



San Diego Ship Modelers' Guild

1492 N. Harbor

San Diego, CA 92101

APRIL 2006

VOLUME XXX, NO. 4

OFFICERS

Guild Master

Robert Hewitt
phone redacted

First Mate

K.C. Edwards
phone redacted

Purser

Ron Hollod
phone redacted

Editor

Bob Crawford
phone redacted
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



(619) 234-8032

March 8, 2006

Submitted by Bob McPhail

Robert Hewitt opened the meeting and since there were no guests or new members he then asked Ron Hollod for his purser's report. The balance as of 31 January was \$<redacted>. With expenses and income (membership renewals), the balance as of February 28 was \$<redacted>. Chuck Seiler then gave his editor's report. All members present indicated that they received their newsletter. He also sent an email on an Egyptian sailing vessel, but for some reason it was not received correctly. He will resend it. Chuck indicated that a representative from BLUEJACKETS will be attending the Nautical Research Guild Convention and would like some models for display. Four models have been committed, however, one more is requested. Robert Hewitt announced that the nomination and election of guild officers was open. The following nominations were named: Purser – Rob Hollod, Log Keeper – Bob McPhail, Editor- Bob Crawford, First Mate- K.C. Edwards, and Guild master – Robert Hewitt. Additional nominations were requested. Since there were no additional nominations, a motion was made and seconded for the slate. The slate was voted for by a unanimous vote of those members present.

For the model shop renovation, there will be a working party the weekend March 11/12 on the BERKLEY to move everything out of the shop and commence renovation starting at 0900 each day. Plans for the shop include: work bench/desk rebuild, closet clean up, new storage and window replacement with the goal of facilitating easier visitor/modeler interaction. Magazines and periodicals will be placed in stands (storage) under models on the main deck. The guild was asked to assist in the rebuilding cost. After some discussion, it was decided to table this until the April meeting in order for Bob Crawford to obtain quotes on the window replacement.

Robert Hewitt discussed the San Diego County Fair. The signup was available at the March meeting. There are still a few spots open. Three people are requested for each day (hours 9am – 6 pm). Dates of the fair are June 10th thru July 4th. The fair will be closed on Mondays (June 12, 19, 26). Parking passes and tickets will be made available. Everyone is encouraged to submit scratch built models for the Design in Wood competition. There are prizes of \$500, \$200, \$175, \$125, and \$75.

In the area of new business, Bob Wright gave his impressions of the Modeler's Guild. He is very happy with the guild. He indicated that he is involved in a model airplane club, however, it has few members.

Model Shop Remodel

Many thanks to all the guild members who spent a valuable weekend cleaning and reorganizing the model shop. **Bob McPhail, Ron Holland, Don Bienvenue, Richard Camfield, Ernie Andrew, Lou Johnson, Ron Render** and **Robert Hewitt** were guided by **Bob Crawford** to make the shop much more presentable for the modelers and the public. There are still a few things to do, the parts bins need organizing, and any help would be appreciated. The window opening is still in the design stage, I will keep you posted.

Submitted by Robert Hewitt

Help!!!!

Bob Hewitt is looking for plans of John Paul Jones' PROVIDENCE, but has not been able to find them from the usual suspects. If anyone has them, he would be most grateful to copy them and return them promptly.

Bill Grolz is looking for plans for a Baltimore Clipper and more specifically, the ALBATROSS.

Newsletter Editor

Due to higher time demands at work, Chuck Seilor has had to set down as Guild Newsletter Editor. His time and effort has been very much appreciated and his spelling prowess will be missed. Bob Crawford is back in the saddle again after a twenty five year absence. Better luck next time fellas.

Thank you everyone for getting in your newsletter contributions in early. Chuck was able to show me the ropes today to help make the transition easier.

Trafalgar Update

There's nothing like speculative history to spice up great historic events. The following article explores with tongue-in-cheek the imaginative category of Wishful Thinking by historians/authors with a modern outlook. This category is sometimes graphically called "BS!" But is it really?

