



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

APRIL 2005

NEWSLETTER

VOLUME XXIX, NO. 4

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 MARCH MEETING

Contributed by Bob McPhail

Guildmiester **Hewitt** opened the meeting on or about 7 PM. New members and guests were asked to introduce themselves. There were three guests/new members that introduced themselves. **Don Ferguson** is a plastic ship modeler. **Marc Crawford** and **Bill Norris** are interested in the Age of Sail.

PURSER'S REPORT: **Ron Hollod** reported as of January 31, the balance in the Guild account was \$<redacted>. On 28 February, the balance was \$<redacted>. Members who had not already done so were reminded to renew their memberships. Annual dues are \$20.00. (Nametags \$7.00)

EDITOR'S REPORT: Members are reminded to bring a model to the April meeting. It is intended to make extra copies of that newsletter to be available at the San Diego County Fair.

MUSEUM QUE PASA: The **SURPRISE/ROSE** is back from drydock with a newly painted hull. **Robert Hewitt** reported the *latex* paint was *rolled* on. He wondered aloud what the old shipwrights would think of that. Shipbuilder **Bill Luther** indicated they would welcome it with open arms if it saved them time and effort. The

museum is featuring a new exhibit entitled "California as an Island" featuring of the state dating back to the 1500's. Many are original. It is highly recommended. The museum's NEXT exhibit, the Russian Foxtrot submarine "COBRA", is currently in Seattle and is expected to arrive in San Diego sometime in mid April (perhaps by next meeting). It will be moored aft of the SURPRISE. There is no report on where the CALIFORNIAN will go.

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. (At press time we still have openings on 21, 24 and 28 June.)

Bob Crawford met with volunteers who will assemble and paint small (1:1200 scale) models for an exhibit commemorating the Battle of Trafalgar (October 1805). The exhibit is scheduled to run from August. The end date was not given. Team leaders

Meeting Minutes-Continued

are **Dave Dana** (British), **Bob McPhail** (Spanish), and **Chuck Seiler** (French). Volunteers are still need to help. Please contact one of the team leaders.

Bill Luther discussed the Special Interest Group (SIG). He talked about SIG objectives and indicated that they need to decide how to make the numerous scale carronades needed for their ships

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

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.

The Museum will be hosting its third Festival of Sail from 17 to 20 August. Twelve to Sixteen sailing vessels are currently expected to be in San Diego for this event. This Festival will have more class A ships than it did last time and is expected to be even bigger

and better than the last. Volunteers will be needed to assist in this effort and the various related events/activities. More information will be available in upcoming newsletters. **Bill Luther** indicated that the two brigantines from San Pedro will participate. A day sail is being planned for one vessel. More information on this will be forthcoming. (*Editor's note. Due to an unfortunate grounding, one of the brigantines will probably not be available. See story on page 4.*)

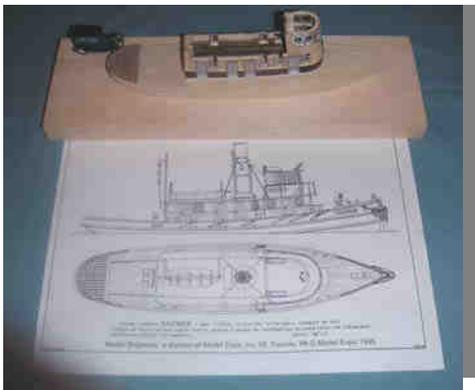
The results of the election are in. The existing slate of candidates was uncontested. The guild officers for 2005 are:

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

Bill Luther gave an interesting and informative talk on building and bashing plastic model kits. He talked about glues, tools and techniques. I you want specific information, contact me and I will get more details from Bill.

Somewhere in the fray, we had a coffee break, a swap meet and a Show & Tell session. ...Then we went home.

SHOW AND TELL



K. C. Edwards' TAURUS TUGBOAT

Photo by John Wickman

K. C. Edwards brought his “in progress” model of a 1900 era tugboat. This is a fictional tugboat, but is based on two real vessels; BESTY ROSS of Philadelphia (1903) and SOMMERS N. SMITH of Boston (1887). It is a solid hull 1/8”=1’ scale Model Shipways model. It includes metal fittings. K. C. says it is a great entry level model. The mini-Model A (off tug’s port quarter) does not come with the kit.

