



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

MARCH 2005

NEWSLETTER

VOLUME XXIX, NO. 3

OFFICERS

Guild Master

Robert Hewitt
phone redacted

First Mate

K.C. Edwards
phone redacted

Purser

Ron Hollod
phone redacted

Editor

Chuck Seiler
address redacted

Log Keeper

Bob McPhail
phone redacted

Newsletter

Distribution

Bob Wright
Robert Hewitt

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 09 FEBRUARY MEETING

Contributed by Bob McPhail

The February meeting was a little disrupted because they were stripping and waxing the wood floor we usually meet on. Instead, we assembled in the benches up forward on the BERKELEY.

Guildmaster **Hewitt** opened the meeting on time with a call for new members and guests to introduce themselves. There were two guests/new members that introduced themselves. Welcome aboard to **Mike Devaney** and **John McShefferty**. **Chuck Seiler** indicated **John Nickum** from Bethesda, Maryland also recently joined the Guild in order to receive the newsletter. **Ron Hollod** gave his purser's report. Balance as of December 31, 2004 was \$<redacted>. On January 31, the balance was \$<redacted>. All members are reminded to renew their memberships. Annual dues = \$20.00. (Nametags \$7.00 additional).

Editor's Report. **Chuck Seiler** discussed the newsletter. Pimping the email version, he indicated that the picture of **Robert Hewitt's** model in the last issue can be opened up to 500 times magnification to reveal extraordinary details. Chuck would like to make extra copies of the May

newsletter for the San Diego County Fair. He would like members to bring some of their models to the April meeting so that pictures can be taken of them for this edition. This led to a discussion about the best way to display pictures of these models during the fair. The discussion was tabled until later. ne

What's new at the Museum.

SURPRISE went into drydock on 22 February until March 4. See page 2.

Museum member's night was scheduled for 23 February. This is Volunteer Awards night, where museum members who do volunteer work will be (were) recognized. The Guild has a number of people being recognized. The Museum unveiled their new exhibit on Mapping and "California as an Island". It is highly recommended.

Maritime Museum sponsored *Festival of Sail 2005* is scheduled for 17 - 22 August 2005. Twelve to Sixteen sailing vessels are expected to be in San Diego for this event. FOS 2003 resulted in attendance by over a quarter million visitors. This year's event is expected to be bigger and better. More information and a call for volunteers will be forthcoming as this evolves.

Meeting Minutes-Continued

The museum is acquiring a Soviet submarine which is due to arrive in April and open in May. It is unclear whether this will be a permanent exhibit or a visit ship. More to follow.

The LANE VICTORY a restored 455-foot Victory Ship, will be visiting the Maritime Museum of San Diego on Memorial Day weekend. Hundreds of these cargo ships were built during World War II to support the war effort. They played a vital role in the allied victories in Europe and the Pacific. Her all-volunteer crew keeps the ship in working condition and two on-board museums contain artifacts relating to the history of the merchant marine. Entrance to the ship is included with paid admission to the maritime museum.

Old Business.

The San Diego County Fair dates are June 10 – July 4. 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. Members are also encouraged to sign up for the booth. Three volunteers per day are desired. Continuing.

Bob Crawford would like volunteers to assemble and paint small models for an exhibit commemorating the Battle of Trafalgar (October 1805). It is estimated this will involve 60 or more models representing British, French and Spanish ships of the line that participated in the battle. The initial planning meeting for this will take place 9:00 AM, Saturday, March 5 in the model shop. Kits and paint will be supplied.

Chari Wessel discussed the SURPRISE Special Interest Group (SIG). She indicated they need to develop a mold for the numerous scale carronades. The SIG will also have to agree on the specific “date” of the ship in order to establish a baseline for the model. Bottom line is that there are likely to be as many different versions of the SURPRISE as there are SURPRISES (real, historic, O’Brianesque).

The March meeting will feature a presentation by **Bill Luther** regarding building plastic kits. There will also be an informal swap meet where members can ‘share’ items (models, tools, plans, wood, etc) they no longer want or need. Bring items for this event.

New Business.

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

There was a nomination of Guild officers for the next year. And the nominees are:

Guild Master = Robert Hewitt
First Mate = K.C. Edwards
Purser = Ron Hollod
Editor = Chuck Seiler
Log Keeper = Bob McPhail

Elections will be held at the March meeting. See page 7 for absentee ballot.

