



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

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NEWSLETTER

VOLUME XXIX, NO. 10

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Newsletter

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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



TRAFALGAR BICENTENNIAL EDITION

This month we commemorate the 200th anniversary of the Battle of Trafalgar. What happened and why was it significant? Also, we get to see what the "Trafalgar Project Team" has been working on these last 6 months.

MINUTES FROM THE SEPTEMBER MEETING

Contributed by Bob McPhail

Robert Hewitt opened the meeting. Twenty six members were in attendance. One new member introduced himself. His name is **Bruce Adams**. **K. C. Edwards** gave the purser's report for **Ron Hollod** who was not present. The balance as of 31 July 2005 was \$<redacted>. With income and expenses, the balance as of 31 August is \$<redacted>.

Newsletter editor **Chuck Seiler** once again asked to be notified if anybody who is supposed to get the email newsletter did not or does not receive it by the Friday before the Guild meeting. He also asked if anybody wanted to get the email newsletter, but was currently not getting it. Articles, tips and hints and related newsletter info is requested.

Two individuals from our museum were introduced - **Katie Boskoff** and **Cynthia Steiberger**. They gave a presentation on Charitable Gift Annuities. The slide presentation was well received and there was a question and answer session after the presentation. Anyone interested in further information should contact them.

Robert Hewitt thanked all those that participated in the Festival of Sail. A few members related some things that happened during the activity. There was also a consensus that the model shop should be more open in order to facilitate interaction with the many people who visit the museum.

The Trafalgar Project diorama is now on display on the forward gun deck of the SURPRISE. There are a few other things left to do, such as cleanup and posting narratives/pictures about the battle. Everyone is encouraged to view the diorama.

MINUTES-Continued

Phil Mattson was on the Huel Houser television program showing Ships in Bottles.

Mid West Model Shipwright has videos for sail at \$10.00 each which cover various subjects related to ship modeling. Anyone interested should see **Robert Hewitt**.

Robert Hewitt gave a wonderful presentation about an east coast project to build four, and eventually twelve, full sized replica colonial era sailing ships. **John Millar**, who organized the building of the replica ships "HMS" ROSE and PROVIDENCE, as well as tall ship LADY WASHINGTON, is heading this project. Anticipated ships in the first phase are

Royal Navy ship ALLEGIANCE (1774), colonial privateer GENERAL PICKERING (1778), privateer RATTLESNAKE (1781) and buccaneer BATCHELOR'S DELIGHT (1680). Phase two ships include colonial brig TARTAR (1744), colonial navy brig CABOT (1774), privateer brig FAIR AMERICAN (1776) and Canadian brig L'IROQUOISE (1759). Ships in phases three (if they get that far) include schooner ST JOHN (1763), ketch THUNDER (1768), sloop INDEPENDENCE (1770) and cutter DOLPHIN (1770). For more info, visit www.colonialnavy.org.

A break, then SHOW and TELL followed.

SHOW AND TELL



John Mc Dermott's USS San Diego



Full starboard profile of USS San Diego



Close up of superstructure port side-
different camouflage scheme

John has been working on this model off and on for many years. The light anti-aircraft cruiser SAN DIEGO was launched in 1942 and served in the Pacific during World War II. It was one of the most decorated American warships, having been in most of the fighting. It was the first U.S. ship to enter Tokyo Bay after the surrender of Japan. It was broken up in 1959.

This is a scratch built, 1:192 scale, plank on bulkhead model. John used balsa wood, basswood, fiberglass, index cards, brass tube, sheet plastic, H-R fittings and photo etched brass fittings from Tom's Modelworks.