SHOW AND TELL-Continued



Howie Franklin's SPINDRIFT

Photo by John Wickman

This is a scratch built boat based on a full size craft **Howie** once built. Originally designed by Vanderstat and McGregor, the SPINDRIFT is a simple 13' 4" learn-to-sail type boat. about 40 years ago, **Howie** assisted his brother-in-law and two teenage boys in the building of the boat. It is still in the family. He is building the model for his great nephew using the same techniques as with the full size boat. He is using 1/32" plywood on a basswood frame. He used the same plans as were used for the original boat, except had them reduced to 1"=1'.



Ed Trasoras' GREEK BIREME Continues to grow

Photo by John Wickman



Hulls, masts, yards and sails from THE TRAFALGAR PROJECT. Two down, 58 to go!!!

Photo by Rupert Morgan



Robert Hewitt's cutter FLY

Photo by John Wickman

Robert Hewitt's cutter FLY- 1763. Scale 1"=40 ft.

One hull has the bulwarks installed and the gun ports have been pierced. The deck length is 1.29" long. The hull was slotted on my Preac saw to fit the stem and keel. The ship is mounted on its building block. The bamboo masts and yards are finished for all three ships. Doublings and boom cleats are made from Maraciabo boxwood. The foot ropes are made from 36 ga. (.0055) copper wire. Fly tine is wrapped, tied and glued around the yards to simulate bending (attaching) the sails with robands. Hatches are also shown, made from a fine cloth sent to me by my good buddy, Gus Agustin from Chicago. The cloth is painted with Floquil rust color, glued to a black piece of rice paper, and framed with holly strips soaked in red dye. The formed bulwark piece for hull number two is screwed to a scrap piece of wood and will be used to form the ebony wale. The wale has been cut to the proper thickness and the shear carved from a paper pattern. The ebony needs to soak in water for at least one week before attempting to bend it to the shape of the hull. The formed bulwark will then be cut in two and carved out to make a finished bulwark.



Figure 1FLY with masts and yards at

Photo by John Wickman

BROKEN MODELS-Irving Johnson Goes Aground

By Bill Luther

I think we all have had models damaged due to dropping, falling, etc. I had a cockatiel land in the rigging of one of mine and knock it over. As ,most of you know, Bill Luther occasionally models in the 12"=1' scale. Here is a story about how one of his models was damaged. -Ed.

For those not familiar with the story, the Irving Johnson is a 90 ft wooden brigantine that went aground Tuesday, March 21st, ~3:15 PM at the entrance to Channel Island Harbor in Oxnard, California. Channel Islands is about 65 miles north of San Pedro, the Irving's home port.

I am a naval architect and was the project engineer for the Los Angeles Maritime Institute's "Twin Brigantines" project. Yes, there is another one, the Exy Johnson. The only difference between them is their trim color, Irving's is blue and Exy's is red. The Los Angeles Maritime institute is an affiliate of the Los Angeles Maritime Museum. The Vessels are operated as sail training ships for at risk youth and other young people in the Los Angeles area. Go to www.lamitopsail.org to find out more about their program.

We have been having stormy weather along the coast here in SoCal for the last few weeks. This weather has been blamed for the sand bar that formed at the entrance to Channel Islands Harbor, supposedly over night. The sand bar reduced the channel to ~8 ft depth, most vessels using Channel Islands Harbor don't draw that much, so it had not been reported before the Irving hit it with her 11 ft. draft. By the way they where watching the fathometer, it showed 19 ft amidships when the bow hit, that's how rapidly the channel shoaled. The seas at this time were pretty big and on her beam, they immediately swung her around and she hit the beach after coming into contact with the breakwater before control could be regained. The breakers on the beach were too rough for boats to come alongside nor to allow the launching of any of the Irving's own boats or rafts. The Ventura County Sheriff Department's, Rough Water Rescue Team went in with their jet skis and picked up the students and crew as they went into the water one by one.

The need to get the students and crew to safety, the confusion of the grounding and the usual communication problems all combined to prevent adequate salvage assets (read that as tugs, hawsers and equipment) from getting on scene soon enough to prevent the Irving from becoming thoroughly stuck in the sand. I won't go into a blow by blow description of the salvage efforts for the next 4 days except to say, they broke 3 tow lines using successively bigger lines and tugs before we finally got her off the beach Thursday night at about ~8:15 using 3 tugs and very large tow lines. Her forefoot was chewed up pretty badly on the rocks and caused a leak in the forward berthing compartment but nothing the pumps couldn't handle. Unfortunately, there was not time to secure and/or close all the vents and windows before the crew had to leave the ship. This allowed a great deal of water from the surf breaking over the vessel to flood almost all the compartments, I think the lazarette may have stayed dry.

