



San Diego¹ Ship Modelers' Guild

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



8 September 2010

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There were no visitors or new members. First Mate Bob McPhail was absent so Chari Wessel filled in as scribe for the evening.

The purser reported that August expenses were \$47.36, leaving a balance at the end of August of \$<redacted>.

Dr Kevin Sheehan was absent so there was no Museum update.

Jim Davis said that he had to spend two hours cleaning up "bottles and trash" after the Guild birthday party, and assessed the Guild a \$50 cleaning fee. It was moved, seconded and passed that the Guild pay the fee to the Museum.

USS *San Diego* Project: Tony Bunch will be starting work on this large model within the next month. He will talk to Dr Sheehan about moving it to a space at the Museum, where it can be completed. Anyone interested in helping with the USS *San Diego* model please contact Tony by email at pabunch@cox.net.

The last Family Day was cancelled. There are no Family Days on the Museum schedule in the near future. This event may have been discontinued. We will ask Dr Sheehan at the next meeting.

San Salvador project—Reed Boat: The scale should match the *San Salvador* model, scale 1/2" = 1'. John Sauvajot is heading this project. He has already started constructing a prototype, working with broom straw as reed material. The original reed boats were between 8 and 24 feet long, so broom straw makes a good approximation of the diameter, although the straw is a little short. Guild master Bill Grolz suggested consulting the Barona Cultural Museum for authentic details. Another suggestion was the Vista Steam Museum, which features a group who make traditional brooms. They might be a source of longer broom straw material. It was suggested that the Guild should make at least three model reed boats with model Indians in them. The model reed boats will be staged "visiting" the *San Salvador* model. Anyone who wishes to help with the reed boat models please contact John Sauvajot by e mail at jbsauvajot@cox.net.

Bill Grolz asked about the three masted sailing ship seen recently at Scripps pier. Chari Wessel suggested that it might be the *Robert C. Seamans*, a Sea Education Association oceanography teaching ship which visits San Diego from time to time. The *Seamans* is a brigantine, however, so this may not be the ship Bill has seen.

Chari Wessel showed the photos of a model of *Le Sphinx*, built by Michael Guest of Sierra Vista, Az. A year ago, Mr. Guest consulted our Guild with questions about rigging his model. Upon its completion, he decided to retire from modeling and packed up all his modeling tools and materials to ship them to the Guild. It was suggested that we include his donation in our next Guild auction. It was further suggested that we hold that auction during our December pizza party meeting. Anyone with models, tools or books to auction please bring them to that meeting.

Tony Bunch described a fine resin kit he had purchased of a B-39 Soviet submarine from a company called Admiralty Models.

Another member described celebrating his anniversary with an Ocean Adventure Sail on *Californian*. In the past, the Museum annually rewarded the Ship Modeler's Guild with a day sail on one of the Museum ships. We will ask Dr Sheehan if that might be possible again in the future, possibly for the July party next summer.

OFFICERS

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Established in 1972

*by Bob Wright
& Russ Merrill*

SHOW AND TELL

S e p t e m b e r 2 0 1 0

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CHARLES W. MORGAN Royce Privett

Royce Privett last showed his "work in progress" *Charles W. Morgan* in May. The 35 ton famous whaling ship sailed 37 multi-year voyages processing more whales than any other ship in history. Originally built full rigged in 1841 in New Bedford, she was modified to a double topsail bark shortly after the Civil War. Royce's clean precise model belies the mess that a working whaler must have been. Royce talked during the break of what it may be like to add a whale and strips of blubber to the model someday. Since the May showing, he has added the after deck houses, with galley, stack, and storage, the head, berthing and storage and companionway. She now sports hurricane roof with skylights. Ladder and handrail, more bolts and chocks, stern davits, posts and lifeline, shelter/boat bearer deck with hatch and two whale boats lashed on it.



HMS ROEBUCK FIGUREHEAD Don Dressel

This beautiful lady with the Grecian hair style took 50 hours to carve. Her spear is a toothpick. Don will add her to his HMS *Roebuck*, a 44 gun ship of the line active during the American revolution. The figure is currently complete after carving for 50 hours total. Master carver Tony Devereau taught Don his techniques with repeatedly sharpened home made rotary tools. The figurehead will be fitted to the also currently completed scratch built plank-on-frame hull. The keel, stem, and keelson are done and Don is working on the stern framing, to be followed by installation of the wales and upper planking. To start such carving, don's advice was, "Just do it."