Photos by Chuck Seiler

SHOW and TELL-Continued



Don Dressel's JEFFERSON DAVIS. This Bluejacket Shipcrafter's 7/32"-1' kit features plank on frame with some modifications. This model features a working wheel (rudder turns), glass windows that open and a bilge pump that works. (So, Don, how much water HAVE you pumped with it?) The bowsprit is removable due to the fact he wants to take it to Japan with him in January 2006. All structure were built based on the plans. There are kit supplied capstan, galley smokestack, pintles and gudgeons for the rudder, wheel, deadeyes and strops, and belaying pins. There was plenty of basswood to work with, but Don also substituted some other hardwoods. Don says it is a very nice kit with good plans, but it is not for the beginner modeler. JEFFERSON DAVIS was a schooner rigged revenue cutter circa 1853.

Photos by Chuck Seiler



Above, John Wickman's HAWKINS GUNBOAT nears completion.

Photos by Chuck Seiler

Left, HAWKINS GUNBOAT complete, flag hoisted, ready for battle.

Photo by John Wickman

SHOW and TELL Continued



Howie Franklin presented his 1/2"=1' scratch built GOLIATH-25. It is a 25 foot single engine power boat popular in the 1960s. Howie helped build the full size boat for a friend 40 years ago and decided to make a set of plans. Later his son owned the boat, but sold it. Howie is making the model for his son for Christmas.



Bill Groltz make progress on his Artisania Latina Red Dragon Chinese Junk.

Photo by Chuck Seiler



Robert Hewitt's miniature masterpiece...The frigate HMS SOLEBAY at arms length and close up.

Photos by Chuck Seiler



TRAFALGAR: The Battle-The Diorama

At about 12:45PM on 21 October 1805, HMS VICTORY (100), flagship of Vice Admiral Horatio *Nelson*, broke through the line of the combined French and Spanish fleet. By choice or by chance, Nelson cut the line right behind BUCENTAURE (80), the flagship of the combined fleet commander, Vice Admiral Pierre *Villeneuve*. Forty five minutes earlier HMS ROYAL SOVEREIGN (100) fired the first British shots of the battle and subsequently cut the line, engaging the Spanish ship SANTA ANA (112).

This was the culmination of six months of cat and mouse maneuvering stretching from Toulon, France in the Mediterranean to the West Indies and back to Cadiz, Spain. Admiral *Villeneuve* had been ordered by Emperor *Napoleon* to bring his combined fleet to Brest, France where he would break the British imposed blockade and combine forces with the French fleet there. They would then sail up the English Channel, take the British Channel Fleet by surprise and establish maritime control of the channel. The French invasion of the British Isles could then begin. *Nelson's* job was to prevent this. He could accomplish this by keeping the fleet blockaded in Cadiz, or he could lure them out and defeat them. He chose the second course of action.

The combined French/Spanish fleet were all underway from Cadiz by dawn on 20 October. British frigates reported the fleet's departure and kept *Nelson* informed while he moved his fleet to intercept and engage. Once it was obvious his departure was not a secret, *Villeneuve* decided fighting *Nelson* AND trying to weather Cape St. Vincent to the north BEFORE engaging the blockading fleet off Brest was more than he wanted to tackle. He headed to the Med and the French base at Toulon.

The British sighted the Combined fleet at just before 6AM on the 21st with the dawn. It would be a half hour or so before the Combined Fleet saw the British. By 6:20AM both fleets had been ordered to "form a line of battle". They were no more than ten miles apart. The approach was slow due to the light winds. The British fleet was formed up in two lines, approaching the Combined fleet at almost right angle.

The Combined fleet was in much more disarray. Limited experience working together along with unexpected course changes during the night prevented the French and Spanish from maintaining formation.

The light winds and moderate swell from the west did not help matters. By about 8AM it was clear to *Villeneuve* that if he continued his present course, the van (front) of his fleet could clear Cape Trafalgar and make a clear run into the Med, but his center and rear would be caught by the British fleet. He decided to turn and head back to the north so his whole fleet would be engaged. This slow turn in a beaming sea only added to the turmoil.