The longest a vessel had ever survived on that beach had been 2 days, the Irving survived over 4 days and held together proving the Irving to be one tough boat. She was designed to German Lloyds rules. Her stem, forefoot, knees, keel and deadwood are purple-heart. The frames and horn timber are laminated white oak, made by the same firm that makes frames for the U.S. Navy's minesweepers. Bottom planking, floors, bilge stringers and keelson are South American locust. Topside planking, shelves, clamps, deck beams and deck planking are Douglas fir. We also fitted her with four, 5/16" X 5" bronze diagonal straps to each side of her hull and the deck with 2 sets of "X" straps of the same material. All fasteners are bronze.

Continued on page-5



Related Maritime Disasters: Ernie Andrew's R/C AFRICAN QUEEN recently went down in 1 fathom of water in the boat pond. When recovered weeks later, sharks were living in it
Photo by Ernie



Salty Language

From the Oxford Companion to Ships and the Sea

Contributed by Jacki Jones

Carpenter, a senior rating in ships in charge of all the wood-work on board. In the days of sailing navies the carpenter was a warrant officer responsible for the condition of the hull, masts, spars, and boats of the ship. His duty in and after battle was to plug all shotholes with wooden plugs carried on board for the purpose, to fish all masts and yards damaged by shot, and continually to sound the well to ascertain whether the ship was making water.

Lose the Number of His Mess, a naval saying implying death. It can be used in both the past and future tenses: "he's lost the number of his mess", meaning that a man has died, been killed, or drowned, or "he will be losing the number of his mess" if he continues to act in a reckless way. It was a term more applicable in warships, where the seamen's messes are numbered, than in merchant vessels, where the subdivision of seamen into small messes is not the usual practice.

Cape Horn Fever, an imaginary disease from which malingers at sea are supposed to suffer when they plead illness. Its origin lay in the reluctance of many seamen to sign articles in a ship engaged in making a passage of Cape Horn from east to west under sail, the contrary winds and heavy seas frequently entailing almost non-stop work on the yards in numbing conditions.

IRVING JOHNSON-Continued

I spent Friday morning inspecting her, except for the forefoot, structurally she seems to be in pretty good shape. It's below deck she is a real mess. The sloshing water in the compartments really tore things up and virtually destroyed most of the systems. Fortunately, cleaning her up and redoing her systems will be a lot easier than building a new ship.

That's it for the moment, she'll be hauled early next week (date) and we'll get a better look at her damage, if you are interested I will keep the group informed.

Moonrakers, names given to the small light sails set above the skysails of square rigged ships in very fine weather. They are also often called moonsails or raffees.

Smoke Box, a canister containing phosphorus issued to allied merchant vessels during the First World War which, when released into the sea, produced a dense, heavy smoke behind which the ships might escape from an attacking submarine..

Whoodings, the planks in a wooden ship which are rabbeted into the stem are known as the whoodings. These refer only to those vessels large enough to need many planks to form a complete strake, they would not refer to dinghies and small craft where a single plank forms a strake.

Strake, a name given to each line of planking in a wooden vessel, or plating in a vessel built of steel, which runs the length of the ship's hull. The hull form therefore consists of rows of strakes from the keel up to the top edge of the vessel's hull.

H.M.S., the prefix placed before the name of a warship of the British Navy to indicate that she is her (His) Majesty's ship. The abbreviation came into use from about 1790, the custom before this date being to indicate a ship of the Royal Navy in the form "His Ma^{ties} Ship". The earliest example of the use of H.M.S. as an abbreviation is a reference to H.M.S. *Phoenix* in 1789.

Irish Hurricane, a sailor's name for a flat calm, when no wind blows. It was also sometimes referred to as a Paddy's hurricane

Unfortunately, this may put a crimp in my plans to arrange a group sail when the brigantine(s?) are in town for the Festival of Sail in August, we'll just have to see.

Fair winds, following seas and keep keep your leadsman far forward,

Bill Luther

More Thoughts on Deck Planking

The following is from the Seaways Shipmodeling List discussion group. Replying to a question from Russ about using model railroad ties as deck planks, Rob Napier from the USS Constitution Model Ship Guild responds.

