



# SAN DIEGO SHIP MODELERS' GUILD

AUGUST 2010 NEWSLETTER VOLUME XXXIV No. 8

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



## GUILD MEETING REPORT 14 July 2010

The San Diego Ship Modelers Guild convened their July 2010 meeting on the orlop deck of the Star of India, 14 July 2010. Guildmaster Bill Grolz called the meeting to order at 1900. He failed to wish everybody a happy Bastille Day. There were 20 members and 1 guest in attendance.

Guest Richard Julian said he heard about the Guild at the Fair when he spoke to Bill Grolz. He used to build models and wants to get back into it, so he came by to see what we did.

Editor's Report: Editor Katherine Pogue indicated the July newsletter was a little delayed in getting out. Snail mail copies would go out Thursday 15 July. Send any inputs for the newsletter to <redacted>.

Note: In order to ensure people have enough info to prepare for the Guild birthday party, the newsletter will go out a little earlier next month. PLEASE HAVE ANY INPUTS TO THE EDITOR BY...(okay, if you are reading this in the newsletter, it's too late)

Purser's Report: Our balance as of June 30th was \$<redacted>.

### Old Business:

-- The San Diego County Fair. The Fair went well and everybody seemed to have fun. So far we had one guest that came from the Fair and at least one other person who joined at the Fair. There were a couple problems with parking passes, but they were resolved. The Fair starts again in 11 months, so check your calendars and get ready!

-- Festival of Sail. The Museum is holding a Festival of Sail over the Labor Day weekend. It has held these before, but this will be the first where other cities were not also involved. As in the past, the Museum is asking for volunteers to help make this work and to make it an overwhelming success that it has been before. Detailed info can be found at: <http://www.sdmaritime.org/festival-of-sail/>

+ Volunteers are needed to work two or more 4 hour shifts from Thursday, 02 September to Monday 06 September. Shifts

run from: 0745-1230, 1230-1630 (12:30PM-4:30PM) and 1630-2030. Work categories include security, information, supply/clean-up, retail and visitor counting. Signup sheets and volunteer info can be found at the above site. Volunteer training is scheduled for Wednesday, 04 August and Saturday 14 August.

+ In ADDITION to working volunteer shifts for the Museum, we are asking for volunteers to man the model shop during the Festival and do the same things we did during the Fair (except Ernie cannot wander off and watch the square dancers). Shift times are the same as the Museum shifts in order to facilitate interchangeably working both areas. To sign up for the model shop, contact Bill Grolz.

-- Guild Birthday Party. The Guild will hold its annual birthday party at the August meeting, Wednesday 11 August. Based on the BERKELEY schedule, it was decided to hold it on "The Barge" moored behind (?) the BERKELEY. If this changes, Bill will let us know. Bill Grolz passed around a sheet for pot luck sign-ups. Since attendance was light, Bill will also include the sign-up list in this newsletter so people who did not have a chance to sign up, but still want to attend, can determine what they can bring. If the list is NOT part of this newsletter, call Bill mercilessly until he answers. The Guild will also get a shrimp platter. If you are not sure where "The Barge" is, ask at the BERKELEY gift shop. Bring a guest or two and eats, but no models.

-- Reed Boat. Bill Grolz reported that the Museum has not given him any information yet regarding the scale of the REED BOAT, so he will put this topic on hold until he gets more info.

### New Business:

--Chairs for the Fair. (aka Fair Chairs). Chuck Seiler noted that he brought his own folding chair to Fair this year and found it far more comfortable than either the folding chairs or the armed chairs normally provided.

The meeting recessed for a 10 minute non-coffee break, which was followed by show and tell, and auction.

## OFFICERS



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### Established in 1972

by BOB WRIGHT  
& RUSS MERRILL



# SHOW AND TELL

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## *SULTANA* **Chuck Seiler**

*SULTANA* was originally built in Boston in 1767 as a private yacht. Sir Thomas Asquith, the wealthy merchant she was built for, decided she was too expensive to upkeep. Instead, he arranged for *SULTANA* to be bought into a new fleet the Admiralty was assembling, small, quick ships to patrol the North America coast as Revenue Cutters. The Admiralty was initially disappointed with her. Promised as a 65 ton schooner, roughly the size they sought, in reality, she was 52 tons - not large enough to accommodate a full schooner's



crew of 30, and not stout enough in her timber to mount a single carriage gun on her decks. Still, the Shipwrights said of her "Appears well wrot and put together," and in the summer of 1768 she was fitted with topmasts, more sail, 8 x half pound swivel guns and a crew of 25 with newly commissioned Lieutenant John Inglis, a Philadelphia native, loyal to the Crown, in command. In October 1772, *SULTANA* was ordered back to England and decommissioned out of service. By that time any merchant with a carriage gun would outman and outgun the tiny schooner.