After the break, there was an auction of items brought in by some members. This was followed by Show And Tell

SURPRISE-What next?

The Museum’s new bundle of joy went in to drydock on 22 February for some much needed underwater inspection and repair. Is this the portent of efforts to get her underway?

The HMS ROSE Newsletter reports: “Greetings friends and fans of the Tall Ship ROSE. I spoke with Warren Potts of the Maritime Museum of

San Diego today. As you probably know, the ROSE is now owned and operated by the museum which acquired the ship from 20th Century Fox after they completed the film “Master and Commander: Far Side of the World.” Warren shared some information on the ROSE (now known as SURPRISE) which I'd like to pass on.

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SHOW AND TELL



Gary Franks' PRINCE De NUEFCHATEL
Photo by John Wickman

This 3/16"=1' Model Shipways model of the PRINCE de NEUFCHATEL is Gary's second model. The PRINCE was an American privateer in the War of 1812 noted for its speed under sail. She was captured and taken to England for survey, but her back was broken in drydock



This model was made by either Dave's father or grandfather. HIS grandfather sailed on such ships in the 19th century China trade

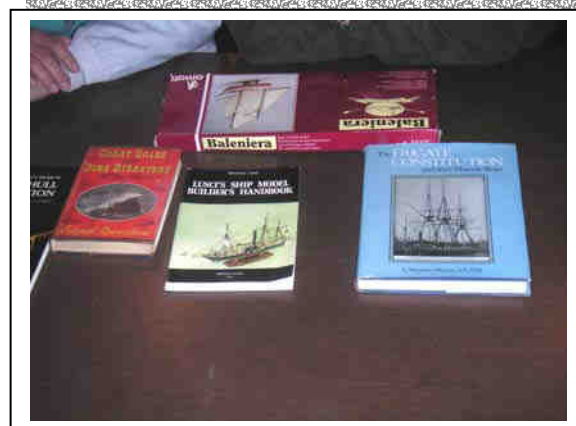


Dave Dana's SHIP IN A BOTTLE
Photo by John Wickman



Chari Wessel and Frank Dengler discuss HMS SURPRISE and plastic models. Ed Trasoras is about to do some surprising of his own with that soda

Photo by John Wickman



Items for Auction
Photo by John Wickman

SHOW AND TELL-Continued



Robert Hewitt's miniature hulls
Photo by John Wickman

Fly 1:480, 1"=40 ft. By Robert Hewitt

I have made two models of this ship and both were sold to members of our museum. These were at a scale of 1"=20 ft. I decided to try this scale to match my VICTORY and GLASGOW. FLY, launched in 1763 was 51ft. 6" long making the model 1.29 'long.

The hull block was made by gluing a Xerox copy of the plan view of the ship on a piece of holly. I shaped the hull outline on the 12" disc sander located in the carpenters shop on the BERKELEY. This took only seconds, so I decided to make three models. The additional shaping of the hull is completed on two of the blocks. I cut the deck shear next and planked the deck with holly strips .02"square x 1/2"

long. These are made using a sheet of holly .02 thick by 2" wide and 6" long. It is sealed on one side, painted Floquil flat black oil on that side and cut to 1/2" long pieces. Then .02 strips are cut. The strips laid in a four step pattern are glued to the hull shear. The black paint simulates the calking seam in the deck.

The deck was sanded then scraped using Phil Mattson's glass slide technique. Next the bulwarks were made by gluing eight pieces of pear .016 thick and the length and width of the hull together. I used white glue mixed with black water based dye. When all of the pieces were glued, I clamped the stack of wood to the deck shear. A piece of Teflon sheet material was placed between the stack and the deck to keep the two from sticking together. When dry the formed block of pear sheets was shaped to the outline of the ship. This block will then be cut in two and each half will be carved out to form a bulwark. A rabbit is cut into the deck on the circumference of the model which will accept the bulwark pieces

SURPRISE-Continued from page 2

Yesterday the ship was moved to Southwest Marine in San Diego where she will begin substantial work to maintain seaworthiness, protect her hull, and repair some of the wear and tear caused by the film. There, she will be hauled out and her hull examined. They don't know what to expect as the ship appears to have had copper sheathing on the hull the last few years which can erode iron fasteners (so I'm told by an expert). In addition they'll be doing a lot of work refurbishing the deck, removing rotted timbers and other flimsy add-ons left over from filming.

