



# San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

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NEWSLETTER

VOLUME XXXI No. 2

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E 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



## JANUARY MEETING NOTES

Guild meeting Report January 10, 2007 by Bob McPhail

Robert Hewitt opened the meeting and asked if there were any visitors or new members. There was one visitor, Keith Alred, who was interested in learning about the guild. Ron Hollod then gave his purser's report covering the last two months. The balance as of November 30, 2006 was \$<redacted>. The balance as of December 31, 2006 was \$<redacted>. There was some income and expenses for December but the main expense for December included the holiday party for \$<redacted>. All members were reminded that dues are due. (\$20.00 annual or \$27.00 with nametag )

Bob Crawford the editor was not present at the meeting but it was reported that an account is going to be set up in order to prepare and send out the newsletter from the Maritime Museum.

Robert Hewitt asked for feedback about the Holiday party. Overall response was good and that it should be repeated again.

Tony Bunch asked about the status of the LPD 22 (USS SAN DIEGO) project. This project was to build a model of this new ship. Tony and Dave Manley are willing to build this ship and after some discussion, it was decided to table this item until the next meeting.

There was discussion about obtaining, restoring, and cleaning a 1/4 " scale brass model from the U.S. Navy. These models were used by the Navy to test positioning of antennae aboard navy ships. Placement of these antennae was important to avoid interference. Bill Luther provided some background and current status of these models, particularly a cruiser model. Bill has been able to obtain access to this model (already donated) but needs funding for shipment. Ron Render proposed that \$200 be set aside for part of the transportation costs and be committed if remaining funds (approximately \$600) can be obtained for the model shipment. It was voted on and approved by the members present.

There was also a request to build three SAN SALVADORS at 1/8 scale. Bill Dana, Ron Hollod, John Wickman, and Bob McPhail volunteered to work on these models along with Joe Bompansario.

The San Diego County Fair will be from June 8 thru July 4<sup>th</sup>. The fair will not be open on Mondays and two Tuesdays. (June 11, 12, 18, 19, 25) Theme will be "Salute to Heroes". Prices are \$12 entry, \$9 parking, and \$15 for a badge. Robert Hewitt will be obtaining lot passes and tickets for those who will be volunteering in the booth.

It was requested that someone volunteer to fill the remaining time as First Mate (due to K C Edwards passing) until elections are held. Any one interested is asked to contact Robert Hewitt.

There was auction and mini swap meet held at the meeting. Proceeds of the auction were donated to the guild.

## Show and Tell

### Sovereign of the Seas



We were treated to this remarkable display of **Don Dressel's** modeling skills – his 1:78 scale model, 95% scratch built beginning in 1985. Known by the English enemy as the “Golden Devil”, the *Sovereign of the Seas* was the most ornate warship ever built. The “dreadnaught” of her day, she was the first 100 gun ship in the 1600s. English King Charles I paid the maximum price for the “Golden Devil” – his head. Don modified the bulkheads, keel, and stern of a Seugal kit, and made the rest using his own materials and research. Woods he used include English sycamore, satin and ebony for

planking, Boxwood for carvings on stern, bulkheads, lanterns, and more. The deck is holly, the spars lemon wood. Don is now rigging her, using the “Masting and Rigging of British Ships of War” guidelines. Planning the order of placing lines, fixing their end points has been difficult. For example, no lines end on the poop deck as it's officer's country, the English did not yet use belaying pins. Footropes were rare. And no one really knows how the ship was rigged. Don hopes to finish this year.

Don also told us of a new book series on the *Vasa*, the Swedish King's huge elaborate answer to the *Sovereign of the Seas* that sank on its maiden voyage. The *Vasa* was raised from the bottom of the harbor in 1960s and is now reconstructed with its original materials in a museum in Stockholm. Volume 1 is published in a limited English language version. It is a thick, detailed discussion of the *Vasa's* history, discovery and resurrection. A total of seven volumes will be published. (I saw the *Vasa* in 1961 still being sprayed with sea water to preserve it and again in 1997 partially reassembled in its own covered museum. It's well worth a visit. DD)

**Don Dressel's *Sovereign of the Seas* stern carvings.** Don determined the stern design from the British Museum and contemporary paintings. He made a photograph of the design to scale, then transferred it to a boxwood piece shaped to fit the hull. A heat transfer process gave him a marked drawing to follow as he carved with dental tools. The carving are covered with \$150 worth of 18 carat gold leaf.



