



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

October 2007

NEWSLETTER

VOLUME XXXI No. 9

OFFICERS

Guild Master

Robert Hewitt
phone redacted

First Mate

Bill Grolz
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



Guild meeting Report September 12, 2007

Robert Hewitt opened the meeting and mentioned an accident that Dave Yotter had while he was riding a trail bike. He suffered a broken collar bone, scapula, two ribs in front and six in the back. He also suffered a collapsed lung. A card was passed around for everyone to sign. Robert then asked if there were any visitors or new members present. There were none. The pursers report was read by Robert Hewitt since Ron Hollod was absent. The current balance was \$<redacted>.

Bob Crawford then gave his editor's report. He is also still waiting for a bill from the museum for the cost of mailing the newsletter.

Bob McPhail briefly discussed the SAN SALVADOR Project. There was good progress on the models. Don Bienvenue has transferred the lines on to selected woods and is ready to have them cut for the half hull models. Bob Crawford agreed to cut them using the museum's band saw.

The LPD 22 (USS SAN DIEGO) project is not progressing. The set of plans has not arrived. Since work cannot begin until this happens, Tony Bunch will eventually need help with final construction and detailing (date to be determined).

Bill Luther provided an update to the USS Chicago (CG 11) models. Tom's Model Works has donated photo etched parts which Bill is using for detailing work.

The Guild's birthday party was discussed. The party on the SURPRISE was very nice although a little crowded. However, set up and an electrical source made it very convenient. As an added surprise, there was a fly by of planes which will be racing over the bay in September

Cheri Wessel briefed the guild on the tall ships. SURPRISE has been certified to sail by the Coast Guard and will probably sail in November. CALIFORNIA had a mishap with the barriers surrounding a Navy aircraft carrier. As she was turning CALIFORNIA hit one of them and when she finally tied up, she was met by several individuals who wanted to find out what happened. Fortunately everything seemed to work out.

Ron Grolz recently visited the Long Island Maritime Museum and saw a very interesting life saving exhibit. He provided three bulletins from the museum for members to review.

The museum will host the eighth Nautical Heritage Conference here in San Diego. Dates are October 9 thru 12. The Guild will have a booth (Nautical Research Guild and Ship Modelers Guild) and volunteers are needed for approximately four hour shifts during the day. Volunteers will be able to attend conference presentations. A \$100 fee was voted on and approved for the booth fee. Contact Robert Hewitt if you can volunteer.

There was an auction held. \$<redacted> was contributed to the Guild for the auctioned items.



Volante

Volante was an 1853 merchant brig built in 1853 at the 4th Street dockyard on New York City's East River. She traded goods from New York to the Mediterranean until 1866, apparently successfully avoiding Confederate raiders. She then traded owners, for she was registered in Buenos Aires in 1875. **Dick Roos** has begun his model with the solid hull from a

Model Shipways kit in 1/8 inch to a foot scale. He planked the deck with poplar. Using Floquil paint rather than the copper panels available because the panels looked too big, Dick painted below the waterline with copper and burnt umber to dull it, the weathered the color with a blue-green, and finished with dull coat to protect and hide some brush marks. The rails are mahogany, and the base fashioned from red incense cedar.

Muscongus Bay Lobster Smack

This sloop rigged working boat of the 19th Century originated in the Muscongus Bay region of Maine for catching and hauling live fish and lobsters from islands to central shipping ports. To keep the cargoes live, the smacks had two wells sealed off from the rest of the boat. Holes bored in the hull bottom, allowed a constant supply of fresh sea water to the lobsters. Smacks are still being made today, usually under 20 feet long.

John Sauvajot's model smack is a 1989 Midwest Products kit started in June this year. With its nicely fitted parts, simple plans, and good wood John finished in about 80 hours. Added details included shrouds and turnbuckles, styrene trailboards, bowsprit guys, enhanced gaff jaws and parral, new eyes and cleats. John used the kit's sail materials, partly just to hold the gaff in place, and abandoned efforts to add rope around the sails. She's painted with the suggested color scheme, printer's ink gold scroll on trailboards and white ends on the spars and mast.



