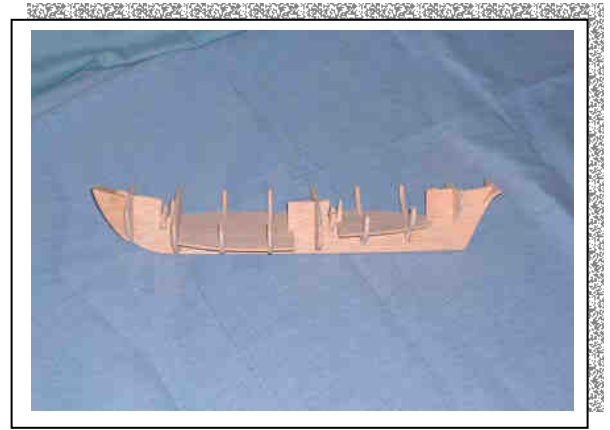


Bob McPail's FRENCH CANNON



Dave Dana's grandson and his Christmas present. A wooden pirate ship. Interesting rigging technique
Photo by Dave Dana

Antonio Ortiz brought in his model of the 1805 SWIFT. This was a 19th century Virginia pilot boat using construction common to the Virginia/Chesapeake Bay area. These gave rise to Baltimore schooners and larger Baltimore clippers. Ships like this were used by the British as dispatch boats. The model is a 1:50 Artesania Latina plank on bulkhead model. At this point in the process, Antonio noticed the frame was bent and solicited recommendations to straighten it. His plan is to deconstruct it and using guild member suggestions to straighten it out. We look forward to seeing how it works out



Antonio Ortiz's SWIFT



Dick Roos' Baltic Trawler JEAN
Photo by Chuck Seiler



Close up of JEAN
Photo by John Wickman

The ever-prolific **Dick Roos** apparently hit a dry spell and brought in a model he completed some time ago. It is the 1:35 scale Artesania Latina, double plank on bulkhead kit of the MARE NOSTRUM, which he named JEAN. This is a Baltic fishing trawler whose use goes back to the first use of diesel engines. It is about 95% stock with some bashing. It is planked mostly in lime and walnut and finished with Deft dullcoat.

Dick Little's PINTA

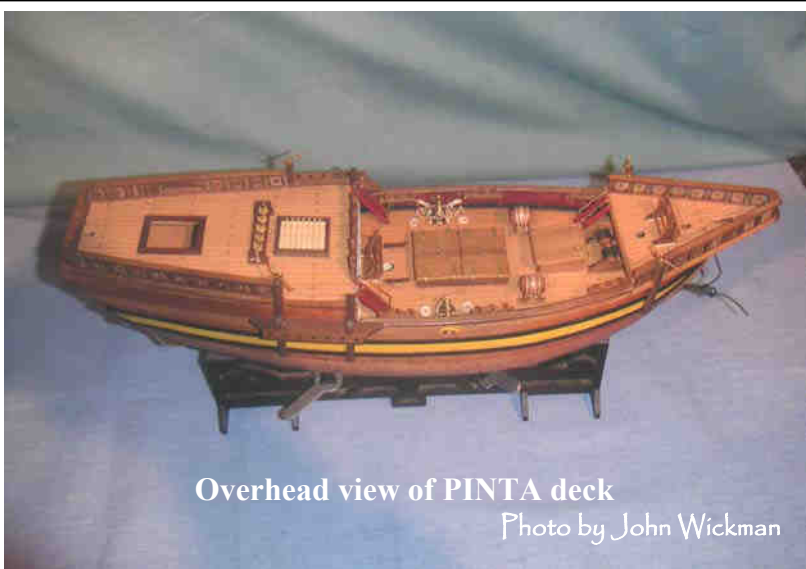
Photo by Chuck Seiler



Dick Little brought in his model of the PINTA. This was one of Columbus' three ships used on his first voyage of discovery in 1492. The PINTA was the center of some controversy when its captain, Martine Pinzon, left the rest of the expedition in search of gold. After SANTA MARIA was wrecked, Columbus transferred to NINA. On the voyage back to Spain, PINTA 'mysteriously lost contact' with NINA and sailed home on its own (with the help of the crew, of course). Many say Pinzon purposely lost contact and tried to get back to Spain first so he could claim the glory for himself. When was the last time you heard of a Pinzon Day Parade? The model is a 1:48 (1/4"=1') scale, single plank on bulkhead kit by Mantua. Some decorative additions have been made, hopefully consistent with the ships of the era. Good job Dick! (Editor's note: Spanish ships of the day were painted in what is now called Spanish brown. Pretty boring stuff. After all, they were just trading vessels and it didn't pay to gussy them up

Overhead view of PINTA deck

Photo by John Wickman



Robert Hewitt's HMS GLASGOW

Glasgow 1"=20ft. The ship was placed in a carved tupolo wood sea. I used white glue in a hole cut in the block to adhere the ship. To obtain a shiny surface to the sea I used an acrylic varnish. When I placed the ship in the hole, the red dye I used for the waterline bled when it contacted the wet varnish. Since only one side was attacked, I was able to place that side under the waterline. This also gave the ship a healing effect. I painted the area that bled with the sea color. The bow and stern were built up with white paint to simulate foam. I e-mailed the dye manufacture and told them of my problem and stated that the dye was on the hull for eleven months. They contacted me the next day and informed me that it in eleven years it would do the same. The solution was to use an oil based varnish.



