



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

JANUARY 2006

NEWSLETTER

VOLUME XXX, NO. 1

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First Mate

K.C. Edwards

Purser

Ron Hollod .

Editor

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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 14 DECEMBER 2005 MEETING

Contributed by Bob McPhail

This was a relatively short meeting, business-wise, so we could festivate with the bountiful treats shared by all.

Guildmaster **Hewitt** called the meeting to order at 6:50PM; 10 minutes early. Twenty members and one guest were in attendance. More trickled in as time went by. There was only one guest, **Howard Jope**, a friend of **Ron Hollod**.

Purser's Report: Purser **Ron Hollod** reported that the balance as of 31 October was \$<redacted>. With expenses, the balance as of November 30th was \$<redacted>. Ron also reminded that dues of \$20.00 are due in January.

Editor's Report. **Chuck Seiler** reminded members to think about topics for discussion during the meetings as well as articles for the newsletter. He repeated that his last newsletter would be the March 2006 newsletter and that we are still looking for a replacement.

Nautical research Guild elections are in progress. Chuck indicated that if you are an NRG member and have not received the NR Journal with a ballot, they can be downloaded from the NRG website. The ballot asks for a member number...don't worry about it, they have not been assigned. It does NOT ask for a printed name...print your name somewhere on the form.

OLD BUSINESS

Robert Hewitt brought up the issue of Newsletter editor again, inviting discussion. What would be the impact if there was no newsletter? It was acknowledged that the newsletter is a source of pride for the Guild and to a lesser degree, the Museum. With our email newsletter we reach over 200 modelers NOT currently members of our guild. Internally, what is the value of the newsletter as a source of information about modeling (tips, hints, etc), news from outside groups (other clubs, websites, etc), not to mention wit, wisdom and jocularitous humor. Perhaps more than one person can do the

Minutes-Continued

job. As example, one person could do cover and back page, another show and tell, middle pages, etc. These and other questions/related topics will be discussed at the January meeting. (Note. Some tasks have already been 'farmed out'. There already is a "log keeper" that takes notes and a photographer. With the newsletter being 'digital' I transmit the finished product to the printer when complete...just before I email it to the e-members. **Robert Hewitt** picks it up and he, along with **Bob Wright**, mail it out.)

NRG 2K6. There was no meeting of the NRG 2006 Convention Committee. This group meets at 6 PM prior to the regular meeting. All are invited to attend

NEW BUSINESS

Bob Crawford sent the Guild a thank you note for its work on the "Trafalgar Project". In it, he indicated that the next exhibit on SURPRISE will be about pirates. It was requested that the Guild think about ways to tie "Pirates" in with the 'Trafalgar Project'. Museum

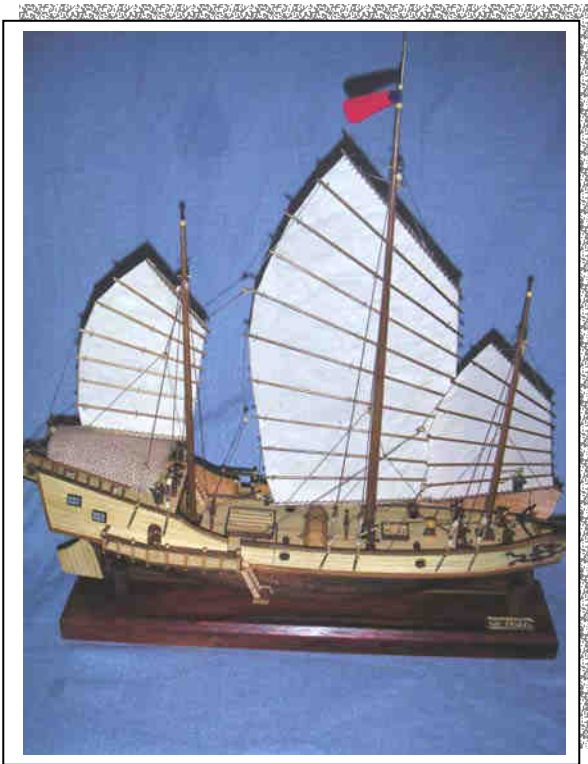
Director **Ray Ashley** wanted to retain the 'Trafalgar Project' **Robert Hewitt** mentioned the possibility of including an exhibit which debunked the myth of the "PIRATE SHIP" There is no generic pirate ship. There were just ships (brigs, schooners, ships, etc) used by pirates. No date has been set. Another exhibit will be the Great White Fleet off Point Loma in 1908. The Museum would like to get the Guild involved in that one as well.

