



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

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NEWSLETTER

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Newsletter

Distribution

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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



June 14, 2006 Minutes by Bob McPhail

Robert Hewitt opened the meeting and gave an update on K.C. Edwards. He is still in the hospital and is in an induced coma but apparently in stable condition. A very large get well card was passed around for people to sign. There was one guest who intends to become a new member. Robert asked everyone to introduce themselves and give a brief biography. Ron Hollod then gave the purser's report. The balance as of 30 April was \$<redacted>. With expenses, and income (membership renewals), the balance as of 31 May was \$<redacted>. The cash fund balance for the model shop was \$138.05 (from \$200). Bob Crawford then gave the editor's report. Bob asked everyone to update their email/addresses if changes are needed.

Robert Hewitt discussed the San Diego County Fair. For the eighteen models that were submitted for the Design In Wood Contest Dr. Henry Bikhazi (SMA) won first place for "OLIVER CROMWELL" plus best ship model plus best of show. Dr. Bikhazi also got second place for "BON RICHARD" and fourth place for "ALFRED". Gus Augustin took third place for "STEWART ROYAL YACHT". Honorable mentions went to Dave Yotter ½ hull "LUMBER SCHOONER" and Bill Norris 1939 CHRIS CRAFT "BARREL BACK". There will be a trip on the CALIFORNIAN sometime in August. There will be limited reservations divided among fair participants, model entrants, and Design in Wood volunteers. More information to follow.

For the Nautical Research Guild Conference, there is a meeting planned for July 20. Anyone interested in helping should attend this meeting. If you have a contact for table rentals (at least 25), please contact Robert Hewitt. Vendors will be on the orlop deck of the STAR. All models will be on the tween decks of the STAR and main deck of Berkeley.

In the area of new business, the annual "party" will be in lieu of the August meeting. Bill Luther offered to help buy needed items. Guests are invited. If you plan to attend, it is requested that a dish to share (4-6 servings) be brought.

There was discussion about guild projects. One project would be to work on a model of USS SAN DIEGO (LPD 22). This model is 85 inches long. Due to the cost of this model, discussion will be continued next month about what to do.

THRU THE LUBBERS HOLE

By Robert Hewitt

Sailing Barges

Barges are flat-bottomed freight carriers. Canal barges were usually hauled by horses or teams of men. Sometimes they set sail when the wind was favorable. The finest development of the barge form is the river Thames spritsail sailing barge. No other sailing vessel in Britain survived for so long in trade. The sailing barge was not slow or ugly. The vessel was the ultimate development of the small sailing trader. She was cheap to build and run, the wind was free and the wages of the crew low. In the years prior to motor transport, speed of delivery was not all-important and the sailing barge held her own as an efficient and economic form of transport. Most of these vessels were built to beautiful lines and had a fine turn of speed.

The Thames sailing barge has a number of special features. Like all barges it has a flat-bottomed hull enabling the vessel to sit the bed of shallow rivers when the tide recedes. As in the Dutch barge, the sailing barge is fitted with a pair of leeboards. These are raised and lowered depending which point of sailing the vessel is on. A sailing barge draws very little water, only a matter of a few feet, and to make a good sailing headway a leeboard can be lowered to add depth under the keel so the barge grips the water and does not drift. Another feature of the Thames sailing barge is the sprit. Hence the full name spritsail sailing barge. This is a great spar crossing and supporting the mainsail diagonally from the starboard base of the mast to the peak of the sail. There is no main boom spar to interfere with loading and unloading cargo. This spritsail rig is not unique and was used in Holland in the middle ages. In order to pass under the numerous bridges spanning the rivers the mainmast rests in a mastcase and can be lowered.

The final sailing barge form developed slowly from the small box-like craft and one-masted hoy of the eighteenth century. Thames sailing vessels had the spritsail rig by the seventeenth century. A barge of the early 1800's had round bows and was entirely open. They were quite small, weighing only twenty to twenty-five tons. As the vessels became larger, an extra sail was required to assist in handling. A mizzen mast and sail was added. At first this mast was fitted to the rudder post. By 1810 decks were fitted and hatch covers were made to cover the one large hold. The rounded bow appeared about 1840 and the square stern came in after 1860. The wheel for steering was not introduced until about 1880. The addition of a small mizzen sail attached to the rudder helped the vessel to change tack.

