



SAN DIEGO¹ SHIP MODELERS' GUILD

MARCH 2010

NEWSLETTER

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



GUILD MEETING REPORT 1 0 F e b r u a r y 2 0 1 0

Bill Grolz opened the meeting. There were no new members but three guests. The newsletter editor's report was given by Katherine Pogue. Katherine requested that she would like feedback about the new format of the newsletter whether to have pictures in color or black and white. The members present voted for pictures in color. Please contact Katherine at <redacted> if you have any problems with the newsletter.

The pursers report was read by Ron Hollod. The balance as of 31 December was \$<redacted>. As of 31 January, it was \$<redacted>. Ron mentioned that yearly dues are now being collected (\$20.00 per year or \$27.00 if you also want a nametag). Ron requested that dues be paid no later than March 31. If dues are not paid by 31 March, membership will be terminated.

There was no report from Dr. Kevin Sheehan.

The San Diego County Fair was discussed. A sign up sheet was passed around for volunteering at the fair. The sign up sheet was passed around previously at the January meeting. Fair dates are June 11 through July 5. Entry forms for entering models in competition must be submitted by April 30. Entries are to be delivered on June 3.

The LPD 22 (USS SAN DIEGO) project was discussed. Tony Bunch reported that Dave Manley will no longer be on the project. Steve Vick will support the project. Presently, space has been allocated on the barge but no work is scheduled. When work does commence, it will be done very quickly (high volume of work in short time frame).

Nominations for the Guild leadership were held. Results include: Guild master – Bill Grolz, First Mate – Chuck Seiler, Purser – Ron Hollod, Log keeper – Bob McPhail, and newsletter editor – Katherine Pogue. Elections will be held at the March meeting.

In new business, a website for the Guild was discussed. The discussion was tabled until next month in order for Bill Grolz to investigate the issue more.

The Ventura Maritime Museum is having an EXPO and sale at the museum during the month of May. An invitation was received for the Guild members to display and/or sell their models. If any one is interested in selling models there will be a 13% charge by the museum on the sale of the model. Bill Connelly is the point of contact, his phone number is 805-984-6260.

OFFICERS



Guild Master
Bill Grolz

First Mate
Chuck Seiler

Purser
Ron Hollod

Editor
Katherine Pogue

Log Keeper
Bob McPhail

**Newsletter
Distribution**
Robert Hewitt

Write-Ups
Dave Dana

Photographs
John Wickman

Established in 1972
by BOB WRIGHT
& RUSS MERRILL



SHOW AND TELL

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CHARLES W. MORGAN **Royce Privett** (detail pics 1 & 2)

During her 80 years and 37 voyages the Charles W. Morgan caught and processed more whales than any other ship in history. Hillman Brothers shipyard in New Bedford, Massachusetts built her in 1841. Her whaling days ended in 1921 with the decline in whale oil prices. Purchased for the Mystic Seaport in 1941, she is now a beautifully restored monument to the men who built and sailed her. Royce Privett has completed the copper bottomed hull and is starting on the deck details. Cats heads, hawse pipes, anchor windlass and steering gear were added. To turn the rudder, the wheel is wound with line to pull the tiller on which it is mounted so that the helmsman must run around as the tiller swings. Royce worried that other deck structures may completely hide the wonderful detail. The whaler has many structures to come: whale works, vats, boilers, eight boats and more. Anchor chains lay on the deck running back to the main mast.



LE TONNOT **Bob Duncan**

The corvette Le Tonnot, a late 18th century French privateer, was particularly representative of generally small fast merchant vessels which carried a large area of sail and were highly armed with small calibre guns. Unlike "pirate" ships, these privateer vessels flew their national flag. The fragmentary nature of the historical information available does not allow a complete history of Le Tonnot. Her name, appropriate to her purpose, translates as "Thunderer." Several sailing ships of this period bore the same name (for example, the much more famous 80-gunner which was sunk at Abukir in 1798). Bob Duncan's nice 3/16th model is built from a French kit so he cannot read the plans. With the help of three rigging books, he has begun the rigging with shrouds and forestays.



FAIR AMERICAN **Mike Lonnecker** (detail pics 10 & 11)

This is a model of the Fair American model from the Rogers collection at the Naval Academy. Mike has shown her before and brought this update. He has completed the stern area and rudder and tiller. The stern is scratch built with windows (lights) built up of individual pieces lap joined at each corner. His wife painted the draperies under the counter. All of the hardware on the rudder and tiller is of brass and silver soldered together.



SHOW AND TELL

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PHANTOM **Don Dressel**

Don Dressel showed his model of the famous 1898 pilot schooner Phantom of New York. He built her in 2006 and sent it to Japan in January 2007 to enter an exhibition. In transit to Japan, the model broke off from its base, completely inverted, and the bowsprit was jammed inside the hull. Through extensive e-mail correspondence, a friend and excellent model builder of ROPE, the ship model group in Japan, Mr. Tanaka, repaired the Phantom and it was displayed at the 2007 ROPE Exhibition in Tokyo. Don credits the plexiglass cover for saving the ship, for a glass cover would have broken. If glass is shipped, he suggested placing a cardboard box inside the cover to protect the model from any broken glass.