Publication review. It was recommended that a verbal report (maybe bimonthly??) be given on the latest edition of Ships in Scale and the Nautical Research Guild Journal. No decision was made but there seemed to be some interest in this.

Robert Hewitt reported that **Frank Dengler** sent out an email on Commemorative bricks and asked if anyone had looked in to it. There were no responses..

There was a quick round of Show and Tell, then we concluded the formal part of the meeting and commenced the holiday pot luck and refreshments.

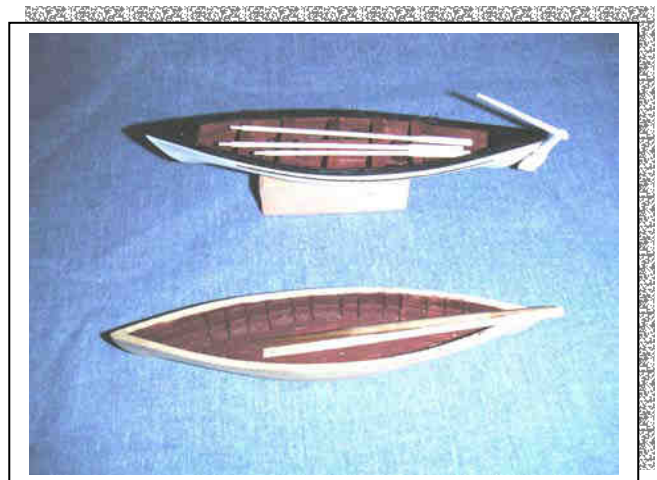
SHOW AND TELL



Bill Groltz's RED DRAGON and whaleboats
Photos by John Wickman

<Left> **Bill Groltz** continue to make progress on his 1:60 scale Artesania Latina model of the RED DRAGON. Bill says he is enjoying making the model but the plans are very poor. There is no full rigging plan and it leave you wondering where to place lines on deck

<Below> Bill is also working on 2 whaleboats from the 1:64 Model Shipways kit of the Charles W. Morgan. The MORGAN was a whaling bark from the 19th century and is currently on display in Mystic Seaport, Connecticut.

