



SAN DIEGO SHIP MODELERS' GUILD

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OCTOBER 2008

NEWSLETTER

VOLUME XXXII No. 10

GUILD MEETING REPORT

8 OCTOBER 2008

Robert Hewitt opened the meeting and recognized Dave Dana who talked about Guild member, John McShefferty. Both John and his wife have had several medical issues recently and currently John is only able to walk with great difficulty. A card was passed around for everyone to sign and wish him and his wife speed recovery. There were no guests present. Richard Lewellen is a new member and currently building *Bluenose*.

The pursers report was read by Ron Hollod. The balance as of October 1 was \$<redacted>.

The newsletter editor's report was given by Katherine Pogue. Katherine is the new editor. Bob Crawford plans to retire on 31 October. If you did not receive a newsletter or have a change to your email address, please contact Katherine at <redacted>

San Salvador Report: Bob McPhail requested status on the three display cases for the models. (One plank on frame and two plank on bulkhead.) It was reported that they have not been done. After some discussion as to what to do, Ron Hollod agreed to investigate. The Maritime Museum will be contacted about making the cases or purchasing the display cases from a commercial vendor.

Festival of Sail: The Maritime Museum Festival of Sail, August 20 – 24 was very successful. There was a "Thank You Volunteers" party on October 11.

Due to a schedule conflict with the Museum Members Night, it was discussed whether to hold the Guild meeting on its normal date but meet on the orlop deck or to hold it on Thursday, November 13. It was voted on to hold the meeting on Thursday, 13 November.

The museum will hold its annual sail on November 15 and 16. *Californian*, *Medea*, *Pilot*, *Surprise* and *Lynx* will sail. The *Star* will host a birthday party on Saturday.

Don Dressel is trying to find the owner or status of *USS Constitution* built by Herb Ebersson. Please contact Don if you have any information.

Drawplates for SALE. \$32.00 including shipping from Jim Byrnes Model Machines, 4104 Winbrook Lane, Orlando, Florida 32817. (407-657-4663).

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Established in 1972
by
Bob Wright
and
Russ Merrill

The San Diego Ship Modelers' Guild is affiliated with and supports the Maritime Museum of San Diego.



Fair American

Mike Lonnecker's 1:48 scale *Fair American* with beautiful woodwork is practically a model of a model. Very little is known about the original ship of the late 1700s except what is shown by a model from the Roger's collection. This Lauck Street Shipyard kit is plank on frame, including the built-up frames, each having several pieces to assemble and form. Lauck Street provided the deck and some of its furniture but Mike is building additional details from scratch. He has added to the interior a forward platform (aka lower deck) with cabins, the well, and a shot locker. He plans to include an aft platform and intermediate deck with magazine, capstan, and officer quarters. He researched in David Antscherl's book, "The Fully Framed Model of the Swan Class," and various other books by Chappel and Goodwin. "So far," Mike says, "I have had a lot of fun with this model."



