



# 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 1 J a n u a r y 2 0 1 1**

Bill Grolz opened the meeting. There was one guest, Barry Rishel. The purser, Ron Hollod, gave his report. The balance as of December 31, 2010 was \$<redacted>. Bill Grolz mentioned that he received a thank you note from Dr. Ashley for the Guild's donation of \$500. Ron Hollod reminded everyone that annual dues of \$20 should be paid as soon as possible. If dues are not paid by the March meeting, loss of membership will result.

The newsletter editor's report was given by Katherine Pogue. Katherine requested that she would like feedback about the newsletter. Please contact her at <redacted>

Dr. Kevin Sheehan provided a Museum update. Several small models were constructed for a marketing exhibit that will be used by Dr. Ashley when presentations are made to various organizations. He mentioned that Joe Bompansaro is currently building a model of SAN SALVADOR that conforms to the most recent research and designs. The keel laying of the full size SAN SALVADOR is scheduled in the March time frame. Dr. Sheehan mentioned that there is going to be a new exhibit that will open soon. At the February meeting, old modeling magazines will be available for sale. The Museum will hold another Festival of Sail this year during Labor Day weekend. More information will be provided as details become available.

There was discussion about the location/dates for future Guild meetings. In the past it was noted that organizations rent out Museum facilities and the Museum sometimes holds various functions on the night the Guild schedules its meeting. Since our meetings are gratis, our meeting location is changed as required. After some discussion, it was decided that Katherine Pogue will send out a survey request to find out what the membership would like to do and also find out what days are in conflict. Some options mentioned were to: change the meeting day, move to different locations throughout the museum as required, hold the meeting every other month, etc. The results of the survey will be discussed at the February meeting.

Nomination of Guild officers will be held at the February meeting. Positions include: guild master, first mate, purser, editor, and scribe. If you would like to run for one of these positions please indicate your desire at the February meeting.

The San Diego County Fair will be held June 10 through July 4. The sign up sheet for volunteering in the booth will be available at the February meeting. The Museum will again sponsor the competition for best wood ship model. The model can be from a kit or scratch built. Deadline for submissions will be April 29, 2011.

Chuck Seiler mentioned that coffee could be purchased and brought to the meeting for about \$15.00 (96 oz or twelve 8 oz cups) instead of having coffee made prior to the meeting. Various members will also investigate equipment for the model shop such as: lathe, sander, and dust control vacuum system. Discussion and voting on these possible expenditures will be held at the February meeting.  
(Continued on next page.)

Feb. 2011 Vol. XXXV No. 02

## 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*

# GUILD MEETING REPORT

( c o n t i n u e d )

2

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, see [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.

Tony Bunch discussed the USS SAN DIEGO project. He would like another person to take charge of the project. He will provide status of the project at the next meeting.

## SHOW & TELL

J a n u a r y 2 0 1 1

### *ENDEAVOR* Don Dressel

This is a half hull model of the British Americas Cup 1934 challenger Endeavor. The hull is made of layers of bass and mahogany woods from a kit by Bluejacket.

The Endeavor was a J Class (12 meter) boat built in England and sailed to New York for the challenge. She lost with a 4:2 defeat against the NYYC defender Rainbow. In 1989 Elizabeth Meyer restored the Endeavor and she now puts more miles under her keel than as an Americas Cup racer. Since 1989 four other British Cup challengers have been restored. All the American defenders from before World War II were salvaged by 1940.

The Americas Cup was first held in 1851 with the Yacht America the winner. The US successfully defended the Cup until 1870. The US regained the Cup and again successfully defended it until 1983. The Challenging Yacht Cup entry must be built in the home country of the challenging Yacht Club and until 1956 had to sail on its own bottom to the venue of the yacht club defending the Cup, which put the challenger at a disadvantage because a heavier structure was required to cross the Atlantic. Today boats are a 23 meter class.



### *MAYFLOWER* Don Bienvenue

This is a 1:100 scale model by Model Shipways. The structure is a double plank on frame model.

