



SAN DIEGO SHIP MODELERS' GUILD

MAY 2010

NEWSLETTER

VOLUME XXXIV No. 5

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



GUILD MEETING REPORT 14 April 2010

Bill Grolz opened the meeting. There was one new member, John Wilkinson, who actually had been a member in the past but just rejoined. The editor of the newsletter, Katherine Pogue gave her report. She thinks that everyone should have gotten their newsletters. Any questions or comments should be sent to her at: <redacted>. The purser's report was read by Ron Hollod. The balance as of 31 March 2010 was \$<redacted>.

Dr. Sheehan, our liaison with the Museum, discussed the Museum website and mentioned that the monthly newsletter could be added. He will determine how this will be accomplished. The newsletter editor, Katherine Pogue has taken this as an action item to assist with the page development. Dr. Sheehan mentioned that the Museum has booked several events on our future meeting nights. As per agreement, when this occurs, the Guild meeting will be held at an alternate location.

There will be not a "Family Day" Sunday, May 9.

Dr. Sheehan would like to see members build ship models for a future Museum display. The models to be built were discussed in general – nothing specific. It was noted that the *San Salvador* ship models, previously built, were well received by the Museum. It was also noted that keel laying of the full size replica of *San Salvador* will occur sometime in September 2010.

The San Diego County Fair was discussed. The fair will be open Friday, 11 June and close 5 July. Hours will be 1100 – 1800 (week days) and 1000 -1800 (weekends) for booth staffing. The fair will also open at 1100. If you are interested in submitting a model for the fair, the submission date of the application is no later than 30 April. Entries can be scratch or kit built. If it is kit built it should have some modification to the kit. The sign up sheet for the fair is enclosed in this newsletter.

Tony Bunch discussed the USS *San Diego* Project. Work is expected to start in September. Prior to that, Tony will have some work to do on the model.

It was reported that several issues of the NRG Journal are missing. Members who have back issues of the journal were asked to donate them to the model shop so the missing issues can be replaced.

The International Plastic Model Society (IPMS) will hold a Model Expo on 5 June. There will be a model competition, and kits for sale. The Expo will be held at Gillespie Field. Information can be found at www.ipmssd.org.

The Museum will hold its **First Annual San Diego Festival of Sail**. It will be held during Labor Day weekend. If you would like to volunteer for this event, sign up sheets will be posted in the near future.

Chari Wessel reported that an inspection of HMS *Surprise* uncovered a damaged keel and stern post. This means that the *Surprise* will no longer be able to sail unless extensive repairs are done. *Surprise* will still be a dock side exhibit.

OFFICERS



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Bill Grolz

First Mate
Chuck Seiler

Purser
Ron Hollod

Editor
Katherine Pogue

Log Keeper
Bob McPhail

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Distribution**
Robert Hewitt

Write-Ups
Dave Dana

Photographs
John Wickman

Established in 1972
by BOB WRIGHT
& RUSS MERRILL



SHOW AND TELL

A p r i l 2 0 1 0

2

USS CONSTITUTION **Bob Riddoch**

Since this model last appeared in March, Bob has completed the hatches. The grate frames were replaced using Swiss Pear. He has started the deck planking. Upon completion of the deck it will be stained grayish brown to reflect the deck as it appears today in Boston Harbor. (no sailors to holystone the deck each morning!!)



USS TICONDEROGA **Tony Bunch**

1/700 scale US Navy Postwar Aircraft Carrier (waterline) Media: 97 resin parts, waterslide decals. Kit is Ships & Company. The model will reflect the 1972 configuration. The USS Ticonderoga was 888' long and could make 33 knots. Tony is making this a waterline model and will mount it on a ocean base. This model is being built for an S-2E pilot who was on board in 1972.



