



# San Diego<sup>1</sup> Ship Modelers' Guild

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



1 0 N o v e m b e r 2 0 1 0

Dec. 2010 Vol. XXXIV No. 12

Bill Grolz opened the meeting. There were no guests or new members. The purser, Ron Hollod was not present to give his report. There is a balance of \$<redacted> as of 24 October. The newsletter editor's report was given by Katherine Pogue. Katherine requested that she would like feedback about the newsletter. Please contact Katherine at <redacted>

Dr. Kevin Sheehan provided a museum update. He stated that there is no current update on the USS SAN DIEGO Project. He would also like a simplified model of the STAR OF INDIA approximately one foot long (actual length), hull only, no masts or rigging. Dr. Sheehan also requested assistance in providing water line models of all museum vessels. This was a high priority project and needed to be completed within three weeks. An email was sent out to all requesting help.

Dr. Sheehan mentioned that the SAN SALVADOR project is progressing. The keel laying of the full size replica will be in February. The building site will be open to the Public in the Spring time frame and will include an interactive display.

The December meeting will be a social/pizza party and an auction. Guests are cordially invited. Several varieties of pizza will be available as well as soft drinks. Don Dressel will make available a partially completed (about 50%) model of AMERIGO VESPUCCI (with parts, plans, etc). The actual ship is used as a training vessel for cadets. The model kit costs over \$700. The scale is 1:84 and the model is over four feet long. Don has asked that there be an opening bid of \$50 for it.

There was discussion about the location for the December meeting. In the past it was noted that organizations rent out museum facilities during December. Since our meetings are gratis, our meeting location is changed as required. Therefore, by a vote of the members present at the November meeting it was decided that the December meeting will be moved to the second Thursday IF the BERKLEY is not available on the second Wednesday. IF the BERKLEY is also not available on the Thursday, then the meeting will be on second Wednesday as usual but on the STAR OF INDIA. Notice will be sent as soon as the location is known. **Despite all this lengthy discussion, the December party/auction will be held aboard the SURPRISE.**

There was also a vote approved by the members present to donate \$500 to the maritime museum.

(continued on next page)

## OFFICERS

~

*Guild Master*

Bill Grolz  
phone redacted

*First Mate*

Chuck Seiler  
phone redacted

*Purser*

Ron Hollod  
phone redacted

*Editor*

Katherine Pogue  
phone redacted

*Log Keeper*

Bob McPhail  
phone redacted

*Newsletter Distribution*

Robert Hewitt

*Write-Ups*

Dave Dana

*Photographs*

John Wickman

*Established in 1972*

*by Bob Wright  
& Russ Merrill*

# MEETING MINUTES (CONT.)

2

1 0 N o v e m b e r 2 0 1 0

Don Dressel announced that the SMA will hold their well known Western Ship Modelers Conference on April 1, 2, and 3, 2011. It will be held at the Newport Harbor Nautical Museum and Hyatt Newport Beach. There will be vendors, exhibits, and ship models. There will also be a silent auction of various high quality modeling tools. Starting bid for the tools will be at 25% of their value. Speakers will include:

Mr. Peter Goodwin, Curator, HMS VICTORY; Mr. David Antscherl, author of SWAN CLASS SLOOPS; and Mr. Dan Davis, Archaeologist, ancient Black Sea Ships. Other speakers are also scheduled. For more information go to [www.shipmodelersassociation.org](http://www.shipmodelersassociation.org) or phone 562-212-6568 or 909-949-6931. If you would like to provide a ship model or models (complete or partially built) please contact Don Dressel.

## AUCTION ITEMS

D e c e m b e r 2 0 1 0

From Model Shop:

- Ship Model Corvette
- Flying Cloud Model
- Assortment of *Maritime Life* magazines
- 3 Bundles of wood
- Ship model Hull

From Donald Dressel:

- Partially completed *Amerigo Vespucci*, including kit with all the plans and materials. (pictured) (beginning bid at \$50)
- Wood from Richard Strange

From Dave Dana:

- Sailboat kit, suitable for free sail or R/C  
34" length, 6 1/4" beam, 43" mast height  
all parts included

From Don Bienvenue

- *Maritime Life and Traditions* magazine  
Issues 1-18 (beginning bid at 50¢)
- 1:700 model of USS San Diego  
plastic kit by Matchbox (beginning bid at \$4)
- *New England and the Sea* (book)  
(beginning bid at \$3)
- *The Unknown Shore*, Patrick O'Brian  
(beginning bid at \$3)