Nelson used unconventional (and at the time, controversial) tactics. By coming straight on to the Combined fleet, the lead ship (in this case, the flagships) were subject to enemy fire of four or five ships for a half mile (in this case, a half hour). Ideally, the Combined fleet could pummel the lead ships until dismasted then shift to the next in line, reducing the British fleet to rubble. *Nelson* understood, however, that the French and Spanish gunners were not well trained, they normally fired high and they did not have a good rate of fire. Today, they also had a moderate swell from the west, causing the ships to roll in the light breeze and throwing what gunnery skills they did have into a cocked hat. If he could cut off a portion of the enemy fleet and bring his ships alongside the enemy, he was sure he would prevail.

By 4:15PM the battle was over. The British had captured nineteen ships and one French ship (ACHILLES 74) was afire and would explode in a few hours. It was a resounding British victory. However, Nelson was mortally wounded below deck and would live for only fifteen more minutes.

.... And then there was the storm. By dusk, the winds started to pick up. By midnight the battered fleets had to contend with a heavy gale, which lasted off and on for three days. It was a nightmare! Dismasted ship could not be controlled. Ships under tow sometimes had their towslines part or were cast off because the towing ship was in jeopardy. During this whole period, they had fight to keep from going aground in the shoal waters around Cape Trafalgar. While no British ships were lost, many French and Spanish were. Of the 19 ships captured, only 4 managed to get to Gibraltar. Of the others, some sank, some were recaptured and run aground, several others escaped after being recaptured.

Continued on Page 7

Sailing into History: A Trafalgar

“Eyewitness” Account

by Geraldo La Petite, SDSMG Newsletter Reporter
Onboard HMS AFRICA-21 October 1805

I am witnessing history in the making. Two hundred years from now, people will still be talking about this moment. By my watch, it is 12:45 and I can see HMS VICTORY breaking the French and Spanish line. Captain Dighby has permitted me to watch from the quarterdeck; he watches through his telescope, I watch through my telephoto lens.



HMS VICTORY cuts the line as seen from HMS AFRICA via telephoto lens.

Photo by G. La Petite

Being here is a mixed blessing. The captain has been less than please for the last few hours. It started last night when the fleet turned south...and we didn't. The lieutenant on watch at that time had alot of 'splainin' to do. I'm still not really sure *why* we missed the whole fleet turning, but we did. The result was we headed the opposite direction for hours and by the time one of the frigates got the message to us, we were dozens of miles away from where we were supposed to be. Six and a half hours ago, when it was light enough to see, the lookout spotted the British fleet about 10 miles to our southwest and the Combined fleet about the same distance to the south...headed *away* from us. The captain was livid! It would probably be the biggest naval action in his career and he would not get there in time, not at the rate we were closing in the light winds we now have. At 8 o'clock, the lookout reported the Combined Fleet was turning...TOWARDS us. The captain's spirits improved. Mine didn't. As time passed, it was obvious we were on an almost collision course with the entire Combined Fleet with big 100, 112 and 130 gun monsters. We have 64 guns. You can imagine my concern.

Our position presented us with a unique perspective. CAPT Dighby set a course to pass combined fleet by 1000 yards or so. We are swapping cannon fire with the enemy to our port side, but no damage has been sustained. We could see most of the two fleets and watched with anticipation as they converged. The enemy started taking pot shots as the ROYAL SOVEREIGN (lead ship of the leeward column) reached about a mile from their line, almost an hour ago. VICTORY came under fire shortly thereafter. It was ranging fire to start with...just to make a statement. As the fleets got



An artist's rendition of the same event

closer, the pace picked up. We could see the shots splashing wide of their targets, an occasional ball through a sail. At noon, Royal sovereign opened fire. I don't know if it was intended to have any meaning, but to me, waiting for the new day (the traditional day at sea starts at noon with marking of local apparent noon-the sun directly overhead) was symbolic of 'dawning of a new era'.

As the ships drew closer, the firing from both sides increased, but more so from the enemy since they had their broadsides to bear. From our perspective, our comrades were sailing into a maelstrom. With their studding sails set, though, it looked spectacular. The deeper booms as the heavier 32 pounders came into action. Our ships started taking real damage. A topmast on the VICTORY shot away. One on the BELLEISLE comes crashing down. Hits on deck. Miraculously, not much damage has been done-yet.