Bigger barges were setting topsails from the topmast after 1890. By 1900 larger coasting barges of over 100 tons with bowsprits were frequently being built. The river and coastal trading of barges reached its peak about 1914 when over 2,000 barges were employed carrying cargoes of all types. Steel hulled barges were built up to 1931. By that time vessels were increasingly being cut down and converted to full or auxiliary motor power. Evolution based on economic efficiency produced the type of barge still seen today, which is easy to sail by only two men and is an object of grace and beauty.

2006 Nautical Research Guild Conference meeting

By popular request the July meeting of the NRG committee is moved to Thursday July 20 at 7:00pm on the upper deck of the Berkeley. We will soon be recruiting members for a multitude of jobs, so if you would like first pick, come on down. We also can use ideas.

Del Mar Fair Californian cruise

For those who worked at the Fair this year, the replica revenue Cutter Californian will be sailing Saturday August 19 at 5:00pm to 7:00pm. The museum will provide the ship, crew and drinks while the Guild will provide food. See Robert Hewitt for details and reservations. Space is limited to 50 people so spouses may have to walk the plank. Unfortunately, the steam yacht Medea is not available to us this year, but there have been lots of requests for Californian. Hope you can make.



Armed Virginia Sloop

Peter Jaquith's second ship model project is an Armed Virginia Sloop, circa 1768. The model is a Model Shipways plank on bulkhead kit at 1/4" to 1' 0" scale. This small ship with graceful sheer and low freeboard was a single masted evolutionary development of fast vessels that evolved the Bermuda sloop to the trim, sharp Virginia schooners. This sloop had a length of 55' 8," beam of 17' 8," depth of 6' 6," and a displacement of 60 tons. It sailed as a privateer, or smuggler. Varying from the kit plans, Peter single planked the basswood hull, as a way to accommodate color and thickness changes, he painted all planking prior to installation. The rigging will be

restyled with colored and proportional linen line and multi-sized blocks by Warner Woods. Peter used these references: *Modeling the Armed Virginia Sloop*, a Practicum by Robert Hunt; *Planking the Built-Up Ship Model* by Jim Roberts; *The Art of Knotting and Splicing* by Cyrus Lawrence Day; and *Steel's Elements of Masting, Sailmaking, and Rigging of 1794*.

USNS Haven

John McDermott is almost finished with the exquisitely detailed USNS *Haven* hospital ship built at 1:500 scale. This fine work replicates in miniature one of six such ships that worked in the China Sea and Pacific during the Korean War. The model's hull and stack came from a Revell kit, but John scratch built the detail. GMM photo etch formed many of the fittings. The small boats have yet to be added.



Skiff "Carol Jo"

Salty gulls perch on Dick Strange's beached skiff named *Carol Jo*, for his wife. It is a Midwest kit, an inexpensive one Dick recommends for beginners. Quite complete, with planked hull and details - oars, fishing poles and bucket. The gulls were added, but were disappointed that the skiff did not have a poop deck. The Plexiglas case was particularly fine - having finely polished melted seams that make it look like one block. "Was the case expensive?" "Yes!" Dick said.



Destroyer kits

Tony Bunch has work to do on these new kits for two US Navy destroyers.





USS Essex carrier.

Tony Bunch built this model of the USS *Essex* for a presentation for the 80th birthday of a Navy veteran who had been wounded three times while serving on her from January to November 1944. Tony matched the paint job to a drawing and used air brushing for the camouflage in a complex, many layered and masked and ultimately authentic style. The hours and hours required to get the camouflage done put pressure on Tony to finish by the birthday deadline.

Cutty Sark -- no picture

Charles Peabody has begun his kit model of the *Cutty Sark*. He showed the meeting a walnut (or similar dark wood) hull about 28 inches bow to stern. The plans and instructions for his kit are written in Spanish and use metric measurements, none of which he was able to figure out. So Charles is charging ahead as he thinks best: "It's a chance boat," he says. "I take a chance on what to do next!" He has the hull planked, and the deck installed, and it looks like it will float.

