



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

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May 2007

NEWSLETTER

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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



Guild meeting Report April 11, 2007

Robert Hewitt opened the meeting and asked if there were any visitors or new members present. There were none and then he mentioned that Ron Hollod, the purser was also not present. Bob McPhail provided information received from Ron. The balance as of February 28 was \$<redacted>. With income and expenses the new balance as of March 31 was \$<redacted>. All members were again reminded that dues are due. (\$20.00 annual or \$27.00 if a nametag is desired). The last time for dues collection will be the May meeting.

There was no editor's report.

Robert Hewitt mentioned that the sign up list for the San Diego County Fair had three slots available. There may be some parking issues due to renovation of one of the parking lots. Parking will not be allowed on this lot, however, there will be other parking available. Robert Hewitt will provide updates as he gets more information.

Bob McPhail discussed the SAN SALVADOR Project. Three models will be built, one plank on frame and two plank on bulkhead. In addition, Bob Crawford 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 discussed the LPD 22 (USS SAN DIEGO) project. The mold has gone to the caster. The hull has been paid for. He will need help with final construction and detailing when the model arrives.

Bill Luther provided an update to the USS Chicago (CG 11) brass model project. He provided information of the ship while she was home ported in San Diego. Bill also provided information about the ship's history, conversion from a "gun" cruiser to a missile ship, and other interesting details.

Chari Wessel provided information about HMS SURPRISE. She mentioned how the mizzenmast was broken off as the ship was moved, via slings, into dry dock. She also mentioned some of the repairs needed on the MEDEA. There is also a newsletter being published by some crew members of the STAR which provides informal news information about the ship.

SDMSG SHOW AND TELL

April 11, 2007



Whaleboat by Modeler **Robert McPhail**

$\frac{3}{4}$ "=1 foot 1:16 Model Shipways kit

From 1720 to 1920 it is estimated that 60,000 whale boats were built. In 1841 a new whale boat would cost about \$60.00. A typical whale boat was between twenty six to thirty feet long. By 1880 a twenty nine foot boat cost about \$100.00. The boats evolved in construction with the transition from lap seamed to batten seam boats with centerboards and rudders. The boats had a typical crew of

six. Five had puller oars. The boats carried an assortment of whale hunting tools and sails and masts.

The Model Shipways kit was very complete with six pages of easy to read plans. There is a construction booklet which includes history, building the actual whale boat, design, technical data and building the kit. Included is a very detailed book by Eric Ronnberg "To Build a Whale boat" Basswood is supplied with the kit and the frames and formers are laser cut. The model is twenty four inches long.

San Salvador by **Robert Hewitt**

Scale 1"= 20 feet Scratch built

Two plans are shown. The left side is Melbourne Smith's plans with pear, ebony and holly cut to size. The right side has the plans by the late Ray Acker sent to me by Ed Von der Porten. The plans are incomplete and do not show any deck plans. The wood is shown clamped in a former of balsa wood cut to the shear of the ship. The .03 holly, .04 ebony and .02 pear are clamped and glued in the former to simulate planking. The pieces are glued with a mixture of Weld-Bond glue and water soluble black dye. After twenty four hours the piece will be ready for doweling then carving.



Armed Virginia Sloop, Circa 1768, by Peter Jaquith

Scale $\frac{1}{4}$ "=1' Model Shipway's kit

The Virginia Sloop was a single masted privateer, or smuggler, an evolutionary development in the line of fast sailing vessels linking the Bermuda sloop of c. 1740 to the trim, sharp model Virginia schooners found in *Steel's Naval Architecture of 1805*. It was a small, well-designed ship, with a graceful sheer and low freeboard, and a cutter rig. The Armed Virginia Sloop had a length of 55' 8", beam of 17' 8", depth of 6' 6", and displacement of 60 tons. The hull is single planked with

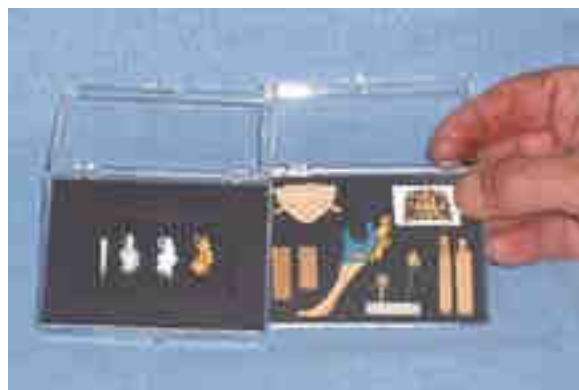
all planking painted prior to installation in way of color and thickness changes. The rigging uses proportional linen line, Warner Woods blocks, and cotton sails based upon *Steel's Elements of Mastmaking, Sailmaking, and Rigging of 1794*. Peter built the display case (model yet to be mounted) with a built up mahogany base and the Plexiglass case and brass plaque by local fabricators.