A recent Newsletter published and sent on the internet to SDSMG members contained an article reporting that the the famous Old Ironsides, USS *Constitution*, had been in the Mediterranean Sea fighting Barbary pirates in 1805. Old Ironsides, the article said, had passed through the Straits of Gibraltar and sailed to Cadiz, where the French and Spanish fleets were waiting before setting out to invade England in support of Napoleon's invasion plans. There, *Constitution's* American Commander, Rogers, learned valuable information about the

combined fleets' plans. The *Constitution* then sailed back to America, on the way meeting Admiral Horatio Nelson's large British fleet. Rogers met with Nelson and passed on information about the combined foreign fleets the Brits were tracking. This meeting enabled Nelson to take his fleet over the horizon to hide and it. It led to the ultimately successful strategy for the attack that destroyed the enemy fleets and established England's mastery of the seas.

This conversation between the SDSMG Trafalgar Exhibit construction fleet admirals, Chuck Seiler and Dave Dana, questioned the article's authenticity:

Chuck: Interesting article about the USS *Constitution* at Trafalgar. What say ye about that one?

Dave: I'd love to believe that Rogers gave Nelson news about the enemy fleet!!

Chuck: I tend to put this in the "BS" category. Why have we never heard this before? It seems like something this significant would have had wider dissemination.

Dave: Curious. Recently de-classified? Freedom of Information Act at work?

Chuck: I recall in my research a frigate stopped and boarded an American merchant, but not an unnamed frigate.

Dave: The Brits had never seen the *Constitution*. It was bigger than any frigates they had, and faster. They wouldn't recognize it or call it a frigate!

Chuck: While they had not seen the *Constitution* before and while it was larger than their frigates, they could hardly mistake it for a merchant.

Dave: The US and Britain went to war (1812) a few years after this. You say that there is a believable report that Nelson's fleet met an American merchant ship. Rogers could have disguised *Constitution* to prevent any untoward or warlike misunderstandings about American neutrality. Capt. Aubrey was a master at *ruse de guerre*, and Maffeo's book subtitled "Intelligence in the Age of Nelson" reports instances of both American and British ships being disguised as merchants to successfully deceive each other.

Chuck: Would Rogers have disclosed info to the Brits? We (U.S.) and UK were not on the best of terms. The article indicted that Rogers ran from the British just a few days earlier.

Dave: But you don't believe the article?

Chuck: Would Rogers have had need to tell the Brits anything? While not in open conflict, if Connie was in Cadiz, I cannot believe Rogers would have gone out of his way to share info with our allies/trading partners. ...and if we weren't allies, why was it in Cadiz?

Dave: Rogers was lucky he had any crew left after meeting the Brits! The 1812 war started over US objections to Brits boarding our "neutral" ships and seizing sailors. Some more impressed sailors would have helped Nelson who knew he was facing a tough battle soon. Rogers ran earlier because he needed time to get his gun ports closed, and re-rig a bit to look like a merchant and hope he could get by. But he didn't get by. By giving Nelson all the information he had, Rogers could have saved the *Constitution's* crew. Rogers struck a bargain to get away without losing any men or cargo - - remember the Brits thought they had found an American merchant ship.

Chuck: What did he tell them...certainly not that the French were on their way out? By then they pretty much knew they were out. Remember, the Combined Fleet first tried to make their breakout on the 19th when, allegedly, Connie also left. Of course, they didn't get all of them out until the 20th but by then the British frigates had reported the attempt on the 19th... or so history tells us.

Dave: On the 19th didn't the combined fleet start out for Gibraltar - where Nelson couldn't get at them? They turned around later. We don't know what Rogers may have learned - Advanced notice of the turn around? Poor training of the sailors? Wet French powder? Lack of Spanish enthusiasm for a fight? Villeneuve would likely be drunk or hung over? Lots of possibilities. Nelson is praised for knowing such things - how did he learn?

Chuck: I then consider details of the situation I do not recall as well as I should and cannot find my books to verify.

Dave: Me, too. So I can freely analyze your memory with my lack of it!

Chuck: Why would Connie be within 20 miles of the battle if it left 2 days before? We are not quite sure where it was headed, but it was either home or the Med. (I don't recall from the narrative.)

Dave: Connie had just been released by the Brits and by then was likely headed west for home in a very light headwind - couldn't get far away!