Chinese Pirate Junk

Bill Grolz had relatively little to say about his Chinese pirate junk, but gave his wife credit for sewing the sails. The model is probably a fanciful rendering of a generic junk as imagined by Italian kit-maker Amati. From 1405 to 1433 Chinese Ming dynasty Admiral Zheng He led a Treasure Fleet of four hundred foot, nine masted junks (compare Columbus' 85 foot *Santa Maria*) supported by 100 supply ships to Java, Sumatra, India, the Persian Gulf, and Africa. This remarkable fleet traded valuable porcelain, silks, and lacquer objects for

ivory, rhinoceros horn, tortoise shell, incense, rare woods, and precious stones. A recent book argues that members of this fleet sailed around the world, discovered America, and settled parts of South America. The Chinese knew about but shunned European goods, unimpressed with wool and wine, beads, and trinkets. Unique features of Chinese construction – such as steering mechanism, deck furniture of reed matting, square battened sails, blunt bow – can be seen on Bill's model. Unseen are the compartmentalized water tight bulkheads in the hull which would isolate a leak and keep the ship afloat. The kit was quick and fun (for Bill), he said.

San Salvador



planking and keel. This may sound like a report on a race to finish first. Not a good idea. The teams are sharing ideas, solutions, and construction skills. We want to produce three models for which donors will compete!!

The San Salvador teams have progressed. The Wickman - Dana team built the hull with the masts, temporarily installed for the picture. The McPhail team built the other. **John Wickman** has planked the main deck and finished the hull under-planking. **Bob McPhail** has done his under-



BB39 USS Arizona

This well known Pearl Harbor icon is most remembered for the massive explosion during the Japanese attack and the 1,177 deaths among her 1,512 crew members. She was not to be saved and re-floated. Instead she was enshrined as a World War II memorial and remains so today. She was actually a pre-war battleship launched in 1915. During World War I she operated out of Norfolk, patrolling the eastern seaboard and, at war's end, joined the escort fleet carrying President Wilson to the Paris Peace Conference. Thereafter *Arizona* served on various missions in the Atlantic, Caribbean, and Mediterranean from Greece to Guantanamo. She entered the Pacific through the Panama Canal in 1921 and served for nearly 20 years as flagship for Battleship Divisions 2, 3 and 4 sailing out of San Pedro. After overhaul in San Pedro and Pearl Harbor, she trained in Hawaiian waters until December 7, 1941.

Tony Bunch has this pretty model finished. He may do some more rigging with .94 test fishing line and he described an interesting method of gluing it loosely, then heating it to shrink it taught. Based on a Dragon 1/700 kit, Tony used Gold Medal Models USN WWII Battleship railings and ladders, and Clipper Models brass main gun barrels, and corrected glaring errors in the kit.



With his usual painstaking research and care, he painted the hull with Ms 1 5-S sea blue instead of the Ms1 5-D dark grey originally for use with Ms1 paint schedule. Testor's acrylic marine colors detailed the turrets, decks, and other fine touches. The model depicts the *Arizona* under way in a choppy blue-green sea. To form the sea Tony coated the base board with clear sealer, sprayed it British Green, then airbrushed British blue, then put gel on top worked into a the roughened sea cut by the dry brushed

bow wave and wake. *Arizona* is being over-flown by one of the OS2Us just as the "backseater" reminds her pilot, "Remember, Herb . . . the red turret tops!"

