



SAN DIEGO SHIP MODELERS' GUILD

JULY 2010 NEWSLETTER VOLUME XXXIV No. 7

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



GUILD MEETING REPORT

9 J u n e 2 0 1 0

Bill Grolz opened the meeting. There was one guest: Dean Battis. The editor of the newsletter, Katherine Pogue mentioned that there will be forty copies of the newsletter available to hand out at the County Fair. 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 May 2010 was \$<redacted>.

As a reminder, the San Diego County fair will be open Friday, June 11 and close July 5. Hours will be 1100 – 1800 for booth staffing Monday to Friday and 1000 to 1800 on weekends. There was discussion that Chari Wessel and Bill Norris did not receive parking passes. It was voted on and approved that if they need to pay for parking, they will be reimbursed. Tools for the booth "takedown" was also discussed. Howard Griffus agreed to donate a rubber mallet, crescent wrench, and Phillips screwdriver. Bill Grolz purchased a folding card table for the booth (the old one could not be located). It was voted on and approved to reimburse him for the cost of the table. Robert Hewitt made a collage of ship model pictures. This collage will be displayed in the booth.

The Maritime Museum will hold a "Festival of Sail" during the Labor Day weekend. Volunteers are requested for this event. Sign up sheets are available at the Maritime Museum and on the website.

BIRTHDAY PARTY – August meeting. **POTLUCK**. The sign up sheet will be available at the July meeting. There will also be an auction at the July meeting and Show and Tell. Please bring a model you are working on to this meeting.

Bill Grolz discussed his research of an Indian reed boat. The model will be part of the SAN SALVADOR exhibit which will be part of the construction project. Bill went to the Barona Cultural Center and took photos of the boat. Details of the model (size, material) to be constructed will be discussed at the July meeting.

Robert Hewitt mentioned that he won several awards at the Plastic Model Show held at Gillespie Field including best of show. There were 80 modelers and over 250 models on display.

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Established in 1972

by BOB WRIGHT
& RUSS MERRILL



SHOW AND TELL

J u n e 2 0 1 0

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USS CONSTITUTION **Bob Riddoch**

This is a Model Shipways, 1:76 model of 'Old Ironsides.' Bob has stained the deck using a black and brown paint 'wash' and started installing bulwark rivets. The rivets are .035" and will take approximately 4000 rivets to complete.

ANCIENT EGYPTIAN TRAVELLING SHIP **John Sauvajot**

This is a model based on templebas-reliefs, paintings on tomb walls and models found in tombs. Ship building began in ancient Egypt around 5,000 years ago. The vessels were shaped to resemble the archaic River Nile boats that were made of bundles of reeds tied together, hence, the term papyriform. Travelling ships were designed to transport royalty, nobles and other notables on journeys on the Nile River. There is no precise set of plans for these vessels and a lot of assumptions are made by naval archaeologists regarding how these vessels were made.

The real ship would have had an overall length of about 100 feet, have a beam of 12 to 15 feet, and draw about 3 feet. They were steered by a single or double rudder attached to rudder stanchions. The deckhouse was believed to have had half-timbered walls covered with a painted tent-cloth. It was located midway between the stem and the stern. There were two castles: one aft and one forward. There was one mast running through the roof of the deckhouse and an upper and a lower yard for the square sail. There were no blocks as we know them, rather blocks of wood with a hole through which the line ran through.

John's source is *Ships of the Pharaohs* by Bjorn Landstrom.

This is a scratch built model. John hasn't decided on the materials to be use. The hull was carved from Swedish pine. The scale is 1:125

LA COURONNE **Howard Griffus**

This model of *La Couronne*, the flagship of France in 1636, is a 1:98 scale, from the Italian kit company Mantua.

HMS FLY **Robert Hewitt**

Scale; 1 inch= 40 feet (1:480)

Thirty-one cutters of this type were brought into the British Navy in 1763. These cutters had fine waterlines and steep dead rise but were very broad in proportion to their length. Their ratio of beam to length being only 2 ½ or 3 to one. They were fast, weatherly craft and well able to carry the enormous sail area of square and fore-and-aft canvas given them.

The arrangement of sails is typical of heavy-rigged cutters of the eighteenth century, particularly the cut of the deeply roached topsail and the manner of setting the head of the square sail on the crossjack yard. The topsail was sheeted to a spreading yard and the square sail passed over the fore side of it. The topgallant mast was fidded aft of the lower masthead, sometimes forward. The topgallant sail was set flying. Seats-of-ease were located at the stern of the ship. The guns carried were of six pound shot, enough to deter any smuggling off of the coast of England. Cutters were also used as supply and dispatch vessels for the fleet of warships. The model is displayed carrying full sail in addition to a ringtail or driver sail and one topmast studding sail. The model rides a swell as it races across a tupelo carved sea.

The model won a gold award in 2005 at the Wisconsin Maritime Museum. It was also displayed at our San Diego Maritime Museum Miniature Model Show H.M.S. *Fly* was exhibited at the International Plastic Model Show at Gillispie Field on June 5, 2010 and won first place in ship models at 1:450 and smaller, best ship model and the grand prize for best model.