The launch date is unknown, and the first record of the Mayflower was when master Christopher Jones became her captain in 1607. At that time she was engaged in European trade with Norway, France, Spain, and Italy. In July of 1620 she was hired for the Americas Voyage. Her destination was the mouth of the Hudson River. After several false starts, she sailed on 5 August with 102 pilgrims and a crew of about 25. She had a slow crossing, challenged by westerly winds. She sighted Cape Cod on 9 November, and, after couching there, tried to navigate to the mouth of the Hudson River. She came close to being destroyed off Cape Tuckers Terror and returned to Cape Cod on 11 November, and in mid-December decided on a site named Plymouth Colony. They lived aboard the Mayflower that winter and finally in March they moved to Plymouth. The Mayflower sailed for England on 5 April, arriving on 6 May. Of the 102 passengers, she left 51 alive in Plymouth Colony. The Mayflower apparently did not sail again. In 1633 Captain Jones died, and in 1624 she seems to have been salvaged for her lumber.



### *CHARLES W. MORGAN* Royce Privett

This model has been shown in the newsletter several times before. Since last seen, the following has been accomplished: The jibboom and dolphin striker are installed; the cutting stage is in place; the fore, main, and mizzen masts are in place; and the spanker and gaff booms, main yard, main lower and upper topsail yards have been made.



## MING DYNASTY CHINESE JUNK **Bill Grolz**

This is a 1:64 scale model of a three-masted junk of the Ming Dynasty (1368-1644). It was probably used in coastal trade. Bill is using a practicom from Modelcraft, which he has found easy and accurate to follow. He is using the plans but scratch building the model.



# THROUGH THE LUBBER'S HOLE

*Arabic Sailing Ships* ~ by Robert Hewitt

Years ago I purchased a Grosset all-color guide, "Sailing ships and sailing craft" by George Goldsmith-Carter. The book has beautiful colored drawings of ships around the world by Bill Robertshaw. Grosset books cover a wide range of knowledge and cultural interests. The areas of knowledge include the natural sciences, physical sciences, the arts, history, transportation and many more. One of the best sections of the book is traditional sailing craft. It explores vessels that have originated in comparatively early times and have survived, in non-industrial civilizations, to perform useful work well into the twentieth century. The book has been an inspiration for me to build a dhow, wine boat and a junk. Although lacking in technical information, the book gives one a good first start in the research process in order to construct a model of a ship that probably will never have a kit made of it.



BAGHIA

The Arabs, and particularly the Saracens, were a virile and fearless people who, after encountering the mariners of Phoenicia and Greece, quickly grasped the significance of naval power and sea trade. The Arabs have their own distinctive types of sailing vessels known collectively by Europeans, but not by the Arabs, as dhows.

Most impressive of all the Arabs sailing ships is the shapely and seaworthy baghla, a two-masted, lateen rigged vessel which incorporates many innovations of both hemispheres. The lofty, ornately carved and decorated poop is similar to that of a fifteenth-century caravel while the massive rudder is housed in a rudder trunk after the manner of an old East Indiamen. Also reminiscent of the caravel is the hull construction. The planks are laid edge-to-edge instead of overlapping.



ZARUK

The sleekly sinister Zaruk, a fast shallow-draft, single masted, lateen-rigged vessel was used for the costal trade