Chuck: On the 19th, there was breeze from the south-south-west. If I recall correctly, it was not light. It did not become light until after the 20th. It later shifted to from the west then later the northwest.

Dave: Basically westward wind. *Constitution* would perhaps have had to tack - port (headed northward) away from the Brits until the shift to northwest, then the starboard right (headed southward) back toward them. A storm was coming; maybe Connie was trying to get out of its way?

Chuck: If Connie was headed home, it would have headed west, like the combined fleet did.

Dave: Another reason Connie didn't get far from Nelson's fleet - it sailed with or on parallel track with it.

Chuck: When the wind shifted, Connie would have changed course, but would not have been concerned about passing thru the British fleet...if it stopped and passed info to a British frigate. If it was headed to the Med, it would have been headed in that direction already while the combined fleet was headed west. When the wind shifted it would have been further along and would have cleared Cape Trafalgar long before the combined fleet turned back. Anyway, those are my thoughts.

Dave: I do agree that the story is hard to believe - much as I'd like to! I'm a romantic about American history.

Chuck: Well, let's get Tony Robles to give us his *Constitution* model. I'm sure Ray Ashley would let us put it in the Trafalgar exhibit.

Dave: Have you been convinced?

Chuck: I get the last word - *finis*.



Pride of Baltimore II

A famous name in sailing ships, the Baltimore Clipper, gives meaning to the expression “fast as the wind.” Its raking masts looked fast, and the ships sailed fast. In its day, no sailing ship could out-race a Baltimore Clipper except another Baltimore Clipper.

The Baltimore clipper was probably a natural development of known principles of fast ship design popular in England in the 16th century. In the days when huge galleon-style war and cargo ships were sailing and exploring the world, ship designers came up with the clipper’s basic hull form with heart shaped midsection, a short keel, with very raking stern and stem outline, and low-sided and sharp-bowed hull. This design is known to have sailed in England in the 16th, 17th and 18th centuries and in the islands of Bermuda and Jamaica from the late in the 17th century well into the 19th. American colonies, particularly in the Chesapeake Bay region, adopted the “Bermuda model” early in the 18th century. The first true Baltimore Clipper appeared sometime before the American Revolution.

The first clippers, called “Virginia built” for the shipyards in Norfolk, were Chesapeake pilot boats. They were usually schooner, brigantine, or brig-rigged,

but some ship-rigged vessels of the early model were also built. The schooner-style narrow hull, fore-and –aft sail rig and one or two square top-sails became one of the fastest ships of the era. Called pilot boat constructed, they were used as patrol vessels against the British during the American Revolution.

George Washington ordered these clippers at the outbreak of hostilities with England. Privateer top-sail schooners were easily found and commissioned into the Continental Navy when needed. The Brits certainly noticed their speed and effectiveness as privateers. The American schooners quickly became known world-wide as a fast, seagoing type suitable for naval service, illegal trading and carrying light cargoes. A replica top-sail schooner used against the British, hand built by Dennis Holland in his back yard, now sails out of Dana Point, California, under the name *Spirit of Dana Point*.

Between the Revolution and the War of 1812, top sail schooners suppressed pirates along the Gulf of Mexico and West Indies, and helped protect American merchant vessels from French and British warships which sought able-bodied sailors to steal. The American Navy armed many of the schooners to raid British

shipping during the War of 1812. Captain Thomas Boyle sailed his Baltimore Clipper, *Chasseur*, directly to the British Isles where he unmercifully harassed British merchant ships. A typically brash American, Boyle sent a message to the King in a captured vessel; the message was posted on the door of Lloyd's of London, the famous shipping underwriters. Boyle announced that the entire British Isles were under naval blockade by the *Chasseur* alone! The shipping community panicked, and caused the Admiralty to send vessels home from the American front to guard the merchant fleet now sailing in convoy! *Chasseur* captured or sank 17 British vessels in all. A Baltimore account claims *Chasseur* took 45 vessels.