### **Ancient Egyptian Ship circa 2500 BC**



Over 4000 years ago Ships like this in the Egyptian fleet regularly plied the Red Sea, Mediterranean Sea, and the Nile River for trade and battle. **John McShefferty's** Egyptian ship model is the earliest example of the art of shipbuilding known in any detail. The Pharaoh Sahure burial chamber contained a bas-relief depicting a sea and land war against the inhabitants of Syria, probably Phoenicians in 1279. The detailed images of the ships formed the basis for this 1/50 model Amati kit. The ship had neither keel nor frames to support the hull planking. The hull interior was made of wide strakes probably from

the Cedars of Lebanon or wooden battens, which were tied together with rope or wooden dowels. A set of external cables strengthened the hull. Seams were caulked with tow and fixed with wax or tar. For longitudinal strength a thick rope stretched between stem and stern supported by a post amidships and made taught by a unique fulcrum arrangement. Cables over the bow meant to protect the ship from going to pieces under heavy shocks from ramming the waves and strain of many oars working. A one large rectangular sail hoisted on a collapsible double mast that could be lowered into a saddle of posts and beam near the stern. A pair of large stones bound to the stem of the mast, helped lever the mast



upright, and rested on two levers on forked stanchions when lowered. The eye of Horus on the bow post and the Ankh (the sign of life) on the stern post.

John's model uses very little glue – all the pieces are roped together just like the original!! It is left in natural wood. **Bob Graham** recommended that to preserve the wood without changing its color or texture it should be finished with "True Oil" by Birchwood Casey, a walnut gunstock oil wiped on with a ladies makeup sponge.

Bow of Ancient Egyptian Ship circa 2500 BC

### USS New Jersey & USS Buchanan

*USS New Jersey* gets an escort. **Tony Bunch** has recreated the Iowa class battleship *USS New Jersey* time in 1983 when she and the *USS Buchanan* guided missile destroyer operated together. *New Jersey* served heroically in World War II Pacific battles (Marianas, Luzon, Okinawa, Truk, and more), in Korea and Vietnam, earning total of 15 battle stars. Her 16inch guns delivered more heavy metal on enemy targets than any land based artillery, supporting troops and destroying enemy emplacements and infrastructure. Retired in 1969, she was re-furbished and re-commissioned in 1983 and served with the tough newer Charles F. Adams class guided missile destroyer *Buchanan* in 1983 off the coast of Lebanon. Tony's Tamiya and Dragon kits model of the pair is enhanced with photoetch details and Steve Nuttal brass barrels. He researched the ships, beginning by assuming the kits were accurately made and confirming details with photographs, checking the Navsource.com website, and by talking to people who knew them. The base is poplar, covered with blue plexiglass and liquitex gel spread over it and textured.



### USS Constitution

This mini-miniature model of the *USS Constitution* has some concessions to its 1 ½ inch hull. For example only 30 guns, no gaff booms on the mizzen, and sparse rigging. **Dave Dana** made it for a Christmas gift to go in his wife's 1:12 room box of a New England sea captain's study. The hull is of built up redwood, ebony, and basswood. The masts are turned toothpicks, and the stays are bamboo slivers. Small pieces of walnut form the deck furniture and cannon carriages. Brass wire made the cannons.



## Not Pictured

Although un-pictured, **Lewis Johnson** showed us the beginnings of his canoe model. **Charles Peabody** brought in his *Cutty Sark* so we could see the progress. He thanked guild members for helping him. "That's what we are for," said Guildmaster **Robert Hewitt**.



## USNS Haven Hospital Ship

**John McDermott** has finished his plastic kit bashed model of the *USNS Haven*. The Haven was one of six such hospital ships serving in the Korean and Vietnamese wars.

Most of the plastic parts in the Revelle kit of the 1950s had so many ejector pin marks in visible places, that he discarded them and made his own. He wound up using only the hull, stack, boats, and helicopter from the kit. A grand exercise in scratch building in plastic! John also used many photo etch brass parts. Spackling compound

formed the sea and waves on which the model floats.