ROYAL SOVEREIGN and BELLEISLE, from the leeward column, cut the line and are now heavily engaged. As the ferocity increases the rumbling increases to a solid wall of sound.

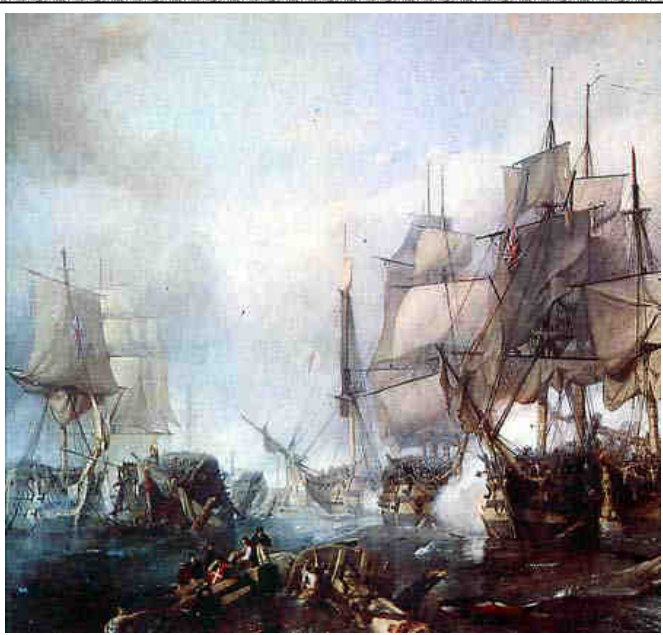
Continued on page 7

TRAFALGAR-The Battle. Continued from page 5

Despite the tarnish, the victory had significant impact. *Napoleon's* navy was in a shambles and would never again ventured out to challenge the British. The threat of invasion was gone and Napoleon had to continue only as a land force. The Napoleonic wars would last another ten years. Britain's supremacy of the sea, however, would remain unchallenged for the next century or more. The next MAJOR naval battle would not occur until Jutland in 1916. Britannia's rule of the waves would continue until the 1940s.

Eyewitness Account- Continued from page 6

Fifteen minutes ago we were ordered to set more sail and speed up our approach. We are now headed to the heart of the maelstrom. As I look around, the officers and men appear nervous, but are ready for the fight. They know their jobs and they know the significance of this day. They also know this is more than a couple lines of ships on a map or models on a board-it involves real ships and real men, real carnage and real death. Every man is ready to do his duty. For England. For Nelson.



HMS BELLEISLE (left) after the battle

Legal Disclaimer

San Diego Ship Modelers Guild had no reporters or representatives onboard any ships at the Battle of Trafalgar, although some of our members are old enough to have been there. © The reporter depicted in this article is not intended to represent any person living or dead or working for Fox News. To our knowledge, no cameras with telephoto lenses were present at Trafalgar. Photos used in this article were not actually taken at the Battle of Trafalgar

NELSON IN THE NEWS

Contributed by Robert Hewitt

An anonymous bidder paid 66,000 GBP (\$115,500) at auction last month for a letter in which Britain's Admiral Horatio Nelson vowed to annihilate the Franco-Spanish fleet at Trafalgar. The four page document, written on board Nelson's ship HMS Victory on October 5, 1805, had been expected to fetch around 40,000 GBP, the auctioneers at Bonhams said.

It is addressed to Lord Barham, First Lord of the Admiralty. It details Nelson's strategy for the forthcoming battle, during which the French and Spanish were routed but Nelson lost his life.

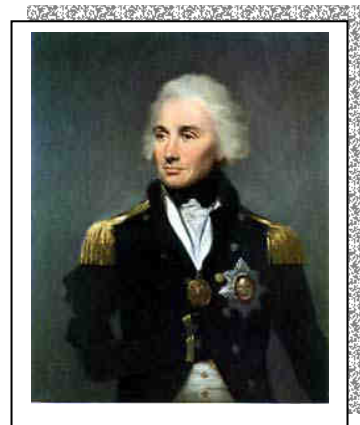
Nelson wrote: "I have 23 sail with me and should they come out I shall immediately bring them to battle but although I should not doubt of spoiling any voyage they may attempt yet I hope for the arrival of the ships from England that as an enemy fleet they may be annihilated".