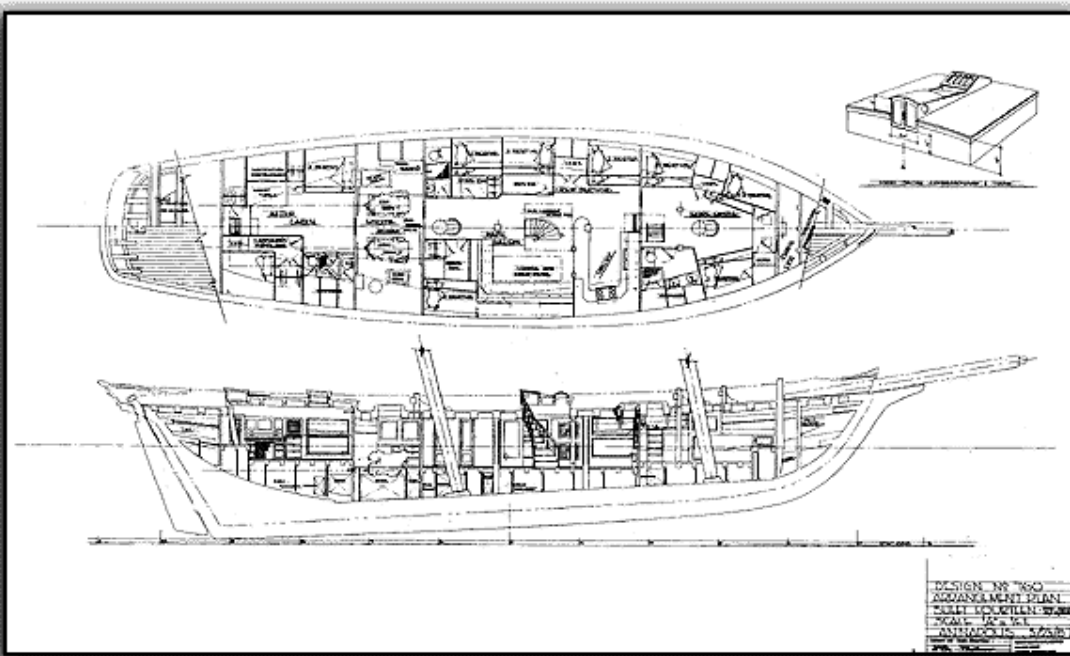
After the fighting, the now classic Baltimore Clipper design was developed. The most common example was the top-sail schooner or brigantine, heavily sparred and canvassed, with sharply raking masts, a low-sided and sharp-bowed hull, a rather deep draft, greatest at the heel of the rudder. Deep draft helped them sail closer to the wind than other vessels. No figureheads cluttered their bows; no headboards or trail boards; little free-board. Clipper rigs of the Chesapeake Bay were unique, better engineered than others. The mast was father aft just as the foremast was proportionately taller, allowing more efficient use of sails. The raked masts looked fast, even if they didn't actually add speed. They "clipped along" at 12 knots or more.

The schooners became merchant ships, sailing in international waters – to Europe, China, and the Indies, carrying cargoes of spices, rare cloths, slaves, and opium. These exotic and illegal goods were ideal for

these ships with small carrying capacity, for they brought high profits, and could go out and back quickly. Slavers, pirates, and smugglers loved the ships for they allowed fast get-aways. And the Navy and Revenue Service (ancestor to the Coast Guard) used them to chase the illegals, for they were the only ships that could keep up. The Museum's *Californian* is a replica 1848 Revenue Cutter that patrolled the California coast.

By the 1840s and 1850s designers like Donald McKay began creating equally fast and larger and larger versions of the clipper, which became the great merchant "Clipper Ships," famous for the trans-oceanic "China trade." The Clipper ships larger cargo capacity replaced the smaller Baltimore clippers as ocean-going merchant ships. Perhaps even more devastating to the "Baltimore" style was its growing reputation as the ship of choice for slavers and pirates. Baltimore was becoming one of the main ports for supplying South American revolutionaries. The small clippers continued to be used to smuggle slaves into the south, to support illegal raiding, and otherwise violate laws. Respectable Baltimoreans stopped trading to the Caribbean and South America, didn't want to associate with the now disreputable "Baltimore" Clipper. Soon nothing remained of the famous design except the name and the lore.

More recently, Maryland citizens pride got the better of them and they built a Baltimore Clipper and named it the *Pride of Baltimore*. This beautiful replica forerunner of the great clipper ships greeted and escorted the world's tall ships into Baltimore Harbor on Independence Day 1976.