### **USS HAVEN (AH-12) - A VETERAN HOSPITAL SHIP**

*from the Dictionary of American Fighting Ships*

*Haven* (AH-12), formerly *Marine Hawk*, was launched under Maritime Commission contract by Sun Shipbuilding & Drydock Corp., Chester, Pa., 24 June 1944 and placed in service 15-19 June 1944 for transportation to her conversion yard, Todd-Erie Shipyard, Brooklyn. Upon completing conversion to Navy use, she commissioned 5 May 1945, Captain T. T. Patterson in command.



**WW II & Atomic Duty** - Following shakedown training, the hospital ship sailed 14 June via the Panama Canal for the Pacific Theater, where the war was reaching its climax. Reaching Pearl Harbor 6 July the ship brought patients on board for return to San Francisco. Just prior to the Japanese surrender, *Haven* sailed to Okinawa and Nagasaki. She arrived off the destroyed Japanese city 11 September and brought on board a group of allied ex-prisoners of war, some of them suffering from the effects of the atomic blast. During the remainder of 1945 the ship was engaged in transporting patients from Guam, Saipan, and Pearl Harbor to San Francisco, arriving after her second long voyage 31 January 1946.

At San Francisco *Haven* took on radiological equipment and scientific researchers in preparation for the forthcoming atomic tests in the Pacific, Operation Crossroads. She sailed 29 May for Pearl Harbor and arrived Bikini Atoll 12 June 1946. The ship remained in the test area supervising the medical aspects of the experiments throughout the operation, and arrived Kwajalein 26 August to assist in the inspection of the test ships.

*Haven* departed 10 October for Pearl Harbor and the United States, and upon decontamination, was assigned once again to transport troops from the Pacific outposts to California as AH-12. This important duty occupied her until February 1947, when she reported to **San Diego** and decommissioned 1 July. *Haven* entered the Pacific Reserve Fleet, San Diego group.

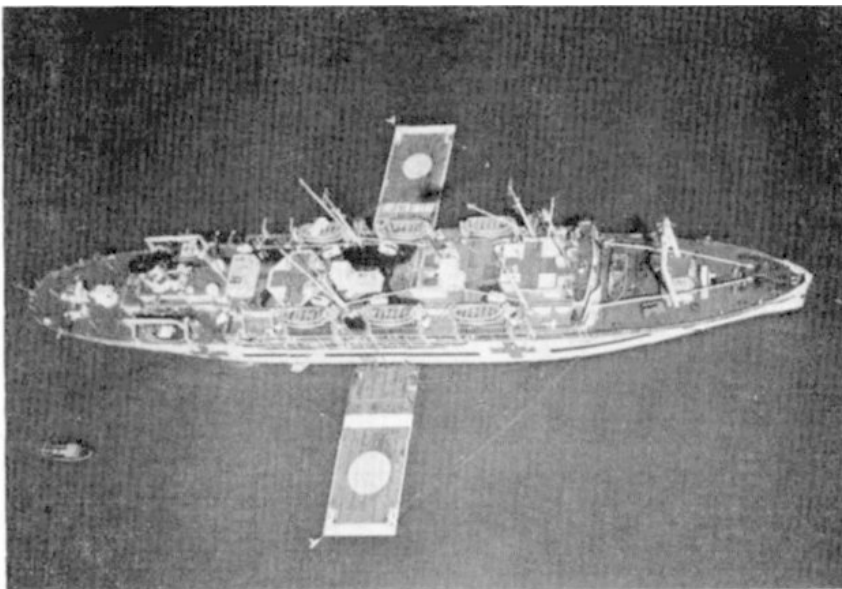
**Korean War Duty** - With the outbreak of the Korean War, hospital ships were desperately needed. Following the sinking of sister ship *Benevolence* off fog-bound San Francisco in August 1950, *Haven* was taken out of reserve and commissioned 15 September 1950. She sailed 25 September via Pearl Harbor for Inchon, Korea, site of one of the most audacious and skillful amphibious operations in history. The hospital ship remained off Inchon caring for casualties until 6 January 1951, when the attacking Chinese Communists forced her to move further south. She steamed via Pusan to Sasebo, Japan.