USS Ticonderoga commissioned May 8, 1944, the sixth ship in the Essex class and the fourth ship to bear that name. She fought valiantly in the invasion of Luzon and off Formosa as part of TF-38. During Jan 1945 she was hit by two kamikaze aircraft. She returned to Seattle for repairs which were completed in April and she returned to TF 38 at Ulthi. She participated in numerous raids on Japan in preparation for the invasion. The end of war ended this effort and she was put into the reserve fleet (mothballed). In 1952 she was brought back to active duty and spent a couple of years being converted to accommodate Jet aircraft. She was used off Viet Nam where she was part "Tonkin Gulf" Incident.

On November 21, 1969 she was reclassified as CVS 14 as an Anti Submarine Warfare carrier. Tony is building this model in her 1972 configuration. She carried S-2E, E-1B and SH-3A helos to complete her ASW mission. She was found unfit for further service and decommissioned on 16 Nov 1973.

MAINE TOPSAIL SCHOONER EAGLE **Peter Jaquith**

The Topsail Schooner *Eagle* had a length of 81' 7", beam of 22' 8", depth of 7' 10", and tonnage of 140 tons. Both the *Eagle* and her sistership *Arrowsic* were built in Arrowsic Island on the Kennebec River (near the present shipbuilding city of Bath, ME) in 1847 for the lumber and ice trade by builder Samuel Pattee. During the mid-19th century small schooners of this sort were widely employed in the East Coast trade; their schooner rigs an easy adaption to the prevailing westerly winds and economy in crew size.

The model was scratch built to a scale of 3/16" to the foot (1:64) using old Model Shipways plans by William Zakambell. Additional research was conducted at the Maine Maritime Museum in Bath, ME where a large scale model of the *Arrowsic* is on display. The model is plank on solid construction, with built up bulwarks, planked decks and topsides, coppered bottom, and scratch built deck furniture/fittings. Limited commercial fittings were utilized where appropriate, and the rigging is proportional linen line with Warner Woods' blocks. The Topsail Schooner *Eagle* is my third wooden ship model and my first scratch built.



THROUGH THE LUBBERS' HOLE 3

Boats of West Pakistan by Robert Hewitt

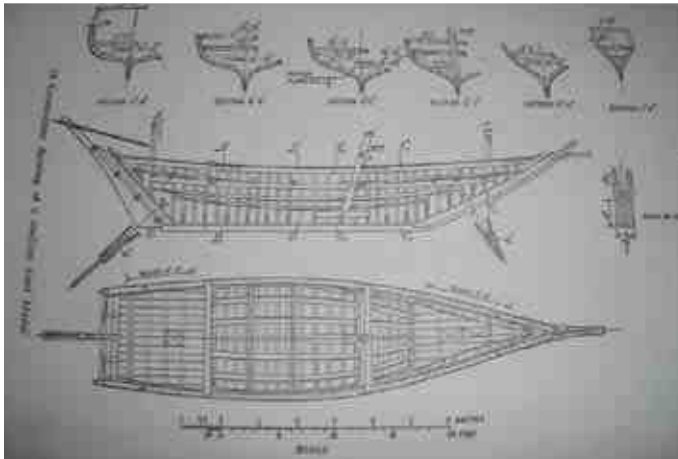
West Pakistan is surrounded by China to the north, Afghanistan to the west, and India and Tibet to the east. To the south lies two hundred miles of the coast of the Arabian Sea. One of the largest fishing ports and former capital of Pakistan is Karachi, located between the Arabian Sea and the great desert of Sind. When the Indian sub-continent was partitioned and Pakistan created in two parts, Karachi became its first capital. The population and the port grew explosively. With this the local markets for fish and firewood also grew. The firewood was mangrove wood brought up by boat from the swamps of the Indus Delta. The traditional boats of this coast were the results of the introduction of Arab and European ideas about boatbuilding along the coasts of India and Africa and in the Persian Gulf. Boats like the Arab *bhums* and *bagglas* and the Indian *kotias*. These ships came into Karachi and the local boat builders copied them in miniature and produced types that became locally traditional. Of these, the principal ships were the *bheddi* and the *bhart*.