USS S-33 RC submarine

Steve Vick built this four foot radio controlled model submarine. It is a Holland type S-Boat as she appeared in 1929 in the Philippines. The fully functional ship is able to surface and dive; she operates on the surface and under water, her independent twin screws propelling her fast enough when submerged to raise a bump in the water. Steve adapted a blood pressure cuff into a ballast control that can be filled or deflated by activating solenoid pumps as

desired. Foam ballast and an automatic leveler keep her stable in the water. The subs maneuvers can be accompanied by the sounds of diesel chugging, ships bells, diving alarm, and warning horns.

Steve's model has received the "Best of Show" award at the Riverside Regatta.



Steve Vick's demonstration of his model submarine wowed the meeting as members crowd around. He received a rare standing ovation from this bunch of expert modelers.

Del Mar Fair Model Pictures



**Oliver Cromwell
Dr. Henry Bakhazi**

First Place Ribbon,
San Diego Maritime
Museum best Ship Model,
And Design in Wood
Best of Show



Dr. Henry Bakhazi
Second Place Ribbon



Stewart Yacht - Gus Agustin
Third Place Ribbon

H.M.S. Alfred - Henry Bakhazi
Fourth Place Ribbon



1939 Chris Craft - William Norris
Honorable mention



Grand Banks Dory - Dave Yotter

Lumber Schooner – Dave Yotter
Honorable mention



Grasshopper - Don Dressel



Lucy - Dave Dana



TarusTug - Howie Franklin



Whaler -William Norris



Rival - Hewitt



Revenue Cutter Dallas, Howie Franklin

Greek Byrene - Ed Trasoris



Sue Constance - Gus Agustin

Phantom - KC Edwards



Pirate brig - Don Dressel

Solebay - Robert Hewitt



USS San Diego (LPD-22) Model

I'm going to step a little out of bounds here. The Trafalgar exhibit is wonderful and I believe everyone involved had a great time. The Museum is in the process of rebuilding the Navy exhibit and recently acquired Dave Manley's USS San Diego (CLAA-53) now prominently displayed aboard the Berkeley near the entrance. The Navy recently announced the order for the USS San Diego (LPD-22). Scale Shipyard can produce most of what we would need to produce a companion model to Dave's cruiser. Any one interested?

U.S. Navy Fact Sheet

Amphibious Transport Dock - LPD

Description

Amphibious transports are warships that embark, transport, and land elements of a landing force for a variety of expeditionary warfare missions.

Features

The amphibious transports are used to transport, and land Marines, their equipment and supplies by embarked air cushion or conventional landing craft or amphibious vehicles, augmented by helicopters or vertical take off and landing aircraft in amphibious assault, special operations, or expeditionary warfare missions.

Background

The versatile *Austin*-class LPDs provide substantial amphibious lift for Marine troops and their vehicles and cargo. Additionally, they serve as the secondary aviation platform for Expeditionary Strike Groups. The oldest of the class turned 39 in early 2004. As the new *San Antonio*-class LPDs enter service, *Austin*-class LPDs will be decommissioned.

A contract for final design and construction of *San Antonio* (LPD 17), the lead ship in the class, was awarded in December 1996; actual construction commenced in August 2000. The lead ship contract included options for *New Orleans* (LPD 18), *Mesa Verde* (LPD 19) and *Green Bay* (LPD 20). The options for LPD 18 and 19 were exercised in December 1998 and February 2000. A negotiated modification added LPD 20 in May 2000. In November 2003, the Navy awarded the contract to build *New York* (LPD 21). The bow stem of *New York* was cast in 2003 using tons of steel salvaged from the World Trade Center and the keel was laid in September 2004.

In 2004, Northrop Grumman Ship Systems launched *New Orleans* and *Mesa Verde* and laid the keel for *New York*. Also the Secretary of the Navy named *San Diego* (LPD 22), *Anchorage* (LPD 23), *Arlington* (LPD 24) and *Somerset* (LPD 25). *New York*, *Arlington* and *Somerset* honor those who died in the terrorist attacks of September 11, 2001. In 2005, the shipyard delivered *San Antonio* and in 2006 the Navy expects to award construction contracts for the LPD 22-25, to launch *Green Bay* (LPD 20), and to prepare for commissioning of *New Orleans* and *Mesa Verde*. *USS San Antonio* (LPD 17), first ship of the class, was commissioned January 14, 2006.