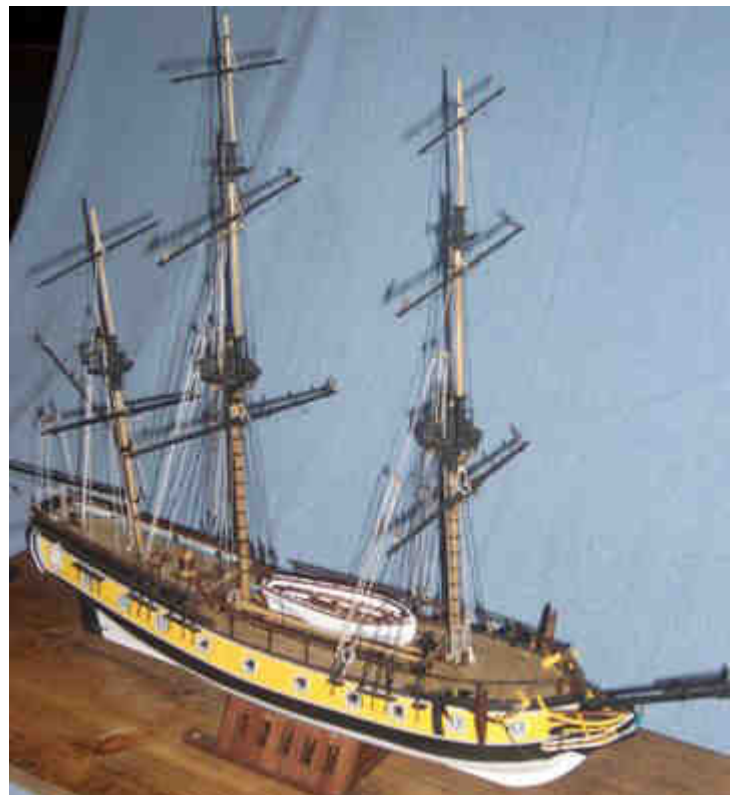
Armed Virginia Sloop

Bob Riddock started this armed Virginia sloop, a privateer of the early 1800s, only six years ago as his first model ship. "Actually," he confessed, "I have started five, but never got beyond that." The sloop now is at the point where "It has become fun." Guild Master Robert Hewitt advised, "Once you've got the cannons, you have to finish." After many starts and stops Bob is ready to start the masts and rigging. He is completing it using a Bob Hunt practicum. The first model has seen Bob grow through five sets of glasses.



Rattlesnake

The privateer *Rattlesnake* was built in Plymouth, Massachusetts in 1780. 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 captured over a million dollars worth of British goods on her first cruise, establishing a reputation a formidable vessel. The British ordered her captured at all costs. She was seized by the 44 gun HMS *Assurance* in 1783, sent to England and taken into the Royal Navy. She was sold out of service in 1786. Royce Privett showed us his Model Shipways 3/16 to 1 ft. kit model previously in March. Since then he has installed all yards on the Fore, Main and Mizzen masts plus shrouds and backstays on the Fore and Main Masts. The kit rigging plans were poor. Spinnaker and Gaff booms are in place and rigged. Royce predicts one more year to completion.



San Salvador

Further installment on the *San Salvador* saga. Dave Dana brought his still unfinished model being built for the Maritime Museum. The yards are installed, shrouds, and halyards completed. Dave said that the rigging plans provided were not complete, hard to read, and the large Museum display model had details difficult to replicate on the small scale. He is relying on his own *Red Lion* galleon, photos of the Museum display, Anderson's "The Rigging of Ships," and his judgment of what is practical and do-able. No one knows how a Spanish explorer ship built in the Guatemala jungle was really rigged and the existing plans and models are speculations. It's likely that some model features were not yet in use (i.e. belaying pins) in 1542. Dave is comfortable that his finished model *San Salvador* will, like the other three, be acceptable, if not awesome. He hopes to finish by next meeting.



Clara May

This Artesania Latina 1/4" to 1' kit *Clara May* is Bruce Adams first ship model. *Clara May* was built at Plymouth, England, in 1891. She is a typical west coast of England trading ketch, with a shallow draft which allowed her easy entry to small harbors. In 1926 she had a diesel engine

installed and rigging reduced. *Clara May* remained in service until 1953. Bruce has heard that Artesania Latina is not necessarily a good kit, and found that its deck looked terrible. He made many mistakes, including a twisted hull, bought a new hull, and planked over the deck. It now looks good. Members advised him on some planking questions and using super glue as a clamp while better glue on the plank dries. While figuring out what to do to finish the hull, he has made some of the deck furniture. He also asked members for advice on using plywood bulwarks or building them up. There was no real consensus, but Bruce said he felt more confident about pressing ahead.