*SULTANA* is a good candidate for a model because it is very well documented. In addition to the Admiralty's propensity for copying the lines for any vessels they liked, commander Lieutenant Inglis and master David Bruce both kept meticulous logs of the vessel, including descriptions of the vessel. There is currently a full sized reproduction of *SULTANA* based out of Chesterton, MD which is used as a school ship and tourist ship.

Progress has been slow. When I actually do work on it, I am at the point where I am working on the little detailed items that take a lot of time. In most cases, I have actually done the job 2, 3 or even 4 times before I get it right (or stop losing it). Since April, I have been able to complete and install the head rails, knight's heads, cat heads, timberheads, and 12 of 16 deadeyes. I have also been working on the windlass, trying to make a reasonable hex-barrel. I ended up using a pencil.

## *SMUGGLER* **Don Dressel**

This a model of an 1877 Gloucester Schooner that is a down east fisherman, scale 1/48. The kit is a Bluejacket Ship Models (currently \$300) that Don started 9 years ago, and was said to be on of the most beautiful ships to "ever slip down the ways". The schooner rig allowed fast transit times to and from fishing areas out as far as the Grand Banks off Newfoundland.



## *BLUENOSE* **Gary Seaton**

*Bluenose* was a Canadian fishing schooner built in Nova Scotia in 1921. She was 143' long, 112' at the waterline, 27' beam, and displaced about 280 tons. As a working boat *Bluenose* carried salt in her hold allowing her to stay at sea until her hold was filled with fish before returning to shore.



*Bluenose* is most famous for being the fastest fishing schooner in Canadian history, regularly beating the boats entered by the American Gloucestermen in the International Fishing Schooner Races held periodically from 1920 until 1938. She was sold in 1942 to carry freight in the West Indies and sunk off Haiti in 1946

Decking has been completed, false stanchions and railings added, hull painted (three times, to get it "right") and deck furnishings begun. (Progress is temporarily stopped while awaiting replacement metal shafts and sprockets from Model Shipways.)

When I brought it to show last time, I needed help with the long tapers on the quarterdeck. What I ended up doing was tapering the deck planks using sand paper, a long and tedious process.

## *CHINESE JUNK* **Bill Grolz**

Nothing is known of the of the Junks background. Scale is 1:24 and is a Warrior Kit. Bill claims he only used half of the kit and the other half is scratch built, as he added hull and deck planking. He used bamboo doweling that he made, using a full plate, for treenails. on all planking.



# SHOW AND TELL

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## NEWSBOY Peter Jaquith

The brigantine Newsboy was designed by Dennison J. Lawlor of Chelsea, MA (designer of the very successful pilot schooners Dancing Feather, Hesper, and Phantom) for owners Dabney & Cunningham of Boston. Newsboy was built at the Joshua C. Adams and Elisha Brown shipyard in Owl's Head, ME where she was launched in June, 1854. She had a length of 111 feet, beam of 27 feet, depth of 12 feet, and tonnage of 290 tons. While described as a brigantine, the rig is more accurately described as a hermaphrodite brig because there were no square sails on the main mast.

The Newsboy was engaged in the so-called triangular trade: carrying lumber and manufactured goods from New England to the Mediterranean; transporting wine, oil, and fruits to the West Indies; and returning to New England with rum, molasses, and sugar. The Monthly Nautical Magazine said "having a reputation for speed, by wringing reluctant laurels from her competitors who have chanced to fall in company with her at sea....she does her designers no discredit...her log will speak for itself".

The model is built to a scale of 1:64 and is based on an old Model Shipways solid hull kit and plans by George F. Campbell. 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 will be utilized where appropriate, and the rigging will be proportional linen line with Warner Woods' blocks.