*Haven* returned to Pusan- 5 February to care for battle casualties, and after another voyage to Inchon remained at Pusan until she sailed for the United States arriving San Francisco 30 October 1951. Eager to get back into action, however, she began her second tour of Korean duty 7 January 1952. She operated off Inchon and Pusan during the months that followed, receiving many of her patients by helicopter directly from the front lines. *Haven* sailed again for the United States 16 September 1952, and, after the installation of a new flight deck to facilitate helicopter evacuation of patients, once more steamed out of **San Diego** 24 January 1953. She returned to her regular station in Inchon harbor where during the next 7 months she treated almost 3,000 patients.

The veteran hospital ship sailed for the United States 20 August 1953, and, after her arrival at San Francisco 3 September, operated off the coast of California. She began her fourth tour of duty in Korea 4 January 1954, arriving Inchon 7 February to provide regular medical care for troops. *Haven* also made occasional visits to Japan.

**Vietnam Duty** - On 1 September with Korea in a state of uneasy truce, she was ordered to French Indochina, arriving Saigon 9 September. There she brought French troops on board as Viet Nam was partitioned and the French army withdrawn. *Haven* sailed to Oran and Marseille in October to disembark the soldiers, and, completing her round-the-world voyage, arrived Long Beach via the Panama Canal 1 November 1954.

*Haven* took part in fleet maneuvers and provided hospital services for sailors through 1955 and 1956 and decommissioned at Long Beach 30 June 1957. She was placed in an "In Reserve, In Service" status, and remained moored at Long Beach providing medical services to the Pacific Fleet until 1 March 1967 when she was struck from the Navy List. *Haven* was returned to the Maritime Administration 5 June 1967 and is at present berthed in the National Defense Reserve Fleet at Suisun Bay, California. *Haven* received nine battle stars for Korean War service.



*Haven* (AH-12) at anchored off Korea in 1952. *Haven* was equipped with specially constructed and moored platforms designed to receive wounded personnel via helicopter.

US Navy photo from "All Hands" magazine, October 1952.



**Eighth**

**Heritage Conference**

**San Diego, October 9 – 12, 2007**

**Maritime**

The Maritime Museum of San Diego, in conjunction with other leading maritime heritage organizations is proud to announce the Eighth Maritime Heritage Conference, to be held in San Diego, October 9 – 12, 2007. The conference chair is Dr. Raymond E. Ashley, Executive Director of the Maritime Museum of San Diego. Participating organizations include: The San Diego Aircraft Carrier Museum, The American Lighthouse Coordinating Committee, the Council of American Maritime Museums, the Historic Naval Ships Association, the National Oceanic and Atmospheric Administration, the National Maritime Historical Society, the Museum Small Craft Association, the National Park Service, the Naval Historical Foundation, the North American Society for Oceanic History, the Nautical Research Guild, the U.S. Life-Saving Service Heritage Association, and the U.S. Lighthouse Society. The **Maritime Heritage Education Conference** will also be held within the conference.

### **Conference Highlights:**

Through the seven preceding Maritime Heritage Conferences, leading researchers and participating organizations have established a vibrant contribution to the field of maritime history and the preservation of nautical heritage. The forthcoming San Diego conference will build on this, and also offers a unique experience for attendees. For the first time in the history of the Maritime Heritage Conferences all sessions will be held afloat.

The Museum vessels forming the venue for the Maritime Heritage Conference have profound significance not only for the maritime history of California and the United States, but also for global social and cultural history. The **Star of India**, flagship of the Museum's collection, once plied between ports in Britain, India, New Zealand, and Australia in the last decades of the nineteenth century. She is the world's oldest active ship and a California and National Historic Landmark. What better place to hold a conference session than on the decks of a vessel that circumnavigated the globe twenty-one times? The **Berkeley**, a steam ferry built in 1898, now holds the Museum's exhibits relating to maritime history in the Pacific Ocean. In the aftermath of the 1906 San Francisco earthquake, she assisted in the rescue and evacuation of survivors. The upper deck of the **Berkeley** will be the venue for many of the conference sessions. Those attending the conference will also be welcome to view the Museum's other historic vessels, among these the **Surprise** – a replica of an 18<sup>th</sup> century Royal Navy frigate famous for its use in the award winning film "Master and Commander: The Far Side of the World." Participants may also visit the **Californian** – the replica of an 1847 Revenue Cutter, the **Medea** – a 1904 steam yacht, and the **B-39** – a Russian Soviet-era "Foxtrot" submarine. Within a few minutes' walk of the Maritime Museum, the San Diego Aircraft Carrier Museum's **USS Midway** will be the venue for a number of conference sessions.