USS CONSTITUTION **Bob Riddoch**

Edmond and Joseph Hartt's shipyard across from Boston Harbor laid the keel for "Old Ironsides" in the Spring of 1795 during the administration of John Adams. Bob Riddoch has laid the keel, installed the frames of his 1927 version of the famous frigate. Since last month he has completed the lower gunport sills and has planked the hull to the wale. Mast partners have been built and set and coaming foundations for the hatchways have been installed. He has yet to set the mast rakes. Bob showed his 2 inch thick copy of the practicum for the construction, indicating that the whole thing is about a foot thick. It is also available on CD for \$80 and another \$60 for the rigging practicum.



GONDOLA **Karen Johl**

Karen Johl has made a truly scratch built model of a gondola that typically plies the canals of Venice, Italy. The tiny model is 3 3/4 inches long. Its hull is a seed pod from Karen's front yard. The interior is made of paper clay and the forcola and paddle are pear wood. The decorative chains are twisted 24 gauge wire attached to posts made from quilting needles. The gondolier is made of 22 gauge wire coated with gesso. The gondolier's shirt is paper clay and his hat is made from Sculpey.



CLARA MAY **Bruce Adams**

Since the last showing, Bruce Adams had finished the second hull and bulwarks on his 1:50 scale Artesania Latina kit of the Clara May. She was a fifty foot cargo schooner, used extensively in the British Isles until about 1930.



AGAMEMNON Robert Hewitt (detail pics 15 & 17)

This second attempt of Robert Hewitt's construction of this 64 gun 3rd rate, *Agamemnon* has the hull shaped, gun ports cut, decks finished, grating installed and quarter galleries started. An ebony rail is fitted to the quarter deck. The gun ports for the upper and lower gun decks are made up of three and four layers of .020 thick holly the width and length of the ship. Since the last show and tell, all of the deck furniture has been added along with the hatch railings, hammock nettings and the three lower masts. The main stays are made of .012 inch and .010 inch hard brass wire. The stays are fitted to each mast employing a fork design that slips over the trestletrees. The two pieces of wire are bound together by gluing and are wrapped with .002 inch soft copper wire forming a mouse. The opposite end is assembled the same and is glued to the bowsprit. The assembly was painted black. The mizzen stay is glued to a block fitted to the main mast prior to installation of the mast to the deck. The fore yard and top were next fitted. All of the running rigging on the fore mast from the top down to the pin rails and the bitts was installed next. The running rigging is made from .003 and .004 inch tinned copper wire. It is straightened by rolling seven inch long pieces between two glass plates and painted primer grey. The fore top gallant and royal mast with the flag pole, mast caps, hounds, and cross trees were assembled to the fore mast. The flag pole is not a separate piece but is an extension of the fore royal mast. The mast was measured at the base of the flag pole and a hole of the same size was drilled in a piece of holly that was turned on a Dremel Moto tool. This was pressed



on the mast and carved to the shape of the fore royal mast. The fore topmast and preventer stays of .008 inch hard brass wire were next added. The fore topgallant and jib stays of .006 inch hard brass wire were added. The jib and flying jib along with the outhaul and down haul of .004 inch running rigging wire. All of the lines on the bowsprit to the forecastle were added. The fore shrouds were added last. An extension spring loom was used to fabricate the shrouds using hard brass wire and fly tine.

THROUGH THE LUBBERS' HOLE

by Robert Hewitt

Glasgow was one of three ships of the Seaford class, which were built to the lines of the yacht *Royal Caroline*. She was built in Hull by Reed. Listed as a twenty gun frigate with a nine pound shot, accounts vary as to the number of guns actually carried. She was ordered in April, 1756, the keel was laid in June, 1756 and she was launched in August 31, 1757.

During the war of 1776 she played an important role for the British along with her sister ship *Rose*. The most famous account of the ship while under command

by Captain Tyringham Howe occurred on April 6, 1776. Captain Howe spotted eight ships of the American fleet and prepared for action. The brig *Cabot*, under Commodore Hopkins was first to engage by tossing a grenade from her top and then firing a broadside of little effect. The return fire from *Glasgow* put *Cabot* out of action, killing several men and wounding Hopkins.

The next to engage was *Alfred* with an ineffective broadside. The British then shot away *Alfred's* main brace and tiller rope. Drifting out of control, she was then

THROUGH THE LUBBERS' HOLE

by Robert Hewitt

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ferociously raked by *Glasgow*. One shot put a hole through *Alfred's* mizzen mast that remained until John Paul Jones took command of her several years later. *Andrew Doria* was next to engage and finally *Providence*. The shots were wild and at least six feet above the deck rail of *Glasgow*. The battle had lasted for an hour and a half and Captain Howe bore off for Newport and cracked on all sail with the American fleet on his tail. The chase was abandoned as they approached Newport fearing the entire British squadron there.