## LA COURONNE Howard Griffus

The La Couronne was the first French built French Frigate in 1686. Prior frigates were purchased from foreign shipyards. This is a Mantua kit, scale is 1/98. He had the model at Show & Tell some time ago when it was just a hull. Howard says this is a difficult model, with lots of conflicting reference material.



# MICHAEL GUEST'S *LE SPHINX*

C h a r i W e s s e l

Last June when I was cleaning up the coffee pot after our Guild meeting, I found on the coffee bar a letter to the Guild which had been left behind. It was from Mr Michael Guest, a ship modeler in Arizona, asking for help with the running rigging of a model he was building. I answered his letter and got a nice note of thanks in return. This June, I got another letter from Mr Guest with photos of his finished model. (A busy veterinary summer has prevented me from bringing them to a meeting, but I'll show them at the next meeting I can attend.) Mr Guest wrote that, at age 77, he has decided to quit ship modeling, and he wishes to donate to our Guild all his specialty tools. I have given him the address of the Model Shop and accepted his gift. I don't know what he will send us but whatever the Model Shop doesn't need, I figure we can include in our next auction.



*Le Sphinx* by Michael Guest of Sierra Vista, Arizona  
630 hours total



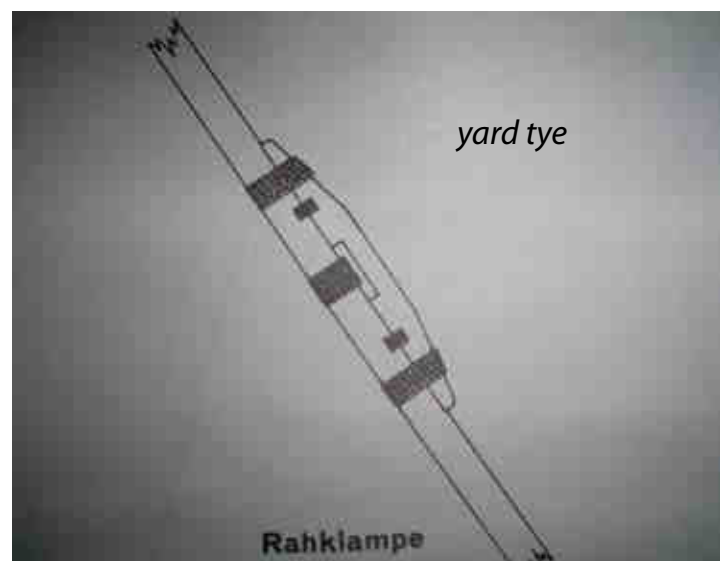
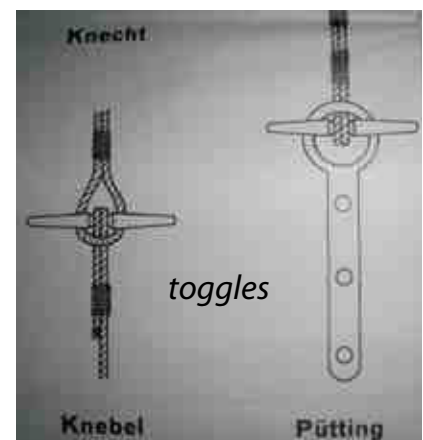
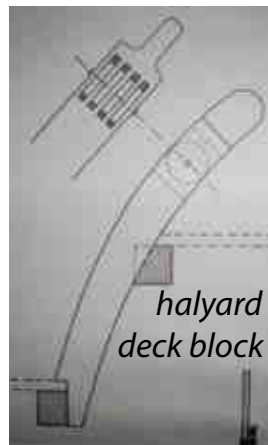
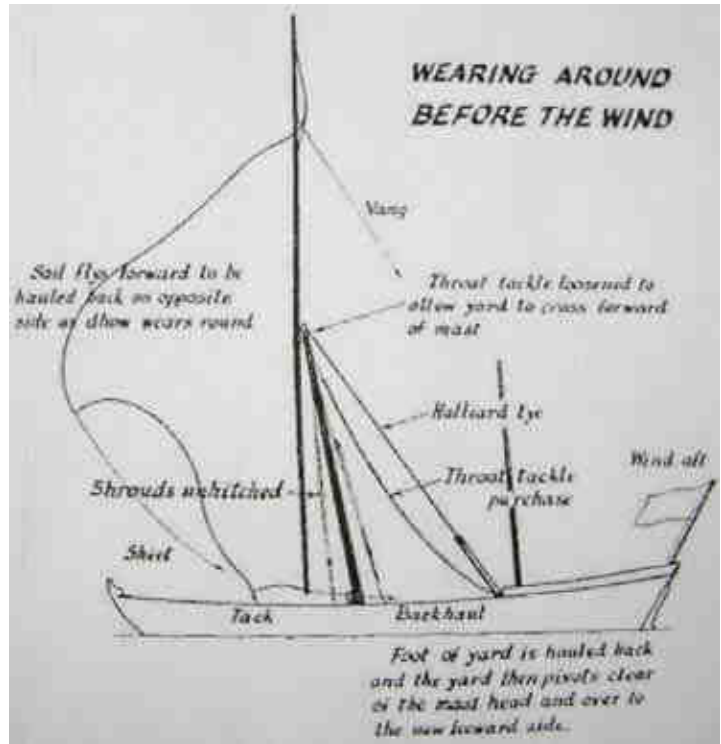
# THROUGH THE LUBBERS' HOLE

