



# San Diego Ship Modelers' Guild

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



**0 9 F e b r u a r y 2 0 1 1**

Bill Grolz opened the meeting on board the BERKELEY. The purser, Ron Hollod, gave his report. The balance as of January 31, 2011 was \$<redacted>. He 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>

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. Katherine Pogue sent out a survey request to find out what the membership would like to do and also find out what days are in conflict. The results of the survey were discussed. After much discussion, it was voted on and approved that **the new meeting date will be the SECOND MONDAY of the month. This date will be tried for six months, then reevaluated. If, after six months, we decide we want to keep the new date, the change must be put to a vote of the full membership in order to formally amend the charter.**

Nomination of Guild officers were held. Nominations include: Guild Master: Bill Grolz, First Mate: Chuck Seiler, Purser: Ron Hollod, Log Keeper: Bob McPhail, and Editor: Katherine Pogue. If you would like to be nominated for one of these positions please indicate your desire at the March meeting. Final voting will be held at that time.

The San Diego County Fair will be held June 10 through July 4. The Sign Up Sheet for volunteering in the booth was made available. There are still some spots needed to be filled. If you would like to volunteer please contact Bill Grolz. 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 \$12.95 (96 oz (twelve 8 oz cups)) instead of having coffee made prior to the meeting. It was voted on and approved that coffee (regular and decaf) will be purchased for the meeting. This plan will continue for three months before being reevaluated.

Various members also investigated equipment for the model shop such as: lathe, sander, and dust control vacuum system. Discussion and voting on these possible expenditures were discussed. Voting will be deferred until the next meeting since more information was being obtained.

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.

Robert Riddock discussed the USS SAN DIEGO project. He requested that the Museum be contacted about a place for the model in order to be completed. He also asked for volunteers to help with the model.

John Savajot discussed the reed boat. He talked about his research and how he plans to complete the model.

Mar. 2011 Vol. XXXV No. 03

## OFFICERS

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*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*

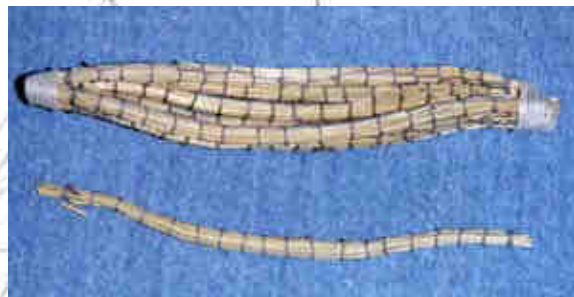


# SHOW AND TELL

February 2011

## **REED BOAT John Sauvajot**

Kumayaay Indians of Southern California travelled on the water in 20 foot boats made of 7 to 9 reed or tule grass - bundles tied together. When Juan Cabrillo sailed up the coast in the San Salvador Kumayaay paddled out to greet him in their reed boats. Several model reed boats will greet the 1:35 scale model of San Salvador under construction for the Museum. John Sauvajot has experimented with reed material, construction ideas, and visited a full size replica reed boat in preparation for making the scale replicas for the museum. He built this model to test construction techniques and solve any difficulties. It is smaller than the final will be. There are compound curves in the reed bundles, so John will build a clay shape and tie corn broom strand reeds to them. A core of clay will support the reeds, usually of less than full length and tied together, using wire where needed.



## **HELMSMAN John Sauvajot**

Another meticulously researched and constructed model from John Sauvajot for the San Salvador model in the Museum is the Helmsman. He will hold the whipstaff on the ship to give visual scale to the final model. He is scale one half inch to the foot, about 7 centimeters tall. John made the figure with paper clips for limbs, 2 part epoxy putty to flesh him out. Then he dressed up the body, after researching at the San Diego Cabrillo National Monument the clothing