



# San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

April 2007

NEWSLETTER

VOLUME XXXI No. 4

## OFFICERS

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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



## **Guild meeting Report March 14, 2007**

Robert Hewitt opened the meeting and asked if there were any visitors or new members. Mr Dan Salazar introduced himself. Dan is the guest speaker on the LPD 17 Class warship to be presented later in the meeting. Ron Hollod gave his purser's report. The balance as of January 31, 2007 was \$<redacted>. With income and expenses the new balance as of February 28, was \$<redacted>. All members were again reminded that dues are due. (\$20.00 annual or \$27.00 if a nametag is desired)

Bob Crawford reported that he does not have a cost for the newsletter since mailing was switched to the museum. It has been very difficult to determine. Once the costs have been determined, however, the guild will be billed accordingly. Bob asked for inputs (news articles, items of interest, items related to the hobby, etc.) to the newsletter and should also be notified for any email or address changes.

Robert Hewitt introduced Mr. Dan Salazar, the lead systems engineer for the LPD 17 Program. He works at the Raytheon Expeditionary Warfare Center. Mr. Salazar gave a very informative and interesting slide presentation about the program. In addition to discussing ship construction, class characteristics, and the program in general, he gave some interesting anecdotes about how some of the things on the ship were changed. As example, the ship was originally designed with 25 mm guns. This would have involved several sailors per gun mount to service the weapons (very labor intensive). By changing the system to a 30mm gun, which the Marine Corps had, these larger guns could be operated automatically by one sailor inside the ship using only a joystick. The cable runs are fiber optic and everything (machinery, electronics, steering, etc) is connected, controlled, and monitored electronically on computer networks. Dan also mentioned that the galley will still serve traditionally cooked meals and not the prepared "microwaveable" type.

Elections were held for the guild officer positions for next year. Nominations were announced, voted on, and approved. For guild master, Robert Hewitt; first mate, Bill Groat; purser, Ron Hollod; and logkeeper, Bob McPhail.

Robert Hewitt mentioned that the sign up list for the San Diego County Fair was filled. However, if any new members decide they would like to volunteer for the fair, they are asked to contact him as soon as possible. If anyone is interested in submitting a model for the design in wood competition, the entry deadline is April 27.

Bob Crawford provided copies of the plans for SAN SLAVADOR. (1/8 scale model). Three models will be built, one plank on frame and two plank on bulkhead. In addition, Bob would like to build a master built up half model. A casting would then be made and from this several copies would be produced. A completion date for the summer of 2008 is planned for all units. Seven people are currently involved in the project. Please contact Bob McPhail if you would like to add your knowledge and experience to this project.

Tony Bunch has taken the lead on the LPD 22 (USS SAN DIEGO) project. This project will build a model of this new ship. Please contact him or Robert Hewitt if you would like to volunteer.

Bill Luther provided an update to the USS Chicago (CG 11) brass model project. \$850 has been committed to the project. The U.S. Navy Cruiser Sailors Association donated \$400. The USS Chicago Reunion Association donated \$250 and the modelers' guild committed \$200. Shipping of this donated model to San Diego will cost \$800 and a plaque will cost \$50. Bill will coordinate future tasking for this project with Bob Crawford. In addition there are plans being made to move the brass model of USS Albany (CG 10) from Point Loma to USS Midway museum.

## SDMSG SHOW AND TELL March 14, 2007



**Don Dressel's** amazingly detailed and well researched scratch built *Sovereign of the Seas* begun in 1985 is nearing completion – about 6 months work to go. The Dutch called this most elaborately ornate ship ever built the “Golden Devil.” Even English King Charles I lost his head contemplating the devilish cost when his subjects reacted to the high taxes to pay for it. Don finds the devil in the rigging details. Basing his work on Lee's book and plans by Clive Willard, he has completed running and standing rigging from bow through the foremast spars, excluding the braces. Research taught that there were no ratlines above the top s'ls, that lower caparthings were rare

and the forestays were heavily ornate. Working from fore to aft, Don is installing the stays on each mast after locating its running rigging to prevent the stays from getting in the way of other lines. It doesn't look like Don is selling his soul to the “Golden Devil.” Stay tuned.

Chinese immigrants used this type of junk from the San Diego area up to San Francisco to fish for shrimp. Working entirely from scratch without precise plans, **Bill Grolz** is following centuries old Chinese shipbuilding methods with this small shrimp junk, or sampan. He found some plans and drawings on an internet site article originally written in 1917. The model features unique oriental designs such as an open stern that filled with water to stabilize the ship. Constructed of tulip wood, a common Chinese material, the model looks appropriately rugged and hand hewn, but Bill says he will not use tulip wood again for it's very hard to work with. Save it for detail on a Dutch ship?