Footnotes:

1. Mantua makes or made a kit of the Baltimore Clipper *Albatross*, available through EBay or some of the model ship emporiums.
2. Information in this article obtained from various websites of global index, Maryland Colonial Society, New *Pride* site, the ships list, the Ocean Institute, and quotes from *Men, Ships and the Sea*, by Capt. Alan Villiers.

Show and tell – March 8, 2006

SOVERIEGN OF THE SEAS



In 1997 Don Dressel had not yet installed much of the astounding gold carving now on this beauty he began building 25 years ago. King Charles I of England lost his head (in actual fact) over the cost of the *Sovereign of the Seas*, the most decorated warship ever built and the most powerful of its day. Its 50 gun salvos gave a “dreadful mauling” to the Dutch fleet in the “Four day’s Battle of 1666,” earning her the nick-name “Golden Devil.” Don may have lost his head too, for he hand-carved all but a few of the golden decorations and the entire stern. Don’s talented fingers did much of the detailed carving with dentist’s drills.

Don tossed most of the kit material, wood, fittings, and castings and replaced all with box wood (carvings), English sycamore, satin wood, ebony wood, ivory wood, pear wood, and lemon wood (for spars). The turned brass cannons are fully rigged. Each lemon, pear, and ivory top has about 200 wooden pieces. Don is now installing the rigging. The stays are left hand twist made on his ropewalk. He’s so far tied 2500 clove hitches installing the ratlines.

CONSTITUTION

Ed Trasoras bought his *Constitution* kit at a Guild auction for \$25 and has been cursing the kit since. Nothing fitted, and he’s struggled to get the hull bulkheads together, and now is learning to plank with limewood – single planks from bow to stern the length of the ship. The lead gun ports (not uniform or lined up) gave him another learning experience – they melted when he used a Dremel tool to shape them better. Ed will toss the 1700 green wood chips supplied for the copper bottom and use real copper – copper doesn’t turn green in water. Now he’s proud that the hull is hard and strong, emulating the heavy oak siding and unique bracing in the original “Old Ironsides.” Able to bounce 18 pound cannon balls?



TAYANA



This beautiful 64’ yacht *Tanaya* is a commissioned model scratch built by Howie Franklin for a client in Florida. Its mast will be about 3 feet tall carrying two headsails on roller reefing. The hull is all basswood plank on bulkhead, brush painted. Decking is lined India ink, and the canopy is painted monocoat plastic used in model airplanes. All the fittings and deck furniture are hand-made - the winches of painted wood and the railings are aluminum tubing epoxy glued, not soldered. The toe rail is made from foam styrene using a Dremel drill press. In addition to the mast and rigging, Howie still has to add railings, davits, radar antenna, and equipment detail.

ALBATROSS

Bill Grolz found this Baltimore Clipper *Albatross* partially built model when he recently moved to a new home. As he cleaned the 11/16 inch of dust off it, he remembered starting it 25 years ago. The only plan he has is to “start working on it again.” He lost the kit’s plans and knows little about the historic Baltimore Clippers and their rigging. He has a research challenge – one of the joys! (see article)



HAUNTED LADY



These little steam tugs operated mostly on lakes and rivers in the 1800s into the early 1900s, used for transportation and light shipping. This one was found stuck on a Mississippi River sand bar. “After 30 days under salt water,” its builder Ernie Andrews wrote, “it came up looking quite aged. When the boat was brought up from the bottom of the boat basin 5 small sand sharks were living in the bow. . . .notice the personnel are quite elderly.”

Ernie insists that this is true, not just a story to explain the apparent condition of the boat and crew. The sinking “got the leaks out,” Ernie says. It’s weathered with auto primer gray and sanded. *Haunted Lady* is a radio-controlled model with a live steam engine fuelled with jelly and pellets. It runs about 15 to 20 minutes. When Ernie first put it in the pond he wondered why it didn’t go very fast. The stand was still attached to it! Haunted indeed!

HOSPITAL SHIP HAVEN

Six hospital ships like this were built specifically as hospital ships for the Korean War. Before this other ships were converted for hospitals. A plastic Revel model, but flaws in the molding led John McDermott to use only the hull and some deck fittings. Most of the details were hand made or found from other fitting sets. John is learning how to work with plastic and photo-etch.