While the idea of using dimensioned scale lumber is appealing, it has two drawbacks. First, the user is controlled by the dimensions, which may not be what one needs to be accurate. If he troubles to alter the dimensioned stock, he might as well start from scratch. Second, it is impossible to know if the strips were cut from the same piece of lumber and it is sometimes difficult to see if they are being applied with the same surfaces -- flat-, vertical-, or quarter-saw -- up for finishing. Some color and grain texture may be desirable in a naturally finished wooden deck. But it is still hard to get things uniform enough to be convincing, even when using wood known to be from the same timber.

In these days when most of us are equipped with a small precision table saw of some sort, it is possible to mill wood for a deck from a known and consistent source, as Russ suggests.

Be careful to keep in mind that decking varied enormously, sometimes even within a single vessel. In the work I have been doing with mid-nineteenth American merchant vessels and yachts I have learned to accept no stereotypes. I have been studying Down-Easters lately. I read lots of journals and logs. In both are many entries about working on deck surfaces. These indicated decks were scraped, oiled, sanded, caulked, reefed, seamed, holystoned, painted, and so forth. Each of these is a different process and careful observation is required to distinguish between them. On many a Down-Easter, decks may have been

scraped AND oiled at the same time, but they weren't the same decks. In photographs we can see the differences. The former are light -- show up as pale on the grayscale in black-and-white images. Lighter decks were generally the working decks -- main deck, anchor deck, etc.). Their planking was generally wider, 4 to 6-8 inches. Pretty wide. The latter are dark, maybe black or nearly black. (We had a discussion on this list a few months back about oiled decks, so I won't reprise details.) But photos show oiled decks were planked with narrower stuff down around 2-1/2 to 3 inches wide (not including the caulking gap). Oiled decks were more formal, usually the poop deck or the trunk cabin roof (but, in my viewing, never both).

To study the differences of these deck appearances, I made an experiment. I made several test decks (three or four strakes, with caulking, laid on a board). I stained sections of the samples differently in ways I thought might give me the colors I wanted. But it is hard to compare new color samples with archival black-and-white images. So I photographed my samples outdoors in natural sunlight, then converted the images to grayscale in Photoshop (ain't computers grand?), then compared the grayscale image of the sample to the archival photo scanned to disk. In every case, the stained deck samples were not as light as the scraped, sanded, or holystoned decks in the photos. These are very light. In Down-Easters, these decks were usually made of pine. So I have found that nice light basswood will get the right visual value (light-darkness) if finished with something that will darken it only slightly. Urethane makes it too dark, but acrylic matte medium has been working nicely.

Rob



Web News/ Kit News by Chuck Seiler

I like to regularly include information on ship model building that I get from the web. Whenever possible, I like to include information on new model kits or changes to kits, whether I get them from a web

source or from **K. C. Edwards**. This month I have some info from **Marc Mosko**, President of Model Expo, from the Shipways Shipmodeling List.

In one post, Marc wrote to ask about sources of linen. "*Does anyone know of a good source (a mill) for linen thread. I think it's time that Model Shipways looked into linen as rigging line.*" This prompted discussions on uses of linen as line, use of

Continued on Page 7.

A rope walk to turn linen thread into more realistic model scale linen line. Marc seemed to be receptive into looking at adding both linen thread and ropewalk kits to the ME inventory. **Give me your thoughts on this and we can provide feedback to Marc.**

This also prompted a very vigorous and heated discussion about using the forum for commercial gain, and so forth. The end result was 95+% support of Marc and his efforts to reach out to his constituency and determine what THEY want. This, in turn, (in conjunction with another thread about the health of the hobby) led to a discussion on what the ship modeling merchant community could do to help the hobby. One thought was to include more vendors and merchants at NRG conferences. **Marc, Dave Stevens** from The Lumberyard, **Kurt van Dahm** from the NRG, **Gene Larson**, former NRG Chairman and other conference planners hashed this one out. One of the conclusions was that it would be great if a combined summit of model ship hobby merchant (kits, tools, etc) could get together to tell people what is going on and (more importantly) get feedback from the people. Major drawbacks to this included the size of the audience an NRG Conference draws and the cost to the merchants to go to multiple regional conferences to reach a large audience. Stay tuned! (Ironically, the *Seawyas Shipmodeling List*, with nearly 4000 members, it probably the biggest and best forum they will get.)

On to more interesting topics-NEW STUFF!!! **Frank Lehmann** asked about future Model Expo projects, including Model Airways kits. **Marc** replied; "Thank you for the support and kind words. You asked about future Model Expo projects.

For WWI airplanes the Sopwith Camel in 1/16 scale is in the finishing stages and should be available for shipping this fall. The Fokker Tri-Plane has been in the design stage for about one year now. It is scheduled for fall of 2006.