THRU THE LUBBERS HOLE



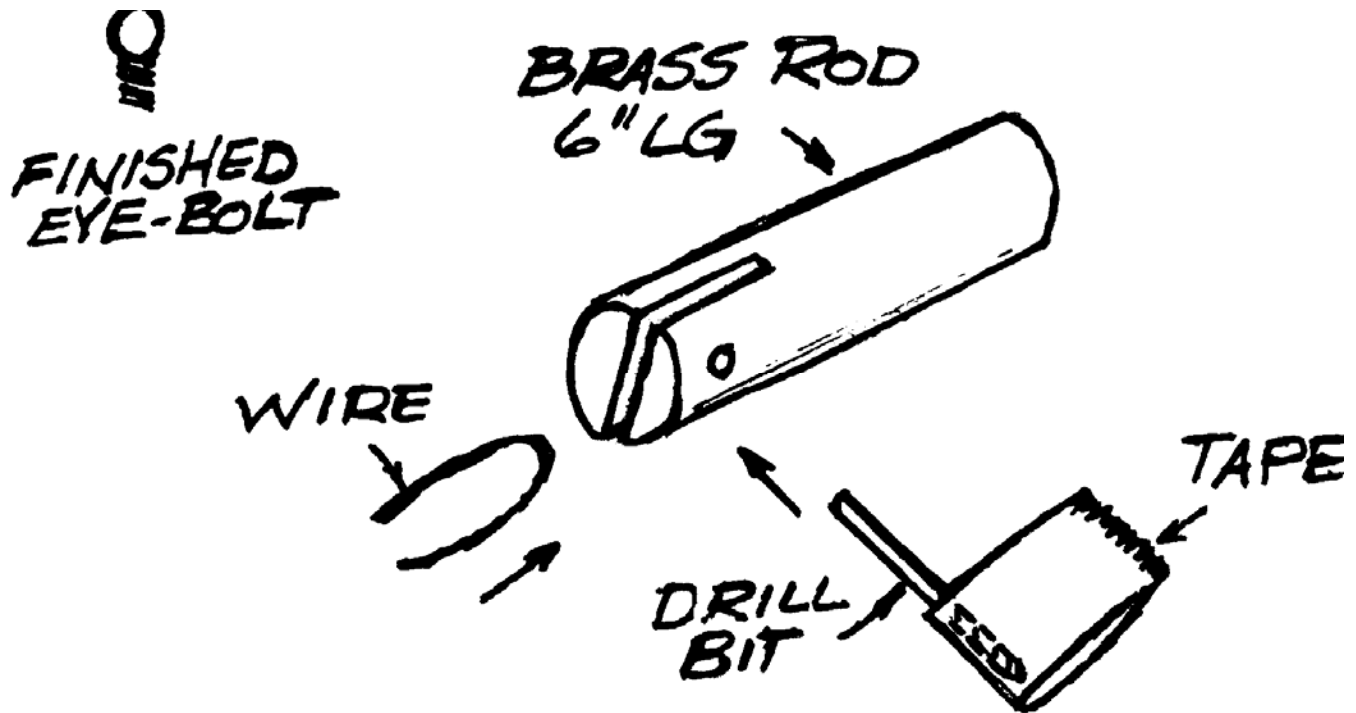
by Robert Hewitt

Making Eye Bolts. By Robert Hewitt

Last week in the model shop, **Ron Render** pointed out the eye bolts on **Joe Bompensiero's** model of the revenue cutter **JEFFERSON DAVIS**. The jack stay eye bolts were made of .013 steel wire and had an inside diameter of .013. Ron pointed out that Joe had a special tool to make them. The tool is a modified x-acto blade handle. Joe opened up the slot on the blade holder and drilled a hole through the holder and sleeve. A tool can also be made by slotting a 1/4" square or round by six inches long brass rod. The slot only needs to be 1/4"-3/8" long and does not need to be on the center. The width of the slot needs to be as wide as the thickest wire you are going to use. Drill a hole perpendicular to the slot. The diameter should be the same as the largest inside diameter eye bolt you are going to make. The tool will also work for any smaller sizes.

To make an eye bolt, cut a piece of wire about one inch long. Bend it to a "u" shape and insert it into the slot. Use a drill bit of the correct inside diameter (Joe used a # 74 (.0225) and tape over the cutting end. Insert the drill bit into the hole of the tool through the loop in the wire. Grab the wire with a flat nosed plier and twist the tool. When the wire is tight on the drill bit, remove it and trim the wire ends and you have a perfect eye bolt.

Thanks Joe!



Help Wanted

We receive a couple calls each month from individuals looking to have repairs made or models built. For many years Joe Bompensiero and Jack Klein would undertake these projects for a little “modeling money”. If you would be interested in receiving referrals for this kind of work, please E-mail me at collections@sdmaritime.org or snail mail me at:

Bob Crawford
Collections Manager
Maritime Museum of San Diego
1492 N. Harbor Drive
San Diego, CA 92101
(619) 234-9153 x 113

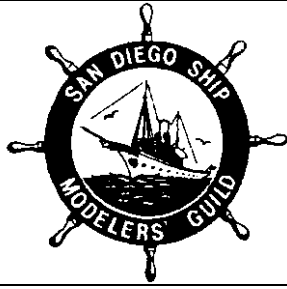
Projects outstanding now are:



South of the Boarder

Dr. Mauricio Derbez Herrera, an entomologist contacted me regarding his desire to pass on his grandfather's unfinished collection of ship models to a worthy institution. In that it would be nearly impossible ship them up North (paperwork, duties, etc.), he is looking for a museum or other such organization that might be willing to take them on as a collection. Would any of you World Travelers have and suggestions for Dr. Herrera?





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Editor	Bob Crawford	<redacted>
LogKeeper	Bob McPhail	<redacted>

**Next Meeting will be aboard the Berkeley
Wednesday October 10, at 7:00 pm**



Oooops