# THROUGH THE LUBBER'S HOLE

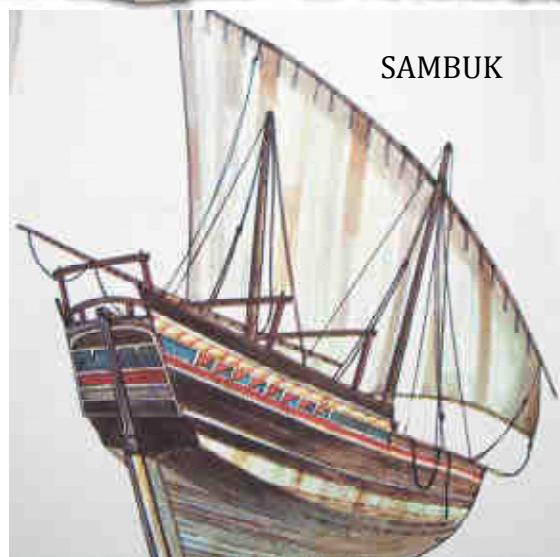
4

*Arabic Sailing Ships* ~ by Robert Hewitt

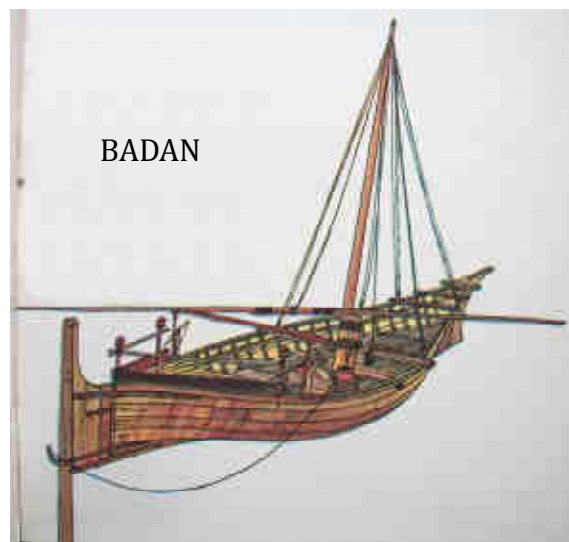
in the Gulf of Aden, the Persian Gulf and the Red Sea. It is of unusual design which, unlike that of the baghla, shows no European influence. The bow rakes shapely forward and the narrow rudder extends well below the keel and is operated by an unusual arrangement of blocks and tackles. Because of its speed, handiness, and the shallow draught which permitted it to elude capture by slipping across shoals and sandbanks, the zaruk was favored up to comparatively recent times by slavers, gun-runners, and smugglers, especially ivory smugglers. The ship was also used by pearl-diving communities, the zaruk is also known as the garookuh.

The graceful, carvel-built, two masted, lateen-rigged sambuk of the Red Sea area, like the baghla shows definite early European influence in its forward-raking masts and built-up poop deck. The quarters are decorated with painted lozenges, arcades and bands after the manner of an Elizabethan galleon.

The single-masted, lateen-rigged badan, most frequently seen in the waters around Aden, like the zaruk, was frequently used for all manner of nefarious schemes because of its speed, ease of handling, and shallow draught. This vessel has the same distinctive rudder and steering gear as the zaruk. Both zaruk and badan have sharp sterns, a feature that makes both types of vessels particularly suitable for handling in heavy following seas or heavy surf.



SAMBUK



BADAN

## CONOVER'S TIPS

by John Conover

A new and exciting addition to our newsletter!

A few tips from John Conover will be featured every month!

- Do you have holes from pins, or dents from clamps, or dings from anything on unpainted wooden parts or strakes? A drop of water usually will close the holes and raise the dings. Sometimes it will take more than a single application to do the job, but it works on almost any type of wood. Boxwood is sometimes an exception, but then who tries to pin boxwood?
- Do you want to cut, sand or otherwise form multiple copies of the same part such as davits or knees? Tack them together with tiny drops of yellow glue, clamp, and let dry. When the work is done, pop them apart with a razor blade or knife.

# TOPMEN ALOFT

*A Photograph ~ by Katherine Pogue*

This is really just a bit of filler. There happens to be just enough stuff to make five pages of the newsletter, but I need an even number for it to print front and back and turn out right, so, enjoy a giant picture.



As you may (or may not) know, the editor of the SDSMG newsletter (yours truly) is also a member of the Sail Crew at the Maritime Museum. As such, I am privileged to help the absolutely fantastic crew sail these absolutely fantastic ships. Most definitely, my favourite thing to do is to climb aloft. It's such an amazing experience, and I never once thought I'd be doing it on a regular basis. So, here is a picture of the view from the fore t'gallant yard of the Californian. I took this just after we had put the squares in their gear and were heading out to sea.



# San Diego<sup>6</sup> Ship Modelers' Guild

The next meeting will be  
Wednesday, 9 February 2011  
aboard the *Berkeley* at 7:00pm



Starboard cathead of HMS *Surprise*, with  
*Star of India* returning in the background. 2007