Lexington Report

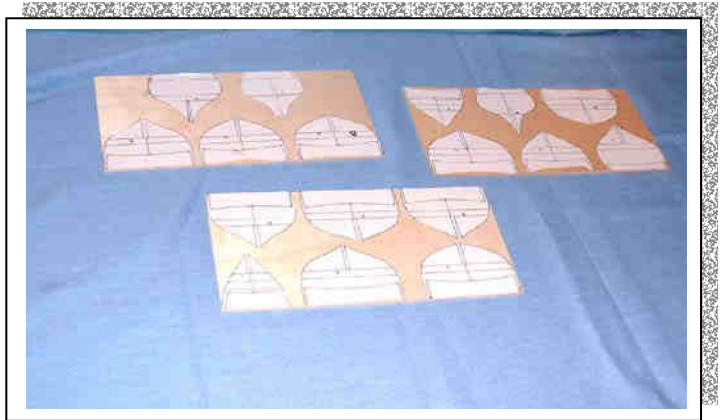
by Chuck Seiler

They're off and....walking!!! The previously reported Lexington Practicum officially started with the arrival of the Jan/Feb issue of *Ships in Scale* magazine. It has been a very slow start, however. The initial article by practicum moderator and former SIS publisher **Clay Feldman** provided a 3 scale plan and template plan for the model as well as information on reprinting these to the proper scale. Dimensions of wood required for the next phase of the practicum were outlined. The article also reviewed a brief history of the ship and the basis for the model. Since all of this has been covered in the practicum websites, it was old news for most.

The first 100 or so participants in the practicum joined due to either the advertisement in SIS, through word of mouth or through discussion in the various discussion groups. The actual LEXINGTON article in SIS accounted for even more participants. At the time this is written, there are 263 people signed up on the practicum discussion group. With some folks building scratch, some semi-scratch, some at 3/16 scale, some 1/4 scale, some using the recommended list of wood, some using different woods and some none of the above, its likely there will be 263 versions of the model. More importantly, how many will actually be completed? The whole world wonders?

With magazine in hand, the original plans (from the website) to compare with and hundreds of eyes to look at the problem, a number of initial problems were found with some of the bulkheads. Clay has either made corrections and posted them to the website, or will discuss how to correct the problems in the next issue.

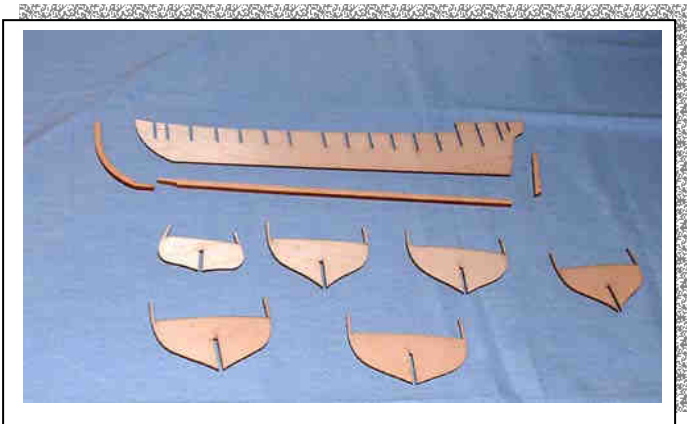
Guild members **Chuck Seiler** and **Ron Hollod** have both thrown their hat into the ring on this project. Ron ordered and received the semi-kit provided by *Lumberyard*. He really has no action until next issue except figure out what is in the box. Chuck, on the other hand, is attempting the whole hog scratch project. He has already cut out the full sized bulkheads and profile former (from plans enlarged from those provided in the magazine), pasted them to baltic birch model airplane plywood and is prepared to cut them out. He will use the scroll saw in the model shop and a disk sander at home to accomplish this.



Chuck Seiler has cut out bulkhead templates from plans provided and glued them to 1/8 inch Baltic birch plywood. Now its off to the model shop to use the scroll saw.

Ron and Chuck brought their "stuff" in so they could compare. This gave Chuck the opportunity to compare his enlarged plans of the profile former and bulkheads with the actual parts provided to Ron. He also compared his plans to those **Don Bienvenue** enlarged using AutoCad. Happily, Chuck's enlargements were well within specs.