The goal is to start her back on the road to eventual Coast Guard Safety Certification and sailing excursions available for the general public eventually, though "public sailings will not be

available until the distant future, as various restrictions prohibit various endeavors." It seems unlikely she would resume the kind of workhorse sail training program she had going in the last decade but Warren assured me it's their firm objective to have the ship ready for sailing again in the summer of 2006. That may be a long way off but fortunately the ship should be out of the yard and back open for tours in only ten days.

Warren pointed out that 20th Century Fox still has them operating under a great deal of restrictions about what they can do with the ship, how they can promote it, and what kinds of programs it can participate in. It's clear they would like to be doing a lot more with the ship a lot sooner and it's not only budgetary issues that are restricting them.

CONTINUED ON PAGE 6



Salty Language

From the Oxford Companion
to Ships and the Sea

Contributed by Jacki Jones

Forebitter, the sailors' songs sung in the forecastle when the men of a watch were off duty. They were not in any way shanties, which were always working songs, but songs sung for recreation or entertainment. It is almost certain that the name arose because the sailors gathered around the fore bitts on the forecastle to sing them. In fact these songs were also known, more prosaically, as fo'c'sle songs.

Cutch, a preservative dressing used to prolong the life of canvas sails. It consists of broken up gum catechu boiled in fresh water in the proportion of 5lb of gum to eight gallons of water.

Cut and Run, an expression often thought to imply the cutting of a hemp cable with an axe, thus abandoning an anchor, when a ship needed to get quickly under way in an emergency. The more accurate origin of the saying was the custom of square-rigged ships, when at anchor in an open roadstead, of furling their sails with them stopped to the yards with ropeyarns, so that the yarns could be cut and the sails let fall when the need to get under way quickly was urgent.

Monkey Pump, the seaman's name for a straw or quill inserted through a gimlet hole in a cask of wine or spirits combined with the necessary mouth suction to draw off some of the contents.

Red Duster, the colloquial name for the Red Ensign flown by all British merchant ships. The use of the name dates from the latter part of the 19th century when British merchant tonnage exceeded that of all other maritime nations put together and the Red Ensign was the one most frequently seen in all seas round the world.

Coir, rope made from the husks of the coconut, light enough to float but with only about one-quarter the strength of manila rope. It has many uses, particularly when bringing assistance to a ship in distress at sea when a coir rope can be floated down across her bows enabling her to haul in a heavier cable for towing purposes. In a small sailing vessel running before a following wind and sea, a coir rope towed astern steadies the vessel down and allows the seas to pass under her.

Heave-to, to, to lay a sailing ship on the wind with her helm a-lee and her sails shortened and so trimmed that as she comes up to the wind she will fall off again on the same tack and thus make no headway. Vessels normally heave-to when the weather is too rough and the wind too strong to make normal sailing practicable. A steamship can similarly heave-to in stormy weather by heading up to the sea and using her engines just enough to hold her up in position. The whole idea in heaving-to is to bring the wind on to the weather bow and hold the ship in that position where she rides most safely and easily.

Tarpaulin Muster, a sailor's name for the pooling of the financial resources of a group of seamen for a run ashore.

Scandalize, to, a method of reducing sail in fore-and-aft rig by hauling up the tack and lowering the peak of a sail. It was used by the older sailing trawlers to reduce speed through the water when operating a trawl. Also the yards in a square-rigged ship are said to be scandalized when they are not set square to the masts after the ship has anchored. Scandalizing the yards of a ship was a sign of mourning, for a death on board.

Widows' Men, fictitious names entered in the muster books of British warships so that their notional pay and the value of their rations could be used to swell the fund to provide pensions for the widows of men who died on board. Originally, money for such a purpose was raised by the old custom of "Dead Shares" but in 1733 the addition of widows' men to the muster books was made official at the rate of two men for ever 100 borne on board. The practice lasted until 1829, when the payment of widows' pensions was organized on a more adequate and less haphazard basis.

TIPS AND HINTS

Beating that pesky glue residue

The following useful information was recently gleaned from the internet **Seaways Shipmodeling List**

Mark (last name not given) asks: "I am foremost a woodworker, but have taken to modeling as well... but the same problem with glue lines shows itself on models, as I'm sure you are all aware... Now this is no problem on an area that will be painted...but on brightwork, at the junctures of glued parts...if you get glue on exposed surfaces, even if you wipe it judiciously, you can later get a shadow where the glue was. This is due, I feel, to the fact that the wood drinks in the finish at a different rate in the previously glue-entrained areas, and produces a different cast to the finished wood. I look at my woodwork in the light carefully, and fine-sand any smooth spots...but that does not guarantee that the finished product won't still show some measure of differential at the glued areas... Does anyone have any tips as to how to minimize this phenomenon?"