The privateer *Rattlesnake* was built in 1780 in Plymouth, Massachusetts. Despite her moderate size of 89 feet on deck she was fast and weatherly. She sailed with 85 men and carried twenty 6-pounders. She carried formidable fangs and venom against the British for several years, capturing millions of dollars of cargo. The Royal Admiralty went after her hard and finally got her in 1783 and took her into the Royal Navy. **Royce Privett's** clean and striking 3/16 to 1 foot Model Shipways *Rattlesnake* is a work in progress. Since last month Royce has made and installed cheeks, head rails, figurehead, capstan, stanchions, rails and galley stack. The guns are partially

rigged and a sturdy display stand made and attached.

Since high school **John Wickman** has harbored Marine Model Co. plans for a "pinky." He shook the dust off them and has built this 1/48 scale ship scratch. The pink was a Grand Banks fishing vessel that sailed "down east" from New England to catch cod fish. During the War of 1812 several of these practical ships were converted to privateers by adding guns. John converted his model fishing vessel to a privateer by adding a large gun on a swivel mount. **Bill Luther's** ship design expertise and **Bob Collinswood's** experience in sailing a pink helped John bash the old plans. The ship is plank on bulkhead with a deck reinforced to hold the weight of the gun. John described his experience making the "Pinky's" period flag on his computer with **Chuck Seiler's** help – Kleenex doesn't work well.



**Dave Dana's** great-great-grandmother rode the *Dr. Franklin* on the Upper Mississippi in 1852. Dave is scratch building the *Dr. Franklin* according to building methods used on the original steamboat – no plans, just build it. Consulting other steamer plans and photographs found in books and on the internet, Dave has almost completed the main deck in 1/32 to 1 foot scale. The paddlewheels were filched from a kit, the figures and some cargo are HO model railroad accessories. All was weathered using model RR techniques, dry brushing, colored chalk, and dull coat. Other cargo and fuel were scratch built with wood, Sculpy clay, twigs, stones, and seeds from the garden. Dave created the paddlewheel

house lettering on a computer with some help from **Chuck Seiler** and it was then printed on decal paper, applied, and weathered with white wash, dull coat, and very light sanding. Work on the second, or passenger deck comes next.



Progress continues on **Chuck Seiler's** 3/16" = 1' semi scratch *Sultana* kit from Model Expo. Since he is planking above the waterline and painting below, he routed out the solid part of the hull completed so far down to the waterline. To this point, the horizontal lifts have been 1/4" basswood. Above this, he is using thinner basswood that will be curved to match the sheer of the deck. This allows him to bend the wood relatively easily. He has completed to the main deck and added a raised fore deck, quarterdeck, and poopdeck. He will be adding strips to camber the main, fore, and quarter decks, raising them slightly. He will provide a much less obvious

camber to the poop by sanding. The end result - the poop will be only slightly raised over the quarterdeck. The rest of the month will be dedicated to smoothing the hull and working out the hull imperfections as well as cutting planking. At some point he will have to tackle making the strips for the *Sultana's* gratings.

**KATHLEEN** Sprintsail Barge of the Thames 1901 82.8 ft. long ( 4.14 inches)

By Robert Hewitt

Scale 1"=20 feet

The model is finished after four months of no more than 10-20 hrs per week. The model is set in a river scene, just coming off the dock. The water is carved tupolo wood with acrylic paint and varnish. The deck is holly with a grey wash of Floquil primer grey. The decks are laid in one inch long x, 02 sq. holly, the hold covers were laid on a paper sheet using the same decking material. The covers were the cut out to two foot scale lengths (.100) and frames with the deck crown were glued to the underneath. The main hold was filled with barrels made of pear wood. The forward hold is filled with "stone walling" called Kentish rag. Barrels and rag also are on the dock along with a chute. Two men man the ship; the captain on the wheel sports a derby and the mate has a hook for a hand. The leeboard winches and leeboards are made of box wood and ebony. The main winch is made of woman's watch gears and boxwood. All of the black wood with the exception of the hull is ebony. The sails on working barges were dressed annually. The bolt ropes were coated with Stockholm tar. Spread out on shore, the sails were coated with a mixture of linseed and cod oil, red and yellow ochre and water. The models sails are of rice paper and dyed with a 50/50 wood dye mixture of red and black. The sail patches cover blobs of glue smeared on the sail. The ships boat is shown being towed because it does not fit on the davits. The base is a picture frame and the plans were laminated at Kinko's and glued to the under side of the tupolo block. Many thanks to my good buddy Tim Riggs of Chicago who lent me four books on the barges, along with the two I have I believe I still do not have all the rigging on the ship. **Kathleen** was converted to a houseboat in 1983. Much of her iron work and rigging were used to restore the barge *Wyvenhoe* (1898) to her present sailing condition.