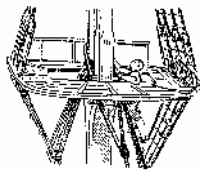
Now, we wait. Next month will cover building the frame. Personally, I wait with great with anticipation to finally get started in earnest. **Gentlemen, start your Preacs!!!**



Ron Hollod's laser cut semi kit from
LUMBERYARD

THRU THE LUBBERS HOLE

By Robert Hewitt



Charles Parsons and TURBINIA

In the winter 2004 issue of the Nautical Research Journal there is an interesting article on the first steam turbine driven ship and its inventor. Charles Parsons was born in 1854 in London. The family lived in Parsonstown, Ireland where Charles was home tutored. His father encouraged him to follow his interests in anything mechanical. At St Johns College in Cambridge he designed a rotary elliptical engine. He graduated with honors in mathematics in 1877. He became a junior partner at Clark, Chapman of Gateshead and invented his first multi- stage reaction turbine to power electrical generators. Patented in 1884, the turbo generator was found in power stations worldwide.

In 1899 Parsons founded his own company in Heaton, Newcastle. In 1894, he contracted Brown and Hood to build a steam yacht. They were not shipbuilders but sheet metal fabricators. The hull as 103 feet 9 inches in length with a 2,000 horsepower turbine. It was launched in August 2, 1894. The pilot, standing on the conning tower shouted orders to the helmsman inside. He had only a single grab bar to hold on to. The ship was made of sheet metal with no bulkheads. Its original trials were disappointing and only achieved 20 knots. Parsons changed the engine with three axial flow engines each coupled to a

separate shaft with three 18 inch diameter propellers. In 1897 TURBINIA clocked 34.5 knots(40 mph). For some reason the Royal Navy was unimpressed

In June, 1897 Queen Victoria celebrated her Diamond Jubilee and the Royal Navy staged a review. There were ships from around the world, but the largest contingent was that of the Royal Navy's one hundred and forty ships. As the Royal procession passed, an uninvited guest appeared. Parsons seized the opportunity to demonstrate the power of his invention. As Parsons moved toward the fleet, a patrol boat tried to intercept him. Parsons, acting as chief engineer, cracked the throttle valve for the three turbines and roared through the fleet at 34.5 knots. TURBINIA'S nine propellers threw a rooster tail of water higher and longer than the ship. The Royal Navy and guests were impressed. Soon orders poured into Parsons Company.

Happily, the ship still exists. In 1927 the yacht was cut in half and the engine and propellers were displayed in the Science Museum. In 1961 the sections were united and displayed in Tyneside. From 1983 to 1994 the yacht was restored to working order and put on display at the Newcastle Discovery Museum.

The author of the Journal article, John McGann also built a 1/4" to the foot model of TURBINIA and won a gold medal at the Wisconsin Maritime Museums model contest. He also printed plans of TURBINIA in the journal. If you would like some interesting ship stuff reading, plans, suppliers I suggest you join the Nautical Research Guild.



ANNOUNCEMENTS



ELECTIONS!!!!!!

Its time again for elections for guild officers!!! Please be prepared with your nominations for Guildmaster, First mate, Treasurer and Newsletter Editor. Nominations will be held in February with elections in March. Hopefully these will go better than the first 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

Festival of Sail 2005

Wednesday, August 17 - Sunday, August 21

Festival of Sail is back at the Maritime Museum of San Diego and this year's event promises to be bigger and better than ever. More than a quarter million people attended the last Festival of Sail and you don't want to miss this one. Over a dozen tall ships from around the world will highlight the five day event featuring food, arts and crafts, music and lots of fun for the whole family. Check back for more information as we get closer to the event.

TRAFALGAR DIORAMA VOLUNTEERS NEEDED

The San Diego Maritime Museum will be commemorating the 200th anniversary of the Battle of Trafalgar with a diorama of the battle. Using 1200:1 scale die cast models, the battle will be recreated in miniature. Current plans are to represent all ships of the line at the battle. Volunteers are needed to help assemble and paint the miniature models. Contact **Bob Crawford** or **Robert Hewitt**.

San Diego County Fair

The count down to the Fair has begun. This year the Fair runs from 10 June until 04 July, closed Mondays. **Robert Hewitt** has already started floating the list for volunteers to man the Guild booth at the "Design in Wood" Pavilion. sign up now before Ernie takes al the days. Guild members may also enter a scratch built model in the Design in Wood Competition.

NEWSLETTER DEADLINE

Articles, photos, tips and hints are appreciated. Please have newsletter inputs to me by **28 February 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.

rh♦



Robert Hewitt's miniature masterpiece-"HMS GLASGOW"

E-Newsletter subscribers are invited to expand photo to 200 percent to view details

Photo by John Wickman

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FEBRUARY 2005

**Next meeting is Wednesday February 9th on the
BERKELEY 6:30 pm Social, 7:00 PM Meeting**

Bring a model!