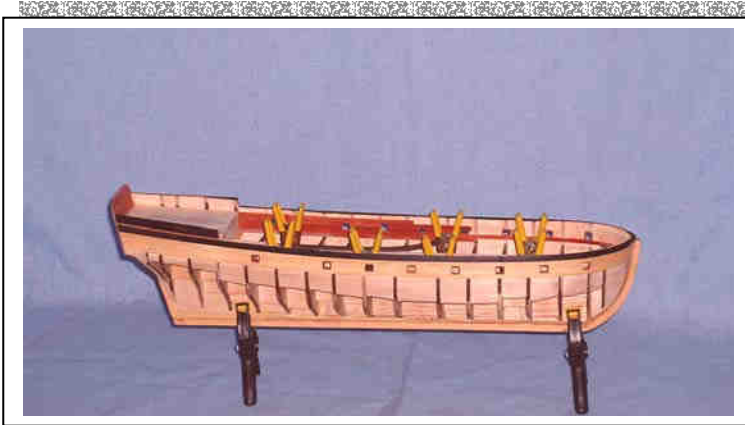


SHOW and TELL-Continued



Robert Hewitt's HM Solebay
Photo by John Wickman

HM SOLEBAY 1763 1"=40 feet by **Robert Hewitt**
The bamboo masts and yards are finished. Doublings and tops are made of boxwood. The masts need to be cut to length and glued in place. The foot ropes and mast woodings are made of .004 diameter copper wire. A notch was cut into the mast at each wrapping for the woodings. The wire is bent to shape over each mast and yard, and then soaked in acetone. After drying, Birchwood Casey Aluminum Black Metal Finish (recommended by Bob Graham) was applied with an eyedropper. After a few seconds the blackening was removed by flooding the piece in water. The bamboo masts and yards did not stain and the brass wire was completely coated in black.



The Continental brigantine LEXINGTON (1776/77) by **Chuck Seiler**. This is a 3/16" scale semi scratch model based on the practicum by Dr. **Clay Feldman**. Basswood is used for the frame, boxwood is used for most of the external planking. The sheerstrake (black) is ebony. The main wales will also be black, but Chuck will use cherry dyed black using India Ink. Several Guild members recommended dyed holly instead of cherry. Deck planking (not present) will be holly. Red bulwarks are being planked with Bloodwood.

Photos by Chuck Seiler



Howie Franklin's LIBERTY SHIP Photo by Chuck Seiler

Howie Franklin is working on the 1/16" scale Bluejacket kit of a LIBERTY SHIP. The liberty ships were massed produced during World War 2 to offset losses due to sinkings by German U-boats. a total of 2751 were made between 1941 and 1945 in 16 shipyards. The libertys could make 11 to 11.5 knots and carried 9100 tons of cargo. This model is solid hull, made out of basswood, requiring only a little carving. It is a fairly easy kit to build, says Howie, until you come to the tiny stuff on deck. Total time to finish-115 Hours.

GUMSHOES SEARCH FOR CIVIL WAR-ERA WRECKS

University staffers search for graves of sunken vessels

By Jim Surh, Associated Press

Contributed by Chari Wessel

Carbondale, Illinois—Sleuthing the lower Ohio River along Illinois' southern tip for sunken wreckages of boating past, Mark Wagner and Bob Swenson often find the gumshoe work a frustrating race against the unpredictable waterway.

Once, sometimes twice a year when the Ohio gives them the chance, the Southern Illinois University staffers scour for suspected graves of a former Civil War gunboat or other vessels of the time. The water often teases them, receding to briefly give up skeletons of 19th-century navigational life, only to swallow up the evidence again. Upriver dams, commonly used to raise water levels to accommodate barges, can wreak havoc on their plans, quickly swamping an exposed relic. River-swelling rains don't help, either.

"It can be very frustrating," said Wagner, an archaeologist with the school's Center for Archaeological Investigations. "If you want to do any work, you have to schedule it around the river."

So it went recently, when the two took advantage of extremely low Ohio River levels and scouted by helicopter a 45-mile stretch of the waterway, spotting the wooden carcasses of several former steamboats and wooden barges.