Greg Herbert responds: "I use Titebond glue and have no problems with staining. I basically use glue and pressure (finger or clamps) for all joints and allow for squeeze out of some glue from the joint. I then use a small paintbrush and water to vigorously clean up the joint. As long as you clean up the excess glue within a couple minutes there will be no residue on the stainable surface.

Phil Krol adds: "I find that being very careful with amount of glue applied to minimize squeeze out

is the key. Then let bead of squeeze out dry and scrape off with scraper or chisel. Wiping before dry tends to smear glue over wider surface area."

Here is **John Kopf's** view on the matter: "One problem I've not seen addressed (but have had happen on occasion) results from using water-based glue and not waiting long enough to sand/scrape/etc.

"The water will soak into the wood surrounding the joint; this causes the wood to swell slightly...the amount of swelling depends on the width of the glue joint. once the two pieces of wood are joined (and the glue has set), there's no place for the moisture swelling the wood to go - it has to seep out of the edge of the glue joint (happens s-l-o-w-l-y).

"I have had instances of finishing a glued joint perfectly flat, and MUCH later the wood finally "unswells" and leaves a slight trench along the joint. if the light is right, this can cause a shadow that can mimic what you describe.

(The same thing can happen if the wood is not fully seasoned, or has gotten wet.)

"Fortunately, this is rarely a problem in making models, because the glue joints tend to be narrow (e.g., gluing planks edge-to-edge).

"However, if you're gluing two thick (3/4"+) planks together edge-to-edge to make a wide base for our model/case, wait a few days before "cleaning up" the joint."

SURPRISE-Continued from Page 4

Still, there appears to be some controversy as to where the ship belongs and what should be her mission. Some people have even questioned the museum's role and intentions with respect to the ship. As former crewmembers and trainees of the ROSE we may lament a loss of nostalgia with the name change but we certainly applaud the museum's efforts to get the ship sailing again and opening up once again the opportunity for anyone to experience a tall ship in her true setting: at sea. Please lend them your support."

John Wickman with Museum Director Ray Ashley on this subject after the Member's Meeting on 22 Feb. As John recalls, Ray indicated 'we must maintain the ship for five years and have available for use in movies if needed. Ray stated that its return to the capacity (USCG Cert Required) of carrying passengers is not in the near time plans. Ray said they hope to have the ship in condition to sail with the Star and Californian in the summer of 2006. He also said he had been at the dry dock this afternoon and the Rose's hull was in very good condition, a little hogged but not badly. The hull seems to have suffered little damage from worms or rot.'

So, there you have it.....



ANNOUNCEMENTS



ELECTIONS!!!!!!

Its time again for elections for guild officers!!! These will be held at the March meeting. Those unable to attend can send in the ballot below or email your choices to the address listed.

TRAFALGAR VOLUNTEERS MEET

There will be a meeting of all those volunteering with the Trafalgar diorama at the model shop **0900, Saturday, xx March**. The purpose of the meeting is to go over all the tasks and details of the project, including time table for completion of tasks. If you wish to participate but did not sign up, or if you signed up but cannot make the meeting, email me at kizzrang@att.net and let me know.

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

NEWSLETTER DEADLINE

Articles, photos, tips and hints are appreciated. Please have newsletter inputs to me by **31 MARCH 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. MJD

GENERIC FORM

Name: _____

I wish to pay my 2005 dues. (\$20 check payable to San Diego Ship Modelers Guild)

I wish to vote absentee.

Mail to:
RON HOLLOD
<redacted>

GUILDMASTER

- Robert Hewitt
- _____

FIRST MATE

- K. C. Edwards
- _____

PURSER

- Ron Hollod
- _____

EDITOR

- Chuck Seiler
- _____

LOG KEEPER

- Bob McPhail
- _____



Frigate HMS ROSE, aka HMS SURPRISE, with aircraft carrier USS NIMITZ in background.
Will SURPRISE ever sail again? See article on page 2.

Photo by Rupert Morgan

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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

MARCH 2005

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

Bring a model!