The ships of the LPD 17 class are a key element of the Navy's seabase transformation. Collectively, these ships functionally replace over 41 ships (LPD 4, LSD 36, LKA 113, and LST 1179 classes of amphibious ships) providing the Navy and Marine Corps with modern, seabased platforms that are networked, survivable, and built to operate with 21st century transformational platforms, such as the MV-22 *Osprey*, the Expeditionary Fighting Vehicle (EFV), and future means by which Marines are delivered ashore.

General Characteristics, *San Antonio* class

Builder: Northrop Grumman Ships Systems, with Raytheon Systems Corporation and Intergraph Corporation.

Propulsion: Four sequentially turbocharged marine Colt-Pielstick Diesels, two shafts, 41,600 shaft horsepower.

Length: 684 feet (208.5 meters).

Beam: 105 feet (31.9 meters).

Displacement: Approximately 24,900 long tons (25,300 metric tons) full load.

Speed: In excess of 22 knots (24.2 mph, 38.7 kph).

Crew: Ship's Company: 360 (28 officers, 332 enlisted)

Embarked Landing Force: 699 (66 officers, 633 enlisted); surge capacity to 800.

Armament: Two *Bushmaster* II 30 mm Close in Guns, fore and aft; two Rolling Airframe Missile launchers, fore and aft.

Aircraft: Launch or land two CH53E *Super Stallion* helicopters or two MV-22 *Osprey* tilt rotor aircraft or up to four CH-46 *Sea Knight* helicopters, AH-1 or UH-1 helicopters.

Landing/Attack Craft: Two LCACs or one LCU; and 14 Expeditionary Fighting Vehicles.

Ships:



Order #	Ship Name	Class	Scale	Length	Beam	Price
WHU-A23	USS San Antonio	LPD-17	1/96	85 7/16"	13 1/16'	\$ 389.00



These ships are the newest class of LPD's (Landing Personnel Dock) the navy will operate during this century. Construction of these ships has begun. They were completely designed by computer and eventually replace all the older LPD type ships currently operated by US Navy. This hull has the forward protruding bulbous bow and the shaft and strut locations molded in, and comes with a set of plans. Package Price \$ 618.00- contact us for details of contents

THE BIRTH OF THE GUILD

It all started with a \$23 model shipway kit of the *Volante*. It is a cute model of a brig. Way back in 1971, the fun was trying to do a fine job of building it. The challenge, of course, was to finish the solid hull, decking, furnishing and rigging as accurately as possible. The result is a model to enjoy and a legacy for my family.

However, it would have been a bit easier to be able to talk to someone about problems in construction. A club sounded like a good idea. A meeting was held with Capt. Ken Reynard of the *Star of India* to see if a club could meet onboard. (The *Berkeley* was not here then). He was all in favor of it. The next was to talk to Russ Merrill of Hillcrest Hobby about finding likeminded model builders to form the club (the word Guild came later). Lucky he did know a few.

The first meeting was held at 8 PM, 30 July 1971 in the office on the Star, which was aft of the saloon. Russ took the minutes. About nine people came to the first meeting. It was decided to hold the meetings on the last Friday of each month. (Since then it has been changed twice.) Dues were fifty cents to purchase a blackboard for show-and-tell.

On 17 August 1971 a letter was received from the Maritime Museum approving the club meeting on the Star – with a few stipulations. The first year went fairly well with a few scale modelers (4-6) attending. They tend to be loners.

What really moved the club along were the radio control modelers. Al L'heureux, who built the USS *Missouri* BB-63, a 1/8"=1' (1:98) model, which is on display on the *Berkeley*, brought in other modelers. The club became a mix of static and radio control models. Regattas were held for a number of years at Mission Bay Pond. From then on the club began to grow and endures today.

It is not often a club will last 35 years and credit should go to the members and strong leaders. One other factor is the importance of the monthly newsletter.

Am sorry Russ Merrill is not here to see what he helped to start. He passed away 3 July 1976 – a day before the *Star* sailed after 50 years.

Enjoy,

Bob Wright
12 June 2006

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San Diego, CA 92101



San Diego Ship Modelers Guild Officers

Guild Master	Robert Hewitt	<redacted>
First Mate	K.C. Edwards	<redacted>
Purser	Richard Strange	<redacted>
Editor	Bob Crawford	<redacted>
LogKeeper	Bob McPhail	<redacted>

**Next Meeting Wednesday July 12 on the Ferryboat Berkeley
6:30 pm social, 7 pm Meeting**