The *bheddi* is a short-keeled boat with a long overhanging bow and a sloping transom stern. The keel is parallel to the waterline. The quarters are very full with flat buttocks and the greatest beam is well aft. This is one of the ship's most conspicuous features. The ship has a marked rise to the floor, hollow garboards and a hard turn of the bilge. The planks are fitted edge to edge and

fastened with boat nails. The shell is first made forming the outer shell and then inserting the frames to hold its shape. The frames comprised of odds and ends of timber pieces and there was no attempt to join up the various pieces. The planking itself provided the only continuity in the boats construction. There are long fixed decks fore and aft, but the greater part of the ship is open. Most *bheddi* carry rocks as ballast.

Bheddis are big boats, forty to seventy feet long. They are rigged with great Arab style settee sails. A large mainsail and a small mizzen is typical. A smaller mainsail is used only in the stronger summer winds. The mizzen mast is then un-stepped also. Depending upon the size of the ship and the season, a *bheddi* can set anywhere from three hundred and fifty to fifteen thousand square feet of cotton sail. The *bheddi* is a beautiful and seaworthy vessel, easily driven. The American nautical historian, Howard I. Chapelle is quoted as saying "a *bheddi* is a boat one would like to have".

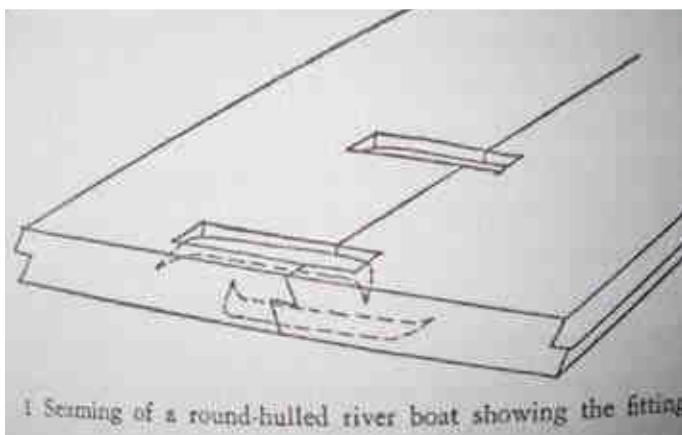
All the wood to build these fine ships was imported from Burma, India and Malaya. The rigging, blocks, anchors and cables were made on the beach. The hull was treated with a fish oil preparation which made them look shinny when new, but also made them smell. For all their virtues, the classical sailing *bheddis* were a dying breed in the 1950's.



BHEDDI PLANS



BHEDDI ON THE BEACH



PLANK FASTENING



BHEDDI UNLOADING



SAN DIEGO⁴ SHIP MODELERS' GUILD

The next meeting will be
Wednesday, 12 May 2010
aboard the Berkeley at 7:00pm



San Diego County Fair Schedule

Ron Hollod:	June 11, 12, 13, 15, 16, 17, 18, 19, 20, 22, 26, 27, 29 July 1, 2, 3, 5. <i>set up, take down</i>
Bill Grolz:	June 17, 20, 23, 27, 30, July 1, 3, 4, 5. <i>set up, take down</i>
Ernie Andrews:	June 11, 12, 13, 15, 27, July 3, 4.
Robert Hewitt:	June 22, 23, 25, 29, 30, July 1. <i>set up, take down</i>
Chuck Seiler:	June 11, 19, 20, 25.
Bill Norris:	June 18, 22, July 4, 5.
Howard Griffus:	June 13, 15, 16.
Robert Mcphail:	June 18, 25, July 2.
Robert Riddock:	June 12, 26, 29. <i>set up</i>
John Wickman:	June 16, 17.
Dave Dana:	June 23, 30.
Chari Wessel:	June 19, July 2.
Bruce Adams:	June 26.
Richard Pogue:	June 24.
Katherine Pogue:	June 24.
Christina Pogue:	June 24.