*Wearing Ship in a Dhow* by Robert Hewitt

While building my model of a Bheddi, a Pakistani fishing boat, the question came up about tacking the ship. The Bheddi is similar to an Arab Dhow in hull shape and rigging. One of the sail crew on the Star of India called wearing a "chicken s\*\*\* tack". However with the type of rigging and the enormity of the sail, this type of maneuver is most appropriate. Some of these triangular sails are one hundred-thirty feet by ninety feet. Tacking a Dhow is not as difficult as might be assumed, provided that a sizable crew is on hand. The following description is from "the Dhow: An Illustrated History of the Dhow and its World" by Clifford W. Hawkins.

"As we closed in on the Sambuk, I could see that some action was about to take place. The crew, rising off their haunches, casually sauntered to working positions, one right up to the bows at the main sail tack, four at the shrouds, and two at the yards back haul and a small group ready to handle the main sheet. These were the action stations for wearing a ship, the preliminary operation for sailing on the opposite tack. When the critical moment arrived, the helmsman thru over the wheel to bring the wind aft and the big mainsail was allowed to fly forward with the release of its sheet. Every member of the crew now came to action to carry through the operation. The two shrouds that had been taunt to the wind were eased off and the other pair set up on what was already becoming the new windward side. (Most dhows only have two shrouds and these are loosened at the blocks, then un-toggled and swung around to the opposite side of the ship and re-toggled.) The yard, which had been freed from the masthead by letting loose the parrel, was at the same time hauled momentarily by the foot almost vertical, so allowing it to pass over the mast head to the leeward side. The sail was then hauled back and sheeted home on the opposite side where it had been. The sail filled out and the ship was on its new tack".

"The operation of wearing ship was not a long or very difficult procedure. The Dhow turned unhesitatingly on its heel and was away on the new board with the loss of very little ground. It is possible for a Dhow to go about, head to wind, but doing so would be in a somewhat similar position to a square-rigged vessel caught aback with the great settee sail afoul of the mast and rigging. In an emergency it could sail, after a fashion, like this".



# GUILD PARTY

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The party for this year will be held on the barge behind the *Berkeley*. It is wheelchair accessible.

If you did not already sign up for a food item for the pot luck, please feel free to bring food anyway.

- |                  |   |                                   |
|------------------|---|-----------------------------------|
| Karen Johl       | - | Spam, macaroni and cheese         |
| Robert Hewitt    | - | Mild buffalo wings                |
| Howard Griffus   | - | Barbecue meat balls and rolls     |
| Don Bienvenue    | - | Sodas                             |
| Douglas Yumoto   | - | Turkish dish                      |
| Ron Hollod       | - | Plates and utensils               |
| Bill Grolz       | - | Taco salad                        |
| The Pogue's      | - | Cookies, and candy                |
| Mike Lonnecker   | - | Chips and dips                    |
| Bob Riddoch      | - | Pancit                            |
| Joseph Walther   | - | Three bean salad                  |
| Tony Bunch       | - | Brownies                          |
| Bill Luther      | - | Large spinach salad               |
| John B. Sauvajot | - | Mixed beans and sausage casserole |



The view from the barge.



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The next meeting will be  
Wednesday, 11 August 2010  
on the Barge behind the *Berkeley*



Schooner *America* returning to port.