For a detailed description of restoring an original 1773 admiralty model of the Rogers collection at the US Naval Academy, Don recommended a book by Rob Napier, *Legacy of a Ship Model: Examining HMS Princess Royal 1773*. It is available with a video disc from Sea Watch Books: www.seawatchbooks.com. A tip from Don: saliva on a Q-tip is a wonderful cleaning agent for about 3 seconds, but do not reuse the Q-tip.



USS CONSTITUTION Bob Riddock

This Model Shipways 1:76 scale gem of a model is looking more and more like the USS *Constitution* each time Robert Riddock brings it to show. This time Bob has completed riveting and painted the bulwarks green. He's started the main rails and upper bulwarks. Bob regaled the group with a humorous reading from ship's log excerpts from the *Constitution's* voyage from Boston on July 17, 1798.

The USS *Constitution* carried provisions for her crew of 475 officers and men, sufficient to last six months of sustained operations at sea, "48,600 gallons of fresh water, 7,400 shot, 11,600 pounds of black powder, and 79,400 gallons of rum." Her mission: "To destroy and harass English shipping." She carried no fresh water distillers. Making Jamaica on 6 October, she took on 826 pounds of powder and 63,000 gallons of rum. Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine. On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchantmen, salvaging only the rum aboard each. By 26 January, her powder and shot were exhausted. Although unarmed, she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whiskey distillery, and by dawn, had transferred 40,000 gallons of single malt Scotch aboard before heading home. The USS *Constitution* arrived in Boston on 20 February, 1799 with no shot, no food, no powder, no rum, no wine, no whiskey, and 38,600 gallons of stagnant water."



SHOW AND TELL

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ANCIENT EGYPTIAN TRAVELING SHIP **Jon Sauvajot**

3,500 years ago Egyptian boat builders made ships like this scratch built 1:135 scale model that Jon Sauvajot showed us. The model is based upon temple bas-reliefs, paintings on tomb walls and models found in tombs. These "traveling ships" were designed to transport royalty, nobles, and other notables on Nile River journeys. Jon's will carry 12 oars on each side topped with Horus (a falcon) heads, and the boat will be brightly decorated. A lattice and half timbered cabin located midway was covered with a painted light canvas covering to protect the royalty.

Naval architects make a lot of assumptions regarding how these vessels were made. Jon has not decided what material to use to represent bundles of reeds tied together called papyriform. He and others suggested broom straws, pine needles and heavy grasses. Jon carved the hull from Swedish pine. The real ship would have had an overall length of about 100 feet, a beam of 12 to 15 feet, and draw about 3 feet. It was steered by single or double rudders attached to rudder stanchions. One mast ran through the deckhouse roof and Jon may build upper and lower yard for the square sail, or make a curved yard for a lateen rig.



QUEEN MARY **Don Bienvenue**

Don Bienvenue built his classic Revell plastic kit of the *Queen Mary*, produced since 1960. He used the expected plastic glue from the tube and Testor's paints and added extra details, including drafting ink pens to fill in the porthole windows, and a 1/32nd inch tape for the white stripe on the hull. The famous *Queen Mary*,



built in the early 1930's after depression caused construction delays, served as a troop transport during World War II, carrying many thousands of troops across the Atlantic. After the war, she returned to Cunard and continued her transatlantic service until 1967, when she was retired, relocated to Long Beach, where she serves as a hotel and tourist attraction.

U-96 TYPE U-BOAT **Tony Bunch**

Tony Bunch built this German U-boat model from a Revell 1/350 scale plastic kit. The real sub operated with the 9th flotilla and was called the "Laughing Sawfish." Tony kit-bashed as usual, finding, among other things, that the railings of plastic powder were too thick. He added the 88mm deck gun and made the 20mm AA weapon more detailed. Some parts were taken from the AFU Club kit.



SHOW AND TELL

S e p t e m b e r 2 0 1 0

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BHEDDI Robert Hewitt

Bheddi is a type of fishing boat from West Pakistan. Bheddies are modeled after the Arab Dhows, but much smaller. This model represents a ship that is fifty feet long. It was made upside down over the frames. The lines were taken from the book *Boats and Boatmen of Pakistan* by Basil Greenhill. No attempt was made to change the scale. I needed a project to do at the fair and also the Wooden Boat Show, and the extreme shape of the hull was a challenge. The drawing also lacked a stern profile.