## Open Carving Class for Ship Ornamentation Follows NRG Conference in Manitowoc

Richard Young, shipmodeler and master carver, is holding a ship ornamentation carving class at his Two Rivers, Wis., studio on 17-21 September. It follows immediately after the conclusion of the Nautical Research Guild Conference in Manitowoc, Wis. Young's objective is to introduce people to the joy of creating original artwork that will enhance their ship models.

Students may select any ship-related subject – figurehead, stern ornamentation, trailboard, friezework, etc. If the carving is for a particular model, they should bring an exact replica made from scrap wood of the area where the decoration is mounted. If they want the carving in a specific wood, they should bring it; otherwise, Young will supply applewood as needed. Students also should bring all related reference material pertaining to their carving subject.

Young will share his tools, but each participant must have his own set of 1.5mm wide Dockyard micro-carving tools, available from Woodcraft (Stock #17K41; [www.woodcraft.com](http://www.woodcraft.com)), and a head-mounted magnifier like Opti-Visor or MagEyes.

“We'll be using mostly bladed tools for the course,” says Young. “Blades leave the best and sharpest images, and everyone will learn sharpening techniques. If you want to use rotary tools for certain layout functions, please bring your own.”

Those who have expressed interest in learning how to make masts and spars may enroll to do so, and will not be expected to carve.

Registration is a minimum of three days at \$50 a day. Classes run 09:00 to 17:00. Participants may join members of the Waverly Woodcarving Academy Tuesday and Thursday evenings. Payment is due with registration. Please send a letter outlining the carving or mastmaking project, class days, phone number, and e-mail address. Payment is refundable until 1 September. Mail to: Richard Young, 1112 Division Street, Manitowoc, WI 54220-5733. Those with questions may call (920) 684-5228.

## DANGER



**WILL ROBINSON!!! DANGER**



**WILL ROBINSON!!!**

Why We Should Be Wary While Shipmodeling  
By Chuck Seiler

Remember the old *Lost in Space* TV show where the robot would warn little Will whenever danger came out of nowhere? I sure would like to have something to warn ME of unexpected danger. Our hobby has unexpected dangers aplenty. Most people use appropriate safety gear when working with power tools; saws, drills, etc. ..fewer than should, however. Some of the adhesives and finishes we use are quite toxic and must be used in a well ventilated area. Similarly, spray painting and machine sanding could cause respiratory hazards. Even the woods we use can be toxic, particularly the exotic ones. Ingestion or inhalation of these wood products could cause illness or worse. Use care when building that masterpiece. Think safety!!

# THRU THE LUBBERS HOLE



## HMS GLAGOW: Making quarterdeck stairs

by Robert Hewitt

The upper decks have been installed. The round houses and the basket works were added next. The belfry and railing are carved from ebony. The stern windows are silk thread coated with Testors clear parts cement. I had a difficult time with the quarter deck stairs. I finally decided to build a jig and to make them solid.

The Jig is two pieces of pear glued together to make a 90 degree nest. An angled piece of pear was made by trial and error, as my computer was not operating, and glued to the 90 degree nest. The tip of the angle was cut off so the flat portion is the same height as the backer piece of the stair assembly. (Figure 1)

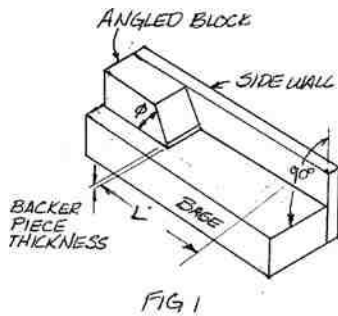


FIG 1

I measured the height (h) from the quarter deck to the gun deck. Eight pieces of holly were cut to make up this height. Fig. 2 They were trimmed to the width of the stairs and made twice as deep as the tread. The backer piece is then glued to the far end of the jig. This should be the width of the holly pieces. I did not make this piece as wide as should be and the result is one of the treads is out of line. This was not noticed until I saw John Wickman's photo of the model.

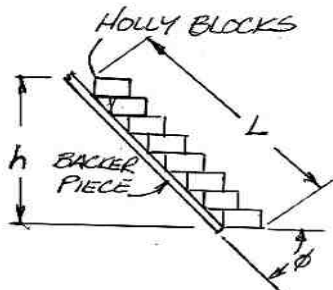
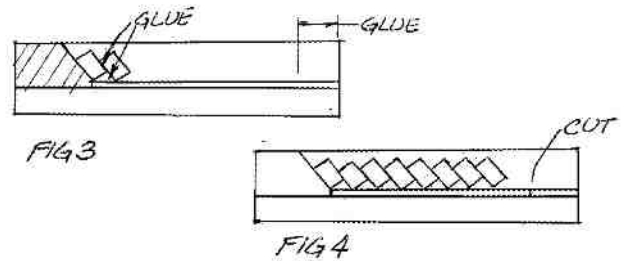


FIG 2

I positioned

the first holly block on the fixture and glued the second block to the first and also to the backer piece. The blocks are also pushed against the side wall. Fig. 3.



When all of the pieces have been added and the glue is dry, cut the backer piece from the fixture. Fig. 4. I added a piece of pear to the flush side of the assembly and let the glue dry. I sanded the opposite side flush and added a piece of pear to it. The sides of the stair assembly were trimmed with a razor blade and it was glued to the two decks. Fig. 5

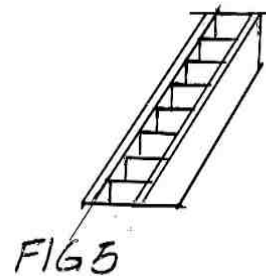
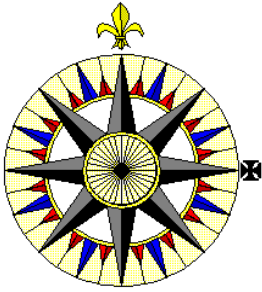


FIG 5

Good luck and good modeling.



## Origins of the Compass Rose

by Bill Thoen

The compass rose has appeared on charts and maps since the 1300's when the portolan charts first made their appearance. The term "rose" comes from the figure's compass points resembling the petals of the well-known flower. Originally, this device was used to indicate the directions of the winds (and it was then known as a [wind rose](#)), but the 32 points of the compass rose come from the directions of the eight major winds, the eight half-winds and the sixteen quarter-winds. In the Middle Ages, the names of the winds were commonly known throughout the Mediterranean countries as *tramontana* (N), *greco* (NE), *levante* (E), *siroco* (SE), *ostro* (S), *libeccio* (SW), *ponente* (W) and *maestro* (NW). On portolan charts you can see the initials of these winds labeled around the edge as T, G, L, S, O, L, P, and M. The 32 points are therefore simple bisections of the directions of the four winds (but the Chinese divided the compass into 12 major directions based on the signs of the Zodiac). For western apprentice seamen, one of the first things they had to know were the [names of the points](#). Naming them all off perfectly was known as "boxing the compass".

There is no absolute standard for drafting a compass rose, and each school of cartographers seems to have developed their own. In the earliest charts, north is indicated by a spearhead above the letter T (for *tramontana*). This symbol evolved into a fleur-de-lys around the time of Columbus, and was first seen on Portuguese maps. Also in the 14th century, the L (for *levante*) on the east side of the rose was replaced with a cross, indicating the direction to Paradise (long thought to be in the east), or at least to where Christ was born (in the Levant).

The colors on the figure are supposedly the result of the need for graphic clarity rather than a mere cartographical whim. On a rolling ship at night by the light of a flickering lamp, these figures had to be clearly visible. Therefore the eight principle points of the compass are usually shown on the compass rose in black which stands out easily. Against this background, the points representing the half-winds are typically colored in blue or green and since the quarter-wind points are the smallest, they are usually colored red. **References: Cartographical Innovations: an International Handbook of Mapping Terms to 1900** ed. by Helen M. Wallis and Arthur H. Robinson. - Tring, Herts: Map Collector Publications in association with International Cartographic Association, 1987. - ISBN 0-906430-04-6.

## The 32 Points of the Compass

<u>Point</u>	<u>Direction</u>	<u>Azimuth</u>	<u>Point</u>	<u>Direction</u>	<u>Azimuth</u>	<u>Point</u>	<u>Direction</u>	<u>Azimuth</u>
0	North	0° - 0'	11	SE by E	123° - 45'	22	WSW	247° - 30'
1	N by E	11° - 15'	12	SE	135° - 0'	23	W by S	258° - 45'
2	NNE	22° - 30'	13	SE by S	146° - 15'	24	West	270° - 0'
3	NE by N	33° - 45'	14	SSE	157° - 30'	25	W by N	281° - 15'
4	NE	45° - 0'	15	S by E	168° - 45'	26	WNW	292° - 30'
5	NE by E	56° - 15'	16	South	180° - 0'	27	NW by W	303° - 45'
6	ENE	67° - 30'	17	S by W	191° - 15'	28	NW	315° - 0'
7	E by N	78° - 45'	18	SSW	202° - 30'	29	NW by N	326° - 15'
8	East	90° - 0'	19	SW by S	213° - 45'	30	NNW	337° - 30'
9	E by S	101° - 15'	20	SW	225° - 0'	31	N by W	348° - 45'
10	ESE	112° - 30'	21	SW by W	236° - 15'			

# San Diego Ship Modelers' Guild

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## San Diego Ship Modelers Guild Officers

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

**Next Meeting Wednesday April 11, on the Ferryboat *Berkeley* 7 pm**