St. Gildas tuna boat

This model "dundee" fishing boat common in the Mediterranean Sea at the beginning of the 20th Century. Long fishing booms extended on either side of the vessel. These 50 to 60 ton vessels held many sails, making it necessary to carry 20 to 26 tons of ballast. The Scolaine kit is based on one vessel that has survived, the French dundee *St. Gildas*, built 1909. John Sauvajot says that the materials in the box are okay, only a few blocks and belaying pins were missing. Although it was sold as an entry-level kit, the near total absence of building instructions, the lack of detail regarding the complicated rigging for the many sails and combined gaff and lateen rigging add difficulty. John spends more time researching how the components work and how they should look than at this work bench, but he is enjoying building it.





Bluenose

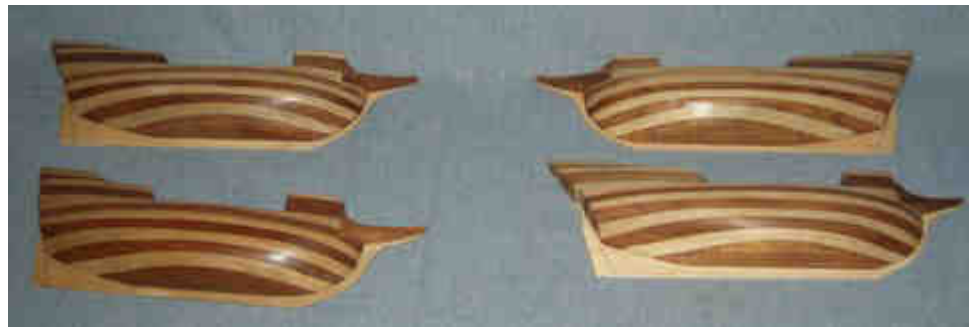
This sleek, speedy-looking model is of the Canadian fishing vessel that five times won the North Atlantic Fishermen's International Trophy race between 1921 and 1938.

Bluenose by Richard Llewellyn is based on a Blue Jacket kit at 3.16" to 1' with Richard's added detail. Starting with the kit plank-on-frame Richard planked her with various hardwoods. He finds it "both harder and

easier than he thought." The instructions are of reasonable detail but not everything is detailed out; for example, the size of the scuppers, and the "fashion piece" on the transom. The scuppers required a lot of # 60 drilling and filing. Members suggested several definitions and designs of the "fashion piece" – such as "a wide transom that sticks out." Members also advised painting on the go, rather than waiting until the woodwork is done. The planking and fitted sub deck and bulwarks are finished, and rails atop the bulwarks are next.

More San Salvador

Don Bienvenue has finished four *San Salvador* half-hulls. The alternating light and dark laminated hulls vary some from model to model. They are finished with min-wax, glued to backers with Elmer's Carpenter's glue. It was suggested that model aircraft plywood as thin as 1/32 inch, available in hobby shops, would make good backing material, and would not warp when glued. The hulls await plaques.



Even More San Salvador

The half hull was started by Don Bienvenue. The only work needed to complete the model was to add the forecaskle, beak and the stem/stern piece. The forecaskle and beak were cut from remaining wood stock and glued in place. Don supplied a piece of basswood for the stem/stern but the wood warped when glue was applied. I replaced it with plywood from the model shop. The model was sanded using 80 grit paper, then 200 grit and finally 600 grit. Teak oil finished off the piece.

John McShefferty's son Sean passed away. Services were held at St. Peter's Episcopal Church, Del Mar on Monday, 20 October. Sean was 47 and passed away after a long battle with cancer. He is survived by his wife Valerie, children Grace (5) and John (4), and sister Amy, as well as his parents.

Anyone who wants may make donations to the McShefferty Family Fund to help support Sean's widow and children.