### **The Conference Program:**

The organizers expect as many as 500 attendees. The conference will officially commence with a welcome reception on the *Star of India* on the evening of Tuesday October 9, 2007. For the next three days, October 10 through 12, conference participants will have the opportunity of selecting from more than 70 different break-out sessions. The proceedings will officially conclude with a twilight dinner cruise on San Diego Bay. Participating organizations will have the option of conducting their annual general meetings on Saturday, October 13. Arrangements for these meetings can be made through the Conference Coordinator, Robyn Wilner. She may be contacted at The Maritime Museum of San Diego, 1492 North Harbor Drive, San Diego, California 92101. Phone (619) 234-9153, ext. 106; Fax: (619) 234-8345; or send her an **Email**

In line with the scope and content of previous Maritime Heritage Conferences, the San Diego conference will focus on a broad array of topics. Guidelines for the submission of panels and papers can be found in the conference's official **Call for Papers**. Further information is also available from the Conference Program Chair, Kevin Sheehan, at The Maritime Museum of San Diego, 1492 North Harbor Drive, San Diego, California 92101. Phone (619) 234-9153, ext. 118; Fax: (619) 234-8345.; or send him an **Email**

The **Conference Schedule** will be continually updated. Check back periodically for the latest news.

### **Sponsorship:**

The forthcoming Maritime Heritage Conference provides a great opportunity for maritime heritage organizations to sponsor specific events and aspects of the conference. A wide variety of sponsorship packages are available. For further information

# THRU THE LUBBERS HOLE



From "Traditions of the Navy by Cedric W. Windas

Submitted by Robert Hewitt

*Sunday to Saturday*

If a ship has only one mast, it's called the mainmast. Most sailing ships had three masts, fore, main and mizzen. In the late 1800's there were a few schooners with four masts, some with five or six, and one, the *THOMAS W LAWSON*, with seven masts. Technically, here masts were named from forward aft, fore, main, mizzen, jigger, driver, pusher and spanker. But many people could not remember which came first, so the masts were also named for the days of the week. Sunday was forward, Saturday was all the way aft, and Wednesday was back about where the galley deck house stood.

*Women at sea:*

The British Navy used to permit women on board it's ships during long cruises; a woman named Ann Johnson actually served as a member of a gun crew and was killed in the battle of Copenhagen, April 2 1801. American clipper ship captains used to carry their wives on board. The hospital at the Merchant Marine Academy is named for the wife of a clipper skipper. She was Mary Patten, nineteen years old; when her husband became ill on a trip from the east coast in 1856, she took command, navigating the ship around the Horn and into San Francisco in a one hundred and twenty day trip. During World War II many women served aboard merchant ships.

*Crows nest:*

The name for the lookout station on the mast of a ship was named for the cage Norse ships carried on their mastheads, in which some ravens were kept. When these sea warriors lost sight of land, they would release one of the birds. As it headed for shore with the uncanny instinct birds have, they would follow the course it took.

*Futtock shrouds:*

They are the short shrouds extending below and thus secure the lower edges of the tops to the masts. Futtock is a corruption of the words foot *hook*.

*Davits;*

Those small crane-like fittings used for hoisting boats, anchors, etc. aboard ship, were invented by and named for, a Welshman with the name David which, in Welch is pronounced *Davit*.

*Bell bottom trousers;*

The wide-legged pants that went out with the jaunty white hats worn by sailors in the U.S. Navy until 1975 were cut with a flair in the legs because they were easier to roll up, as when a man was swabbing the decks.

*Belay;*

Meaning to cease hauling on a line was originally *de-lay*, then corrupted to its original form.



# San Diego Ship Modelers' Guild

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San Diego, CA 92101



## San Diego Ship Modelers Guild Officers

Guild Master	Robert Hewitt	<redacted>
First Mate		
Purser	Ron Hollod	<redacted>
Editor	Bob Crawford	<redacted>
LogKeeper	Bob McPhail	<redacted>

**Next Meeting Wednesday February 14, on the Ferryboat *Berkeley* 7 pm**