The pear wood stem and stern were cut out to plan but elongated to fit in a slot in a flat building board. A copy of the plan was glued to the board. The hollowed-out frames were glued to it. The transom was formed using battens and then fitted to the stem post. The planking was done in holly and each .03" x .015" plank had to be tapered at the bow. There were five stealers in the stern planking. The plans showed the two decks, but nothing else. There was a sail plan but limited rigging. The rigging was made following standard Arab practice. With the help of Robert Duncan I was able to duplicate the throat halyard using wire and small beads. All of the lines are toggled and the falls cinched to cleats. The original ships were coated with fish oil which gave them a dark shiny appearance. I used red mahogany stain and Testors gloss finish. In retrospect I wish I had not stained it, as all of the detail is lost. The model sits on two carved pedestals over a purple heart base, set into a picture frame covered with glass.



THROUGH THE LUBBER'S HOLE

USNS Washington Chambers ~ by Robert Hewitt

On September 11, 2010 Nasco held their Christening Ceremony of the Washington Chambers at the shipyard on 32nd street. The launching of a large ship is an event I would not miss even though it will never have sails. We were handed a small booklet on the way into the yard. On the cover is a picture of the Captain and a Curtiss Pusher bi-plane. I knew that the ship, 689 feet x 105 foot beam was a cargo carrier and I wondered what the connection was.



THROUGH THE LUBBER'S HOLE

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USNS Washington Chambers ~ by Robert Hewitt

Washington Irving Chambers was born in Kingsport New York in 1856. He attended the Naval Academy and graduated in 1876. Chambers served in various sea and shore assignments. In 1884 he was in command of the coal ship *Loch Garry* in the celebrated Greely Relief Expedition to the Arctic. Despite the challenges of foul weather, icebergs, and obsolete ships not constructed for the Arctic, the expedition managed to rescue one-third of the stranded Army explorers. Chambers was assigned to shore duty at the New York Navy Yard to provide a line officer's input to ship construction. He also had an aptitude for pioneering new processes. During his time in the New York Navy Yard, he proposed, oversaw, and enacted significant changes in the way they did business on a day-to-day basis. His reforms dramatically improved the performance of that yard and helped to shape the reform throughout the Navy's shipyard system. After the Navy Yard he served aboard the gunboat *USS Petrel* and protected cruisers *Atlanta* and *Chicago*.

In 1884 Chambers was recruited to the Naval War College faculty where he developed tactics to exploit new technologies and integrated them into the Navy's doctrine and training. He applied his innovative thinking to the design of torpedoes, coal handling systems, guns, and battleships. He submitted one of the first American designs for an all-big-gun battleship.

In 1902 Chambers was commanding officer of the gunboat *Frolic* in the battle of Samar in the Philippines. He then was assigned to duty at the Torpedo Station in Newport, Rhode Island where he was named Assistant Chief of the bureau of Ordnance in 1907. He then became the commanding officer of the battleship *USS Louisiana* until 1909.

He returned to Washington to be the Assistant Aide for Material to the Secretary of the Navy. He was given the duty to handle correspondence dealing with aviation. On November 3rd, 1910 he attended an air show in Baltimore, Maryland.

There he presented the idea of launching an aircraft from a ship. His foresight received an unenthusiastic reception from aircraft manufacturers Wilbur and Orville Wright, and Glenn Curtiss, who said it was too dangerous. Undeterred, Chambers later met that day with civilian pilot Eugene Ely who jumped at the opportunity to test the idea. Curtiss eventually agreed to the proposal. The *USS Birmingham* was sent to the Norfolk Naval Shipyard for the necessary modifications.

On November 14, 1910 Ely made his take-off from the deck of the *USS Birmingham* in Hampton Roads in a Curtiss Pusher bi-plane. Two months later Ely performed a take-off and landing on the *USS Pennsylvania* in San Francisco Bay. Chambers also invented the naval airplane catapult, making it possible to launch aircraft from a warship's deck at sea. In 1912 Chambers was awarded the medal of the Aeronautical Society for his achievements in aviation.



Captain Chambers died on September 23, 1934 and is buried in Arlington National Cemetery. Chambers Field in Norfolk Virginia, dedicated in June 1938 was named in his honor.

Just like the Navy: Chambers had a great career in aviation but he makes only Captain and they name a coal ship after him instead of an aircraft carrier.



San Diego Ship Modelers' Guild

The next meeting will be
Wednesday, 13 October 2010
aboard the *Berkeley* at 7:00pm



Amazing Grace, as seen from *Californian* outside Dana Point.