He continued by assuring the First Lord that he could rely upon his "every exertion". The letter was signed "Nelson and Bronte" in reference to the Duke of Bronte, conferred on him by Ferdinand, King of the two Sicily's, in 1799 for helping to suppress an uprising against Naples

A Bonhams spokeswoman said the letter "is quite possibly the finest letter relating to Trafalgar remaining in private hands". The name of the seller was not disclosed.

The British victory on October 21, 1805 contributed to Napoleon's eventual downfall and gave Britain naval supremacy for more than 100 years.

It was Nelson's greatest victory, and his last; he died after the battle from a musket ball that entered his shoulder, pierced his lung and came to rest at the base of his spine.



Vice Admiral Horatio Nelson

The Diorama

You have been hearing about it for months. Finally, it is all but complete. A few pictures have yet to be added and some spiffing up to be done, but the major portion is ready to view.

The diorama features all 60 British, French and Spanish ships of the line involved in the battle, as well as three non SOLs. It is frozen in time at 12:45PM, 21 October 1805, as HMS VICTORY cuts the line of French and Spanish ships. The detail of the ships is superb. Add in boats, flags and cannon fire...it gets good. Put it all together and it is impressive. One member who had been working on it for 6 months was heard to say "WOW" when viewing the completed project for the first time.

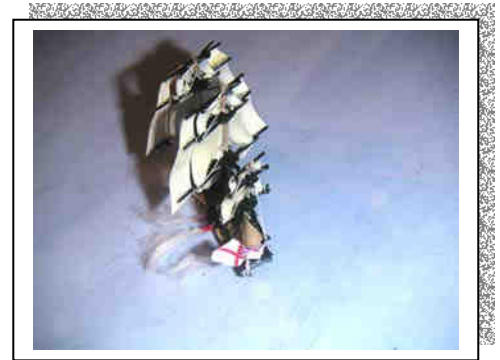
Hats off and a well done to the members of the Trafalgar Project. Take the time and see it. It will be around awhile.

The Trafalgar Project

Don Bienvenue	Dave Dana	Robert Hewitt
Ron Hollod	Bob McPhail	John Mc Shefferty
Tony Robles	Chuck Seiler	Dick Strange
Ed Trasoras	Ed White	John Wickman



Center-Royal Sovereign and Santa Ana duke it out. Lower right-Belleisle and Fougeaux engage.
Photo by John Wickman



Bird's eye view of HMS Africa. Reporter La Petite can be seen on the quarterdeck.

Photo by John Wickman



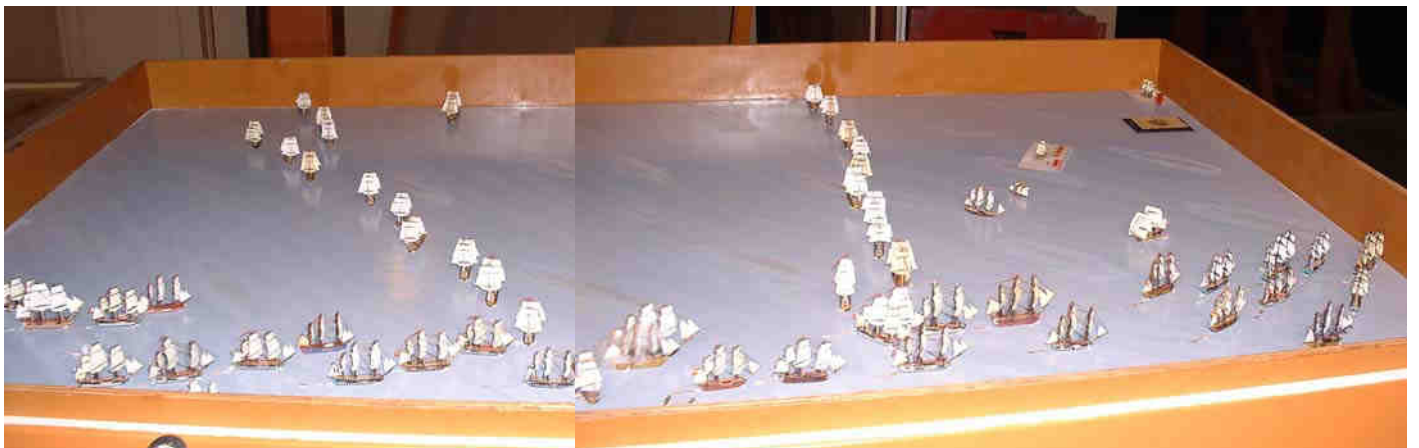
VICTORY cuts the line between REDOUBTABLE (left) and BUCENTAURE