SOLEBAY I



Robert Hewitt's 2 1/2 inch-long masterpiece is finished! Bob describes rigging it: "The rigging of the main and mizzen went quickly. The blocks are made of two strips of .007 boxwood with two pieces of hard brass wire between the strips. Black dyed glue holds them together. I make 7-10 on a strip and dice them off as needed. (see article). While rigging the braces for the cross jack yard on the mizzen mast, I was unclear as to how the lines were placed on the main stays. I decided to see how it was done on the ROSE (SURPRISE). The brace lines on the cross jack yard are rigged different than British practice. The correct (?) way is the lines cross each other and the port side of the cross jack yard brace crosses over the stay and is roved through a fitting lashed to the aft stay of the main mast on the starboard side. The question is if the lines rub on each other? Is one rigged a bit higher than the other so they don't rub? Mine rub on the model, so be it."

SOLEBAY II

Bob Hewitt's new waterline model, 1:480 scale, is being built for a diorama. The model will depict John Paul Jones cutting across the bow of SOLEBAY and escaping in PROVIDENCE. The SOLEBAY hull is made with three different laminations. The bottom of the hull is .015 thick holly. The wales are two pieces of .030 ebony, the bulwarks are .015 pear. All of the pieces are glued with Weld-bond glue blackened with water soluble black dye. A former is used in the drying process to develop the shear. The three pieces are doweled with 1/16 inch stainless steel dowels. A dummy piece is inserted in place of the wale piece to develop the shape of the model. After the shape is completed the wale piece is placed in the stack and finished to size, along with the top rail of ebony on the bulwarks.



SAN DIEGO COUNTY FAIR						DEL MAR FAIR	MISSION TOWER
THEME: RIDE THE TIDE TO FUN						TIME: 9 AM TO 6 PM	
						revised 3/7/2006	
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
						10 JUNE R. HEWITT 234-8032 E. ANDREW 298-7569 R. HOLLID 760-738-3966	
11 JUNE E. ANDREW 298-7569 R. HOLLID 760-738-3966 D. BIENVENUE 858-560-7088	12 JUNE SHUT	13 E. ANDREW 298-7569 R. HOLLID 760-738-3966 R. STRANGE 760-751-2945	14 JUNE D. DANA 760-431-3431 R. SPENDER 223-4351 R. HEWITT 760-804-2772	15 JUNE H. HOLLID 760-738-3966 R. RENDON 223-4351 R. STRANGE 760-751-2945	16 JUNE CA. PEABODY 381-1073 H. RENDON 223-4351 B. CROLZ 596-5414	17 JUNE B. CROLZ 596-5414 D. BIENVENUE 858-560-7088 D. DANA 760-431-3431	
18 JUNE B. CROLZ 596-5414 KC EDWARDS 858-272-9200	19 JUNE SHUT	20 JUNE E. ANDREW 298-7569 R. STRANGE 760-751-2945 R. HEWITT 234-8032	21 JUNE D. CAMFIELD 218-1443 J. WICKMAN 760-476-9607 J. McSHEFFERTY 760-804-2772	22 JUNE E. ANDREW 298-7569 R. STRANGE 760-751-2945 D. ROOS 760-631-8095	23 JUNE CA. PEABODY 381-1073 R. McPHAIL 421-8851 B. MORRIS 533-6762	24 JUNE E. ANDREW 298-7569 R. HOLLID 760-738-3966 B. MORRIS 533-6762	
25 JUNE E. ANDREW 298-7569 R. HOLLID 760-738-3966 B. MORRIS 533-6762	26 JUNE SHUT	27 JUNE C. WESSEL 858-292-1974 E. ANDREW 298-7569 R. HEWITT 234-8032	28 JUNE D. CAMFIELD 218-1443 J. WICKMAN 760-476-9607 J. McSHEFFERTY 760-804-2772	29 JUNE C. WESSEL 858-292-1974 E. ANDREW 298-7569 R. HEWITT 234-8032	30 JUNE R. HOLLID 760-738-3966 H. McPHAIL 421-8851 KC EDWARDS 858-272-9200	1 JULY E. ANDREW 298-7569 R. HOLLID 760-738-3966	
2 JULY	3 JULY E. ANDREW 298-7569	4 JULY R. HEWITT 234-8032 E. ANDREW 298-7569	ENTRY DEADLINE FRIDAY, APRIL 28, 5:00pm SET-UP MARITIME MUSEUM BOOTH DAY- TUESDAY MAY 23RD. ENTRY DELIVERY- THURSDAY JUNE 1ST, 10A M- 8 P.M TELEPHONE # AT THE DES. IN WOOD SHOW 858-755-1101 EXT. 2-978				