# SHOW AND TELL

N o v e m b e r 2 0 1 0

## AGAMEMNON Robert Hewitt

Scale 1: 480, Scratch built

I purchased a book from our museum, "Building a Miniature Navy Board Model" by Philip Reed, and wanted to try his method. Since I had the plans and had just finished a waterline model of Agamemnon, I thought this would be the best approach. I used .03" thick x 1 1/8" x .58" pear for the lower hull and a tupelo block for the upper hull. The separation between the two halves is along the lower gun deck. The pear pieces were glued together making sixty .06 thick frames. The frames were glued together, each separated by a sheet of paper. Two extra frames were made to compensate for the paper. A slot for the keel was cut in the lower block. The two blocks were glued together and the hull was shaped. The floor and foothook frame openings were painted white on the lower hull. The upper and lower halves were separated and each .06 frame was separated. The paper was cleaned off and the pieces were placed in a clay boat to keep them oriented. Sculpy clay was formed around the hull and a flat bottom made to keep the boat upright. The boat was heated in an oven to harden it.

The upper hull was hollowed out and the gun ports pierced. Ledges were placed between the gun ports to support the decks. The decks were made with .010" holly sheet with .020 inch wide holly deck strips glued to it. Each strip is painted black on each side to simulate caulking. Each deck assembly was then sanded to the correct thickness on my Pricac thickness sander and fitted to the hollowed-out upper hull, but not glued.

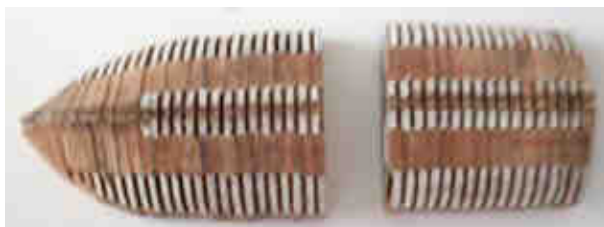
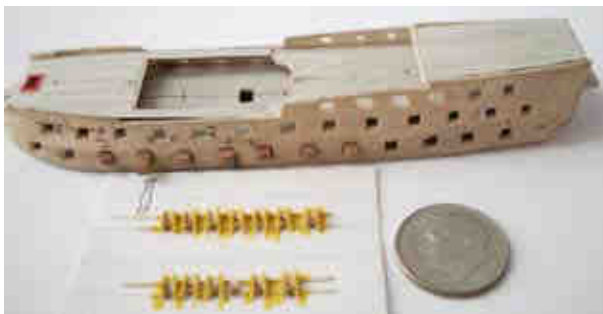
The frame pieces, while in the clay boat, were marked with a felt pen in a stripe pattern to assure correct order.

I also placed a felt pen dot on the upper right side of each frame on the bow side. Each frame of the lower hull was hollowed out with a scalpel. My Pricac table saw blade was set to just under .03" in height. The sections of each frame were cut

away leaving spaces between the frames at the floor and foothook. A one inch by one half inch mirror was mounted on the table saw behind the blade using a piece of clay. The mirror aided in cutting the slots in the frames. The white paint on each frame gave me a clear cutting edge and I was able to view it

through the mirror while holding the frame from the front of the saw. The foothook spaces on the side of the hull frame were cut first, then the frame flipped over and the floor space was cut. A Rube Goldberg contraption was made to glue the frame sections back together.

Frame Section  
Clay Frame  
Boat  
Upper Hull and  
Gun Carriages





*Unfortunately, the rest of the write-ups for November's Show and Tell are not available. So, here are some pictures.*



## THROUGH THE LUBBER'S HOLE

*The Mayflower* ~ by Robert Hewitt

The defeat of the Spanish Armada in 1588 opened the way for the English colonization in America. In 1606, James I chartered two companies, the London and the Plymouth. The London Company set out in December 1606, to establish the first English settlement in the New World. One hundred and five men in three ships settled in Virginia. Jamestown was named in honor of the King.

The turn of events that led to the chartering of the MAYFLOWER started in Scrooby, Nottinghamshire. A congregation of Separatists, after many years of persecution, fled to Holland. They spent eleven years there, but did not want their children to adopt the language and customs of the Hollanders. They wished to worship as they liked, but still wanted to live as Englishmen. This band of Pilgrims, as they were now known for their wanderings, prepared to leave Holland.

The SPEEDWELL was the first ship purchased by them and was intended to be a permanent part of the settlement in the New World. No reliable description of the SPEEDWELL has been found but it is known that she had two masts carrying square sails with at least three cannon. She brought seventy

people to Southampton and was to carry thirty people to America. The SPEEDWELL never sailed. Her leaky condition made her unfit for a Trans-Atlantic voyage.