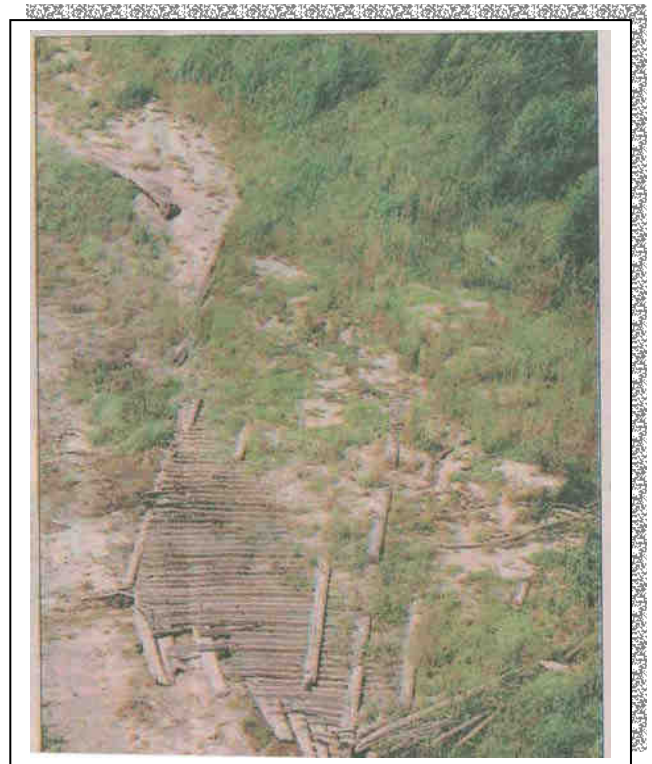


Archeologist Mark Wagner holds a steel section believed to be part of a sunken gunboat

But more importantly, Swenson said, he saw something sticking out of the mud near the mouth of the Cache River, not far from Mound City, an outpost about 44 miles south of Carbondale

Could it be the final resting spot of the *Cincinnati*, among the vessels swaddled in iron and weaponry to become a fighting ship when the North warred with the South? Such a find could be big, Wagner said.

To Swenson's knowledge, no other gunboat has been salvaged aside from the *USS Cairo*, said to be the first warship to be sunk by an electrically detonated underwater mine or torpedo. That 175-foot ship, done in in late 1862, is now on display at the Vicksburg (Miss.) National Military Park.



The wooden hull of a 19th century steamboat lies exposed along the shore of the Ohio river near the Kentucky shoreline. Photo by AP

The *Cairo* and *Cincinnati* were among seven "city class" ironclads -- bearing names of U.S. river cities -- built for Union forces by James Eads' company during the Civil War to help wrest control of the Mississippi from the Confederates. Three of those twin-engine, 13-gun ships ensconced in thick iron -- the *Cairo*, *Cincinnati* and *Mound City* -- were built in Mound City, the other four in St. Louis.

Continued on page 5

GUNBOAT GUMSHOES-Continued

Such ships essentially were steamboats retrofitted with armor, making them floating artillery batteries. But their underbellies still were wooden, making them vulnerable to underwater debris or, in the *Cairo's* case, explosives.

No one knows how many wreckage sites remain underwater or beneath farm fields -- hidden there by a river's shifting course -- or were ripped apart by currents. But most agree that along the Ohio, Mississippi and Missouri rivers, the watery graveyards are legion

Show and Tell-Continued



John McDermott's SMS GROSSER KURFURST

Photo by John Wickman



Close-up of GROSSER K.

Photo by Chuck Seiler

John McDermott built a 1:350 scale German World War I battleship, SMS GROSSER KURFURST using a plastic kit from ICM company (from the Ukraine). The GK was one of a class of four battleships. They were the most powerful German warships at the battle of Jutland. It was launched in 1912 and scuttled at Scapa flow in 1919. It was a nice kit with good detail but some weird ways of assembling. He got the kit so he could experiment with photo-etched parts, which he got from tom's Modelworks. It was a learning experience. It came out looking good.



Tony Bunch's USS Missouri. US World War II battleship. Tamiya kit modified to look as it did 3 weeks after the Japanese surrender in 1945. We will see more of this as it progresses.