SAN DIEGO COUNTY FAIR

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KYAK **Frank Andrews** First Place



KATHLEEN **Robert Hewitt** Second Place



AGAMENDMON **Robert Hewitt** Third Place



CONFEDERACY **Don Leyman** Fourth Place



CUTTY SARK **Joe Pompersiero** Honorable Mention



LIVELY **Joe Pompersiero** Honorable Mention



CONFEDERACY Don Leyman



Robert Hewitt at work.



LEXINGTON Ron Hollod



Robert McPhail sharing knowledge.

WOODEN BOAT SHOW



Boat building



Wooden Boat Show



Renders 1:1

THROUGH THE LUBBERS' HOLE

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Thomas O. Selfridge, Jr. by Robert Hewitt

Last month in the article about *Cairo* I misspelled the name of the commander of the ill fated *Cairo*. His name is Thomas O. Selfridge, Jr. He was born on the 16th of February 1836 in Charlestown Massachusetts. He was the son of Thomas O. Selfridge, an officer in the United States Navy. Selfridge graduated from the United States Naval Academy in 1854.

At the beginning of the American Civil war, he helped to destroy the Norfolk Navy Yard.

He then escaped from that burning base in *Cumberland*, helping to save the sloop of war for the Union Navy. He participated in the capture of the Hatteras forts and was on board *Cumberland* on March 8, 1862 when she was sunk by the Confederate ironclad *Virginia*. He briefly commanded *Monitor*, after Lieutenant John L. Worden was wounded, He commanded *Alligator*, an

experimental submarine, in testing operations based in the Washington Naval Yard.

In August, he joined the Mississippi Squadron and commanded *Cairo* and *Conestoga* when those ships were sunk in action. Late in the war, he returned to the Atlantic where he commanded *Huron* in the attacks on Fort Fisher. He participated in the ensuing bombardment of Fort Anderson and the capture of Wilmington, North Carolina.

His post war service included command of *Nipsic*, *Enterprise*, and *Omaha*; the last two of the Asiatic Station. Also he was Commander in Chief of the European Squadron from 1895 to 1898. He retired on February 6, 1898 and died on February 4, 1924

CHANNEL ISLANDS CRUISE

by Dave Yotter

During the last couple of weeks of June three of your fellow Guild members spent some quality time researching Nineteenth Century shipboard life in 1:1 scale. Two as real Sail Crew members on the *Californian*, Chari Wessel and Katherine Pogue, and one as guest crew, Dave Yotter. As you are no doubt aware, the *Californian* is the Museum's replica of the Revenue Cutter *CW Lawrence*, which was a Campbell Class revenue cutter that served off the coast of California from 1849 to 1851. Except for the "iron wind" that grumbles away when the real wind is less than ideal and is necessary to get to a destination, there is not much about the operation of this ship that would not be familiar to members of the Revenue Marine of that time. Sails are raised by hand as is the anchor, both "all hands" evolutions. We stood 4 hours on and 8 hours off watches while at sea but I suspect that the accommodations for sleeping are a little more comfortable these days and I know that the food has no comparison. Thanks to the ship's cook, Marge, the food was great and there was lots of it. There is nothing like a fresh sea breeze to perk up the appetite, as they say. Anyway, it seems like we all ate like there was no tomorrow!

I don't want to get into a day-by-day account of the trip because things tend to get a little blurry after a few days but we hit four of the potentially six island landings. We started out on Santa Barbara Island first, then on to San Miguel, Santa Cruz, and Santa Catalina.

Santa Rosa was off due to heavy seas and wind and an unprotected anchorage and Anacapa was closed due to crumbling stairways at the landing point. At each of the islands where we landed, most of the guest crew and a good portion of the sail crew lit off for the highlands for great views and pictures of the flora and fauna. We had two nights at the Santa Barbara Marina. By that time all were looking forward to hot showers and a visit to a laundromat. After cleaning up our selves and the ship we enjoyed a reception on board with the folks at the Santa Barbara Maritime Museum. We had two landings at Catalina, one at Two Harbors and then at Avalon.

The first part of the cruise we had plenty of wind and some moderate seas (big swells and lots of whitecaps). *Californian* seemed to love these conditions and we were cranking along at a good clip several times. At one point we were above 10.8 knots for a period of more than a half hour, which our captain said, was the best run he could remember with *Californian*. The weather and wind seemed to taper off toward the end of the cruise and we had a few days of continuous overcast. Typical So Cal.

This was a great experience, which I highly recommend. Particularly for folks like us who are interested in the sea and ships, I don't think there could be a better way to get at least a little of the feel of what it must have been like back in the day.



SAN DIEGO SHIP MODELERS' GUILD



The next meeting will be
Wednesday, 14 July 2010
on the orlop deck of
the *Star of India* at 7:00pm



David Yotter, Katherine Pogue, and Chari Wessel on board the *Californian* for the Channel Islands Sail.