Model Shipways will soon be releasing the Despatch 9 Tugboat in solid hull. A brand new kit, the Chaperon River boat is scheduled for release late this year. Happily, I can say that our kits are all made in America with less than 20% foreign content and virtually no foreign labor."

One person asked why Model Expo no longer carries Artesania Latina kits. **Marc** replied;

"There have been a lot of changes at Art. Latina, the biggest one is the owner Jean-Louis Martin having moved to China three years ago to produce doll-houses and components for ship model kits.

The business is now run by Martin's wife and son and there have been shifts in their marketing and pricing strategies for the USA. A couple of years ago we bought huge quantities of kits at ridiculously low prices, which resulted in big sales and savings for our customers. That pricing is no longer available and prices have increased dramatically compared to the prices at which we were buying. In addition, some of the best selling kits like the Latina Bluenose II, Scottish Maid and others were discontinued by Latina. The new kits are expensive and many compete with established kits from other manufacturers.

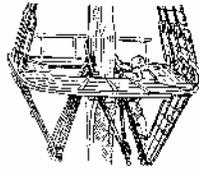
A big problem is that of exclusivity. Whereas we are the only importers of Amati, Corel, Euro Models, Mantua, Mamoli, and Occre, Latina prefers to sell to all wholesalers and importers in the USA. This creates two problems for us. The first is at the wholesale level. We sell to hundreds of hobby shops around the USA and find ourselves competing with five other wholesalers on Latina kits. The second problem is that we are the only parts supplier for Latina in the USA and we find many consumers and retail shops coming to us for parts on kits which we have not sold. In some cases we create new customers but often as not we get requests from retailers who have not purchased the kit from us.

*I don't know what the future will bring and it is possible that we'll resume our relationship with Art. Latina someday. In the meantime we are strongly supporting an excellent new company called, OCCRE. The owner of OCCRE, Thomas Largo, worked for Latina for many years as their production manager. He left about the time that J. Martin left for Hong Kong and started his company. His product line for 2005 has excellent choices. The quality and value of Occre kits is impressive. I believe that within a year or two OCCRE will be a leader in European kits. The Santissima Trinidad is an exceptional kit at the current price and a valued addition to any collection." **So, now ya know.***

Thru The Lubbers Hole

By Robert Hewitt

Swift Boats



While browsing through the magazine section in our model shop I came across an article about the Swift boats of Vietnam. The magazine, Sea Classics, no longer in print, is the March 1984 issue. The article was by Frank Johnson. Since the 2004 election we all have been made aware of these craft and the political controversy surrounding them. However, there was little information about the boats themselves from the media.

The Mekong Delta was the principal highway for the Vietcong. They shipped men, weapons, ammunition and supplies on this waterway. It was discovered in the early 1960's by the American forces that to defeat the enemy, they would need to fight from the decks of boats. What was needed was a small shallow draft craft that could operate in rivers as well as offshore. It needed to have a minimum of maintenance and be modifiable to mount considerable firepower. Since guided missiles were the primary weapons of the day, the Navy had virtually abandoned a small boat force. P.T. boats were long gone by the time of the Vietnam War. Most P.T. boats were eighty feet long, finicky in maintenance and simply too big for the job. The Navy, not having the time to develop a new craft, went searching for an existing design they could modify.

When oil was found in the Gulf of Mexico, drilling platforms sprouted along the coast. At first crews and equipment were ferried by helicopter. This soon became too costly and Stewart Seacraft began building and selling their design to the off-shore industry. They proved to be very low in maintenance.

A combat-size version was quickly produced for the Navy, and would soon be known as a Swift. Swift it was not! The fifty foot long aluminum hull was pushed along by two Detroit diesels of 450 hp at 2800 rpm. They could make 20-22 knots only in the most favorable conditions. Stewart's commercial boat was modified to operate on patrol for twenty-four hours with a crew of six.

A gun tub was mounted on the cabin with twin .50 caliber machine guns. The carriage was manual and said to come from WWII P.T. boats. The gun mechanisms were removed and stored before the P.T.'s were destroyed. At 600 rounds per minute they were a fearsome weapon. On the rear deck was mounted an 81 mm mortar on a tripod with a .50 caliber machine gun on top of the mortar. Unfortunately both weapons could not be fired at the same time. The rear deck had an M-79 grenade launcher.