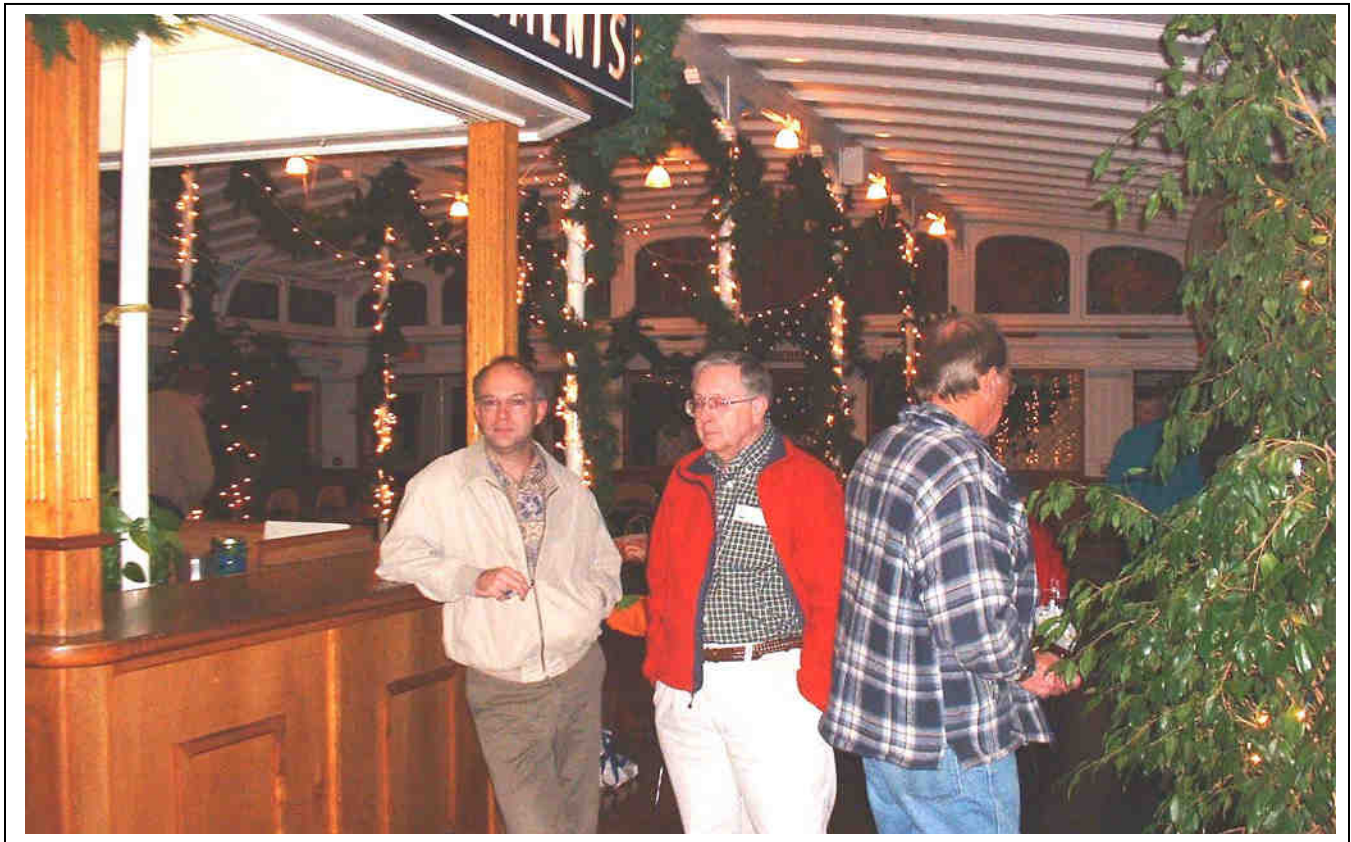
Photo by John Wickman

K. C. Edwards brought a new kit of the bomb vessel HMS GRANADO, a 1:64 scale kit from Amati/Victory models. It is laser cut, double plank on bulkhead with photo-etched brass parts. Sorry no pics.

Dues are due

Guild dues are now due for calendar year 2006. They are \$20. Please make checks payable to "San Diego Ship Modelers Guild" and either give to Purser Ron hollod at the next meeting, or mail to:

Ron Hollod
<redacted>



LURKERS

Guildmembers **Don Bienvenue**, **Peter Jaquith** and a mystery modeler prepare to pounce on the holiday refreshments.

Photo by Chuck Seiler



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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

JANUARY 2006

**Next meeting is Wednesday January 11th on the Berkeley
NRG Planning Meeting 6:00PM 6:30 PM- social. 7:00PM Meeting**

Bring a model