Photo by John Wickman



Wave height view of the same. REDOUBTABLE in center, BUCENTAURE at right.

Photo by Chuck Seiler



From horizon to horizon-ships as far as the eye could see



Kit News

by Chuck Seiler

Model Expo/Model Shipways is about to release a new model- the 1/2"=1' scale pinky schooner *Glad Tidings* based on plans by **Ben Lankford**. It should be available the first of next year.

Reports from **Bob Crane** of Georgetown, TX (who built the prototype) are that the kit is of ME's usual excellent quality. At this scale every plank needs to be spiled, no cheating. There are 17 strakes per side with 3

planks per strake. An interesting innovation we are doing for this model is to include a tracing of every plank on the model.

That is as every plank is spiled and shaped, the developed shape is traced on a plan sheet, all 51 of them. As far as he knows this has not been done in the kit business. This will give those unfamiliar with the spiling process a good idea of what a particular plank should look like.

This kit is fun to build and should be a good plank on bulkhead model for first timers

Pictures of the finished model can be seen at- <http://westernwinds.net/pinky/pinky.html>



ANNOUNCEMENTS



Fiddler's Green

Guild member Lyle Starkweather suffered a major heart attack and passed away at noon on Wednesday 14 September. He was 77 years old. Lyle's health had been declining over the last several years and was not able to make many Guild meetings, but he was active nonetheless. His desire to learn more about the subject prompted many discussion sessions at the Guild. An article he wrote for our newsletter was also reprinted in a newsletter of a New England ship model club we communicate with. He will be missed. Lyle is survived by his wife - Thelma Starkweather, son - Ross Starkweather, and daughters Judi Dedrick and Sheri McNally.

DISCUSSION TOPIC

The Broken Bowsprit Club.

So, you have spent an eternity working on that model and it is PERFECT. You walk by that plant you don't see sticking out and SNAP there goes the bowsprit. ...OR the model is done and ready to be cased. After looking thru magnifying glasses for so long, your "real" vision isn't what is used to be. As you bring the cover over, ready to settle it in, you are two inches shy of clearing the main mast and SNAP..... Now what do you do? (Besides cry, yell, swear, demonstrate patience...) Be prepared to ask questions and discuss how you have handled this AT THE OCTOBER MEETING

ROSTER ADDITIONS

Bruce Adams
<redacted>

E

It is with some regret I announce that, for work related and personal reasons, I will step down as Newsletter Editor at the end of this cycle. The March 2006 Newsletter will be my last. I am announcing this now to permit adequate transition planning.

mp ♦



VICTORY CUTS THE LINE-Film at 11

A wave-level view of HMS VICTORY (center) cutting the French/Spanish line behind French flagship BUCENTAURE. This is part of the Trafalgar Project Diorama commemorating the battle's bicentennial.

Photo by Geraldo LaPetite



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**Next meeting is Wednesday October 12th on the
STAR of INDIA 6:30 pm - social. 7:00PM Meeting**

Bring a model