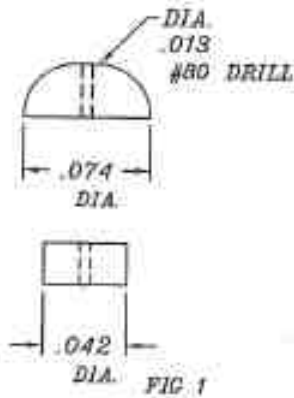
**And a very
happy birthday
to the *Star of India*,
turning 145 this
14th November.**

THROUGH THE LUBBER'S HOLE

Stern Lamps in Miniature

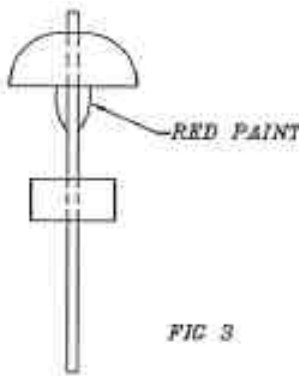
BY ROBERT HEWITT

Three stern lamps are needed for Agamemnon. I tried to find a suitable size lamp for the model in "N" scale at various model railroad suppliers without any luck. I then decided to make them from scratch. Starting with a piece of one-eighth square pear wood, I turned the top dome to a diameter of .074 using my Dremel Moto Tool. I then drilled a # 80 hole in the center and parted off the domed piece from the stick of pear wood. The bottom piece was turned to a diameter of .042", drilled and parted off. I then made two more sets of tops and bottom pieces. (Figure 1).



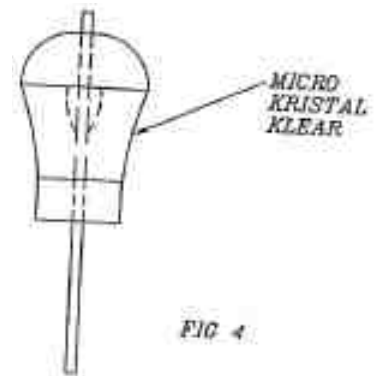
(figure missing)

The top and bottom pieces were glued to a .009" diameter brass rod with Weld-Bond glue. The brass rod was extended beyond the top of the dome. The space between the two discs is approximately .07" on two and .08 on the third piece. (Figure 2).

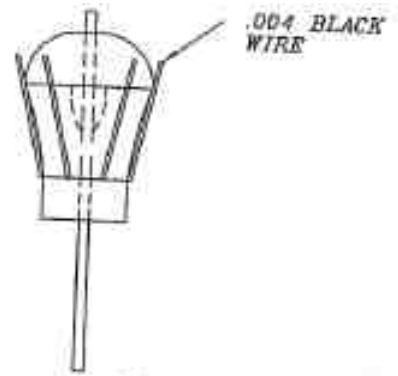


The brass rod was painted with Floquil signal red paint just under the top dome. (Figure 3)

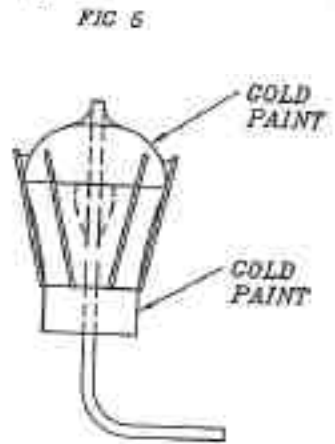
When the paint was dry, I applied Micro Kristal Klear window coating, wicking it on to the brass rod between the two discs. It took a few coats to fill the void between the discs, and required turning while the coating set to prevent it from sagging in one direction. (Figure 4)



When the last coat was still wet, I placed six pieces of blackened .004 brass wire to the top of the bottom disc, equally spaced around the circumference. The wire was then glued to the top domed disc with a small dab of Weld Bond glue. When dry, the wire was trimmed just above the glue line. (Figure 5).



The assembly was then painted with Golden iridescent bright gold (fine) acrylic paint. The paint was allowed to wick around the wire on the top of the lamp. The .009 diameter wire was bent below the bottom disc. (Figure 6)



The three lamps were added to the stern, with the larger one in the center. (Photo A)



FIG 6



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1492 N. Harbor Drive

San Diego, CA 92101

**The next meeting will be
Thursday, 13 November 2008
aboard the *Berkeley* at 7:00 pm.**



Star of India during the 2007 Stars'1.