San Diego County Fair
San Diego County Fair booth is almost filled. The open dates are June 18 (Fathers Day), July 1st, 2nd, 3rd. and the 4th. If you would like to attend but need another date, see **Robert Hewitt** at the next meeting or e-mail <redacted>

We still need ship models to be entered in the fair. There will be entry forms available at the next meeting. The prizes are \$500, \$200, \$175, \$150 and \$75 you will also receive tickets to the fair for each entry. Your entry will be much appreciated.

Submitted by Robert Hewitt



Kit News

by Chuck Seiler

SOLID HULL v POB MODELS A MATTER OF PERSPECTIVE

Part 1

Several months ago there was a discussion on the Seaways List on the pros and cons of solid hull models versus plank on bulkhead. This prompted a response from **Marc Mosco** of Model Shipways:

Thank you for drawing me into this debate. I hope to give you a new perspective. Solid hull vs. plank on bulkhead or frame.

It seems to me that the best shipmodelers are scratch builders. And that the majority of the scratch builders prefer the bread and butter construction of hulls (some call them lifts). In essence it is solid hull construction. The advantage is reduced building time and a heavier hull. Those who build plank on frame normally do it so as to expose internal framing of the hull to make the models more interesting or depict their original construction. Consequently, there really is no quality or accuracy difference between a solid hull and a plank on bulkhead or frame model. Nor should there be any quality differences between solid hull kits and plank on bulkhead kits.

Let's look at history. Ship model kits in Europe started out as solid hull kits made mostly of balsa. Mantua model and Aeropiccola created many of their first kits out of balsa and then moved to pine. In the USA all of the makers from Boucher, thru Fisher, Model Shipways, Bluejacket and Marine Model preferred solid hull as they were unfamiliar with the techniques of designing plank on bulkhead kits and at the time the methods of cutting frames and false keels were unknown to them. The Europeans

moved to plank on bulkhead in the early 60's as they discovered that they could save a lot of money by doing so. Contrary to popular belief it costs more to produce a solid hull than a plank on bulkhead kit. And with today's fast lasers the cost differential favors plank on bulkhead even more. Some European makers hung on to the solid hull models for their novice customers for two reasons; small, uncomplicated hulls are much easier to build for a novice than a plank on bulkhead kit and the smaller hulls are relatively economical to make if done with CNC rotary carving machines; yet still not as cheap as POB.

One of the reasons the European solid hulls don't get respect is because they are designed for young beginner modelers. Consequently, they are rarely accurate, embody a lot of fittings that are sorely out of scale and appear to be a cross between a model and a toy. This is not true of the American manufacturers like Bluejacket and Model Shipways, where scale accuracy has always been maintained.

When Model Expo purchased Model Shipways in 1988 POB was the rage and I imagine that Model Expo's sales of POB European kits hurt Model Shipways sales. This became more evident when Sam Milone and John Shedd decided to do a couple of POB kits, the Whaleboat and the Willie Bennett. Although the kits were and still are excellent they were nearly bankrupted by the investment which at the time totaled some \$50,000 in R&D costs. When we took over Model Shipways, I was convinced that solid hulls were a thing of the past and decided to convert some of the better kits over to POB, which we did. In addition we developed a number of new POB kits, all of which sell well today.

CONTINUED NEXT MONTH



San Diego Ship Modelers' Guild
1492 N. Harbor Drive
San Diego, CA 92101

APRIL 2006						
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						

**Next meeting is Wednesday April 12th on the Berkeley
6:30 PM- social. 7:00PM Meeting**

Bring a model . . . and your Social Calendar