The Pilgrims chartered MAYFLOWER, a merchant ship, in 1620. She made a record voyage to Norway in 1609 and brought home 3,000 deals (planks of fir or pine), 140 barrels of tar, and 42 barrels of pickled herring. The last recorded trip before being chartered by the Pilgrims was when she delivered fifty-nine tons of French wines to London.

In preparation for the voyage, the ship was overhauled in London. Many changes must have been made in her internal arrangements in order to bunk one hundred and twenty people and their worldly goods. Bulkheads were erected and new partitions were built for more cabins. Gunports were closed to increase cargo space.

On July 15, 1620, she sailed from London to Southampton, lying over for the SPEEDWELL, which arrived on the 26th. There was much concern about the SPEEDWELL and her leaky condition. On August 5, 1620, both ships weighed anchor and headed

# THROUGH THE LUBBER'S HOLE

5

*The Mayflower* ~ by Robert Hewitt

down the English Channel. It was decided to put into Dartmouth. The SPEEDWELL was unloaded and some leaks were found and repaired.

The ships once more weighed anchor on August 23, but before they covered four hundred miles, the SPEEDWELL signaled again. Captain Reynolds maintained that the vessel was unseaworthy and leaky. The ships put back to Plymouth. More than likely the leak was in the confidence of the captain.

After some arrangements the SPEEDWELL went back to London with twenty passengers, twelve passengers transferring to the MAYFLOWER. On September 2nd the SPEEDWELL departed for London. On September 6th, 1620, the MAYFLOWER headed to America.

Little reliable information exists concerning the separatists. They were looked on as a trivial group of religious fanatics whose departure from England was of importance only in that it removed some rather undesirable individuals.

There were one hundred and four passengers including two boys that were born on route. The officers and crew consisted of about twenty to twenty-five men. The captain was Christopher Jones and the first mate was John Clarke.

The first part of the trip was favorable with gentle winds. The second portion was filled with storms. The ship rocked violently and the upper deck leaked. Most of the passenger were seasick. It was noted that for days on end the crew had to furl all the sails, scudding on bare poles before the gale.

On Friday, November 10th, land was sighted. Realizing they had not reached their proper destination, they turned north and came to anchor in Provincetown Harbor, sixty-seven days after leaving Plymouth, England on November 11, 1620.

On this day the forty-one male passengers who were of legal age signed the Mayflower Compact. They elected Deacon Carver for Governor. A long boat was sent ashore with fifteen men in armor under the command of Captain Miles Standish. They were in search of a desirable settlement. Indians were seen and the party raided buried stores of Indian corn. Game and excellent drinking water were found, but no location was found that was suitable for planting.

Captain Jones was becoming impatient. He wanted to discharge his cargo and return to England. The Pilgrim fathers were not to be hurried. Another party was sent out on November 27th. They returned two days later after finding more buried Indian corn,

great numbers of waterfowl and a type of bean. On December 6th, the third exploring party was struck with a violent storm and their small boat suffered a broken rudder and mast. They were able to find a harbor that offered protection for the MAYFLOWER and surrounding ground that possessed the characteristics desired for a settlement.

On Saturday, December 16th, one hundred and two days after leaving England, the MAYFLOWER dropped anchor within a mile of the historic rock that was to mark their landing. On Christmas day the first timbers were felled. A town site was laid out and ground allotted. On February 4th the MAYFLOWER was almost capsized in a storm. The last of the colonists left the ship on March 22nd to remain ashore.

The MAYFLOWER returned to England on April 5th 1621. Not one of the pilgrims sailed with her. She reached England in thirty-one days. Little is known of the ship's history from that time on. It is unfortunate that between 1565 and 1630 there were nearly forty vessels that were named MAYFLOWER.

For some years after Captain Jones's death the MAYFLOWER laid idle in the Thames River. An order for an appraisal issued in 1624 by the Admiralty claimed the modest amount of 160 pounds. The people in Beaconsfield, Buckinghamshire, England maintain that the family of Christopher Jones was instrumental in securing the timbers when the ship was broken up and used in the construction of a barn that is still standing. Some authorities believe that the timbers may have come from a MAYFLOWER, but they believe there is no reason to believe they came from the MAYFLOWER.





# San Diego Ship Modelers' Guild

The next meeting will be  
**Wednesday, 8 December 2010**  
aboard the *Surprise* at 7:00pm



*Californian* on 28 November 2010.  
Taken by Darrall Slater of Bayshots.com