Glasgow was accidentally burnt by the carelessness of the Steward in Montego Bay Jamaica on June 1, 1779.

Captain John Paul Jones received his orders at Philadelphia on August 6, 1776. He was to take the sloop *Providence* to the latitude of Bermuda. He was to "seize, take, sink, burn, or destroy enemy shipping." Soon after clearing the Delaware Capes, he captured a British whaling brigantine. Heading south, he encountered a British convoy which sent the twenty-eight-gun frigate *Solebay* in chase.

There was a strong cross-sea, kicked up by a good wind. Being heavier, *Solebay* was stiffer and steadier in blistery conditions. For once conditions favored the British and *Providence* was in a difficult situation. Jones' only recourse was to exploit the advantage of the fore-and-aft sails, prolonging the chase and hoping the frigate would return to the convoy.

Solebay smelled blood and persisted in the chase, gradually closing the distance that separated them. Hour after hour the chase continued with *Solebay* approaching to leeward. Jones and his second lieutenant, John Peck Rathburn had all day to cook up a surprise maneuver, which called for careful timing.

By 5:30 P.M., *Solebay* had worked up to within musket shot of *Providence's* lee quarter and had opened fire with its forward gun. Jones immediately ordered his helm put up and all of the square sails including studding sails were broken out in a rehearsed maneuver, sending *Providence* shooting down wind directly across the bow of her pursuer. The British captain was stunned to find his prey suddenly under his unprepared leeward guns. By the time he was able to respond, *Providence* was out of range, traveling down wind at hull speed.

The sloop *Providence*, with John Paul Jones, dropped anchor in Narragansett Bay on October 7, 1776. Jones had made his reports and was given a new assignment. He was to sail to Canada in his former ship *Alfred*, this time as Captain and Commodore.

His fleet included *Providence* and an armed brig *Hampden*. Jones was familiar with *Alfred*, as she was the same type of vessel upon which he had received his professional training. With *Providence* he tasted the glory of a fast ship. He never wanted any other type of ship after that.

Alfred's sailing qualities were severely compromised by her conversion to a warship. She had been built to carry

cargo for a living, not guns. Jones complained that *Alfred* was "crank", too easily dipping her leeward gunports and making them unserviceable. Commodore Hopkins stated that *Alfred* was the most unserviceable ship in the fleet. He also noted that she still carried a nine-pound shot through her mast, a souvenir in her brush with *Glasgow* the previous year.

The ship was built in Philadelphia. She had very tall masts but not overly long yards. She also had a flush deck with no waist, and only a slightly raised quarterdeck. *Alfred* had an overall length of about one hundred feet, and a beam of twenty-seven feet.

Launched in 1774 or 1775, she had originally been named *Black Prince* after Prince Alfred. The figurehead was painted yellow with a remarkable large plume of feathers painted white. Painted "plain black and yellow" meant she was black with a yellow stripe above her gunports. The heavy guns she carried raised her center of gravity from the bilge to the main deck, destabilizing her.

Along with the physical handicaps of *Alfred*, Jones had to deal with a shortage of men. His flagship had only forty hands out of a complement initially rated as two hundred and twenty. The other two vessels were not much better off. Jones eventually distributed the crew of *Hampden* to his other two craft and sailed with *Alfred* and *Providence* on October 27, 1776.

On October 11, Jones captured a brigantine bound for Halifax. The next day he made a tremendously important capture, the three hundred and fifty-ton armed transport *Mellish*. Aboard were ten thousand complete winter's uniforms "from hats to shoes" intended for the British army in Canada.

A week later, a small prize was taken in a hard chase during which *Providence* strained her seams. Her captain, Hoysted Hacker, turned for home in a snowsquall. Again short-handed, Jones captured three colliers, and the ten-gun brig *John*.

On December 8, a British frigate was spotted in the distance. Jones broke out British colors, and the frigate HMS *Milford* went on a parallel course with the apparently friendly convoy. Jones instructed *Mellish* and the three colliers to head for port without lights.

With a gale blowing, and lights on both *Alfred* and *John*, Jones was able to lure the frigate away from the prize of uniforms aboard *Mellish*. At dawn, the frigate was almost upon them. Having accomplished his ruse, he fired a broadside into *Milford* and headed for home. The frigate turned on *John*, which was recaptured.

Jones's primary concern had been for the safety of *Mellish* and her valuable cargo. When he sailed into Boston on December 15, he learned to his relief that she had docked at New Bedford, where her priceless cargo of winter clothing was being unloaded for shipment to General Washington's frozen army in Pennsylvania. The capture made *Mellish* one of the more valuable prizes of the war.



SAN DIEGO⁶
SHIP MODELERS' GUILD

The next meeting will be
Wednesday, 10 March 2010
aboard the Berkeley at 7:00pm