Patrol Craft, Fast (PCF) SWIFTBOAT

While the boats were being constructed, the Navy formed what was to become the "Brown Water Navy". When the first boats became available, much of the training was done off the coast of our own San Diego. In early combat the Swifts were badly shot up or completely destroyed. As tactics were developed, losses began to drop.

One of the tactics was to use the Swifts as bait. Boats would cruise near enemy positions to draw fire. They would then call in helicopters waiting nearby and, in a matter of seconds the enemy would be attacked from the air. The Brown Water Navy suffered by far the highest casualty rate among its men and equipment. As the war wound down, the Swift Boats were handed down to the South Vietnamese and Cambodians. Now most of the Swift boats are gone. The only examples left are the ones originally used for training purposes.



Not to be confused with Patrol Boat, Riverine (PBR)



Computer Generated Flags-Part 3

by Chuck Seiler

Several months ago, we ran a pair of articles about making flags for your model using your computer and printer. Using one of many web sites, you can download a picture (gif or jpeg) of your historic flag of choice. You then insert it into a word document and print it out on plain paper. Using **the Robert Hewitt** method, you print the flag for reference purposes then place a piece of cigarette paper over the flag (affixed so it will run through the printer) and print it again. In either case, you have to touch up the other side of the paper to make a two sided flag. **TOO HARD!!!**

There HAS to be a reasonable way to print the other side, but try as I may, I was unable to find it. Essentially you want a mirror image of the picture. I found it quite accidentally while playing around in Microsoft Photo Editor. It was right there in front of me and I missed it. You invert it then rotate it (or vice versa)

First find your flag of choice and save it. Since I am working on the brigantine LEXINGTON I will use the alleged Lexington Ensign "LEXFLAG". "Copy" the picture and "save as" something else, in this case LEXFLAG2. This is the picture we want to manipulate.

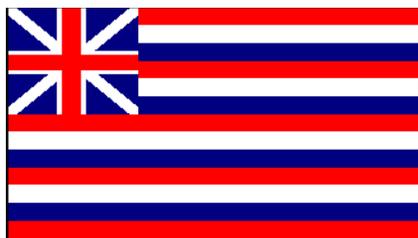
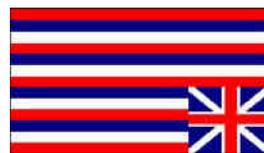


Figure 2: LEXINGTON Flag

To make this work, you must (as far as I know) have Microsoft Photo Editor. While this may not be your default photo program, you can still make it work. Right click on your file "LEXFLAG2" and "OPEN WITH" "MICROSOFT PHOTO EDITOR". It will look exactly like "LEXFLAG" (Figure 1). Go to the toolbar on top and click "IMAGE" then "ROTATE". Click on "TRANSPOSE". This will rotate the picture 180 degrees (Figure 2).



**Figure 3: Original picture "Transposed"
No distress here mates!**

Click on "IMAGE" and "ROTATE" again, this time "INVERT" which flips the image up (Figure 3). You now have a mirror image of "LEXFLAG". Save your picture.

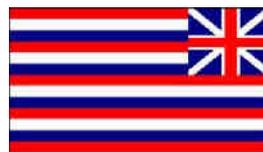


Figure 4: "Transposed" and "Inverted"

We will now put color to paper. Open a blank "Word" document and insert a text box. Make it about the size you want your flag. Copy and paste an exact duplicate so the flags will be the same size (both sides need to be the same size). Insert LEXFLAG into one and LEXFLAG2 into the other.

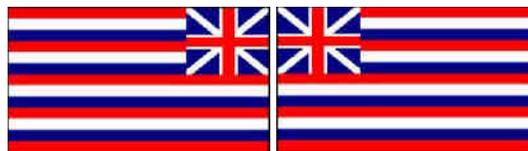


Figure 4: Final product ready to print

Be sure to turn off line color and fill color for both. Line it up so it is hoist to hoist and print away using your favourite flag making method. Now all you have to do is cut, paste, hoist and salute. Underway!



In an alternate reality, a mysterious stranger from the future provides Napoleon with the secrets of steam turbines. He installs them in his fleet, paints them battleship gray and the French fleet steams to Tatalgar and into history. President Jefferson looks on from his nickel thinking "I wonder if he'll want Louisiana back?" In our reality, 1:1200 scale ships of the SDMM Trafalgar Project await painting.

Photo by Rupert Morgan

San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101



S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

APRIL 2005

**Next meeting is Wednesday April 13th on the
BERKELEY 6:30 pm Social, 7:00 PM Meeting**

Bring models!