In addition to the kit drawings and instructions, Peter utilized the following 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 Mastmaking, Sailmaking, and Rigging of 1794* by David Steel.

Dutch Booter by Dick Roos
Scale 1/2"=1 foot Aft Latina kit bashed

The model is a one or two man fishing boat (boot) from 1800 to present time. The boat has a fresh fish reservoir at mid ship with fresh water supply holes on the sides of the bilge. There are drop keels on both sides of the boat. The tiller is operable and there are pins located on the transom to lock the tiller in position.

The woods used were euro mahogany (very hard) with walnut and cherry added for trim and deck. The model was given a Deft finish



Various ship carvings and furniture by **Gus Agustin**.
Scale 1/16"= 1foot Scratch built.

The case on the left shows four stages of construction of a figure head made of wood, wire and tissue paper. The case on the right shows clockwise from the top a stern carving made of gesso on a cardboard backing. Below are two heads carved from boxwood. The two stern lanterns are polished plastic and gold thread purchased at a fishing supply store. The next is a stem of a ship with a carved lion in boxwood. The rectangular pieces are gratings with

.008 square holes. (I'm guessing on this one because Priac's smallest blade is .008). Above the grating is a bow deck with cat heads, a belfry with a railing and beautiful plank nibbing with tree nails.

The three blokes in the picture are from left to right,
Brian Rowe, Royce Privett and Peter Jaquith.



The Top Answers to Frequently Asked Questions at the Del Mar Faire

by Chuck Seiler

It is time once again for the San Diego County (formerly Del Mar) Fair. Here we are able to set up our booth and wax wise about model shipbuilding to all who wish to wander by. Some of the newer members may be intimidated and may feel they do not have the knowledge for such a daunting task. Never fear! I bring you the answers to the most frequently asked questions we get at the Fair. Take this with you and feel free to use the answer you think most appropriate to the question asked.

1. Yes, I know where the restroom is. From the expression on your face, I'll bet you wish you did too.
2. No, this is NOT made of balsa wood.
3. No this is NOT a pirate ship (unless you are in fact building a pirate ship, then say "yes").
4. Yes it does take patience to build one of these...and desire. STOP TOUCHING THAT!!!!
5. Huh? What's that you say? Loud? The bowl makers are too loud? Sorry, I can't hear you.

.6. No kid, I'm SURE its not a pirate ship (unless, of course, it is).

7. I don't know what that is. We think the builder may have been on drugs at the time. (This is describing the mystery project of the year. It changes each year, so I cannot describe it. You will know it when you see it, however.)

8. No, I don't know how they get the ship into the bottle. My job is to EMPTY the bottle. After that, I don't remember much.

9. I don't care if the guys in the bowl booth gave you something. You cannot have Hewitt's model as a sample. STOP TOUCHING THAT!!!

10. Okay! Okay, kid! You're right. It's a pirate ship! A balsa wood, Mississippi river sternwheel steam powered pirate ship! Don't you have some place else you need to be? Hey lady, doesn't he need to go to the restroom or something?

Enjoy the Fair. If you are not working it, drop by and say HI! But don't ask me if its made of balsa.

Model Shop Notice!!!!!!!!!!!!

Someone has been the proverbial "Bull in a China Closet", nearly destroying the masting & rigging, on the recently restored, by Robert Hewitt, Charles Davis model of Flying Cloud rounding the Horn. It appears they may have dropped the phone on the model, breaking the bowsprit, mainmast, numerous yards and a great deal of rigging. My own 4 models of USS San Diego's (ACR-6, CLAA-53, AFS-6 and LPD-22 were also damage recently, dismasting two models, bending projections, and removing rigging. Everyone is expected to use care and caution whenever in the shop, as many personal and museum models cycle through each week for construction and/or repair. If there is an accident or other event, please have the courtesy to inform someone of the problem so that it can be dealt with and avoided in the future. Thank you

A Small Tribute to Wingy Things

- There are more planes in the ocean than there are submarines in the sky.
- If the wings are traveling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe.
- Navy carrier pilots to Air Force pilots: Flaring is like squatting to pee.
- When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.
- Without ammunition the USAF would be just another expensive flying club.
- What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.
- Never trade luck for skill.
- The three most common expressions (or famous last words) in aviation are: "Why is it doing that?", "Where are we?" and "Oh S#!+!"
- Weather forecasts are horoscopes with numbers.
- Progress in airline flying; now a flight attendant can get a pilot pregnant.
- Airspeed, altitude or brains. Two are always needed to successfully complete the flight.
- A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.
- I remember when sex was safe and flying was dangerous.
- Mankind has a perfect record in aviation; we never left one up there!
- Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.
- Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it or doing anything about it.
- When a flight is proceeding incredibly well, something was forgotten.
- Just remember, if you crash because of weather, your funeral will be held on a sunny day.
- Advice given to RAF pilots during WW II. When a plane (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slowly and gently as possible.
- The Piper Cub is the safest airplane in the world; it can just barely kill you. (Attributed to Max Stanley, Northrop test pilot)
- If you're faced with a forced landing, fly the thing as far into the crash as possible. (Bob Hoover - renowned aerobatic and test pilot)
- If an airplane is still in one piece, don't cheat on it; ride the bastard down. (Ernest K. Gann, author & aviator)
- You've never been lost until you've been lost at Mach 3. (Paul F. Crickmore - test pilot)
- Never fly in the same cockpit with someone braver than you.
- The three best things in life are a good landing, a good orgasm, and a good bowel movement. The night carrier landing is one of the few opportunities in life where you get to experience all three at the same time. (Author unknown, but someone who's been there)

THRU THE LUBBERS HOLE



Juan Rodrigues Cabrillo

By Robert Hewitt

This mercenary seaman, shipbuilder and adventurer was born within a few years of the turn of the century (1499-1500), as he is first recorded in Mexico (1519) as a man, grown, but not married. No record of his passage has been found; Cabrillo presumably sailed to Cuba, at that time under the control of brutal Diego Velasquez. There Cabrillo must have been exposed to the system of *ecomiendos*, large estates worked by local Indian slaves or Indian people taken captive in more remote lands and transported to Cuba for labor.

Governor Velasquez had an unquenchable desire for greater wealth and land holdings. He convinced Hernan Cortez to sail to Mexico in hopes of extending the *ecomiendo* system. Doubtful of Cortez' loyalty, Velasquez rescinded the commission. Cortez sailed anyway. Velasquez was outraged and sent a force to arrest Cortez. The force, including Cabrillo, soon capitulated to Cortez and joined him to wage war against the Aztec empire. It is in Mexico that verifiable records of Cabrillo first appear.

Cabrillo was next documented in 1521 in the service of Cortez assisting in the building of a fleet of square rigged ships to sail Lake Texcoco. Cabrillo was sent to the mountains to harvest pine tar to waterproof the ships hulls. He was rewarded for his service with property, slaves and a gold mine.

Cabrillo transferred his loyalty to Pedro de Alverado, Captain General of Guatemala, as a ship builder, magistrate and port master. During this time Cabrillo fathered three children by his unidentified Indian wife. He settled in Honduras as a citizen with his own interest in an *ecomiendo* and was able to build his own ship at this time. His treatment of the Honduran people was horrible. He broke up homes, taking the women and girls and giving them to the soldiers and sailors in order to keep them satisfied. The bottoms of the ships hulls were coated in a mixture of pine tar and beef tallow to protect them from ship worms. Pine tar was available in the forests but the Aztecs had no herds of cattle and the Spanish had brought none with them. Men accustomed to slaughter soon found a solution to the problem. The pitch makers butchered the bodies of dead Indians and rendered the human fat into tallow.

Cabrillo sailed to Spain in 1532. There he courted and married Beatriz, who returned with him to his estate and produced a second set of children. Alvarado was gathering a fleet to explore the west coast of North America and asked Cabrillo to be second in command. Alvarado was killed in 1541 and the Viceroy gave Cabrillo first command of the expedition.

It was during the final year of his life that Cabrillo would earn a place in history, by being the first European to sail the western shore of North America. His ships sailed into what is now Ensenada, on September 17th and into San Diego Harbor on September 28, 1542, the feast day of San Miguel. By the 10th of October the ships arrived at islands they named Santa Catalina and San Clemente. There Cabrillo broke his arm in a fall. How far north they sailed after that is contested by scholars. Some think he led his crew as far north as Fort Ross, others think they went as far as the Russian or the Rouge River. However far north they went, they turned south again, missing San Francisco Bay and having to spend the months of winter at San Miguel Island. In all they assigned about forty place names, many to be later renamed by Viscanio, including the harbor of San Miguel, renamed San Diego, the name it bears today.

The return leg of the voyage spelled disaster for the tiny flotilla. Weather kept the ships crews from going ashore to replenish food, fuel and water supplies. Forced ever southward, the men were hungry and sick when they were able to land at San Miguel Island. Cabrillo's arm refused to heal and his condition worsened. He died on San Miguel Island in 1543. The Idea that Cabrillo was buried in Spain was favored for many years; most scholars accept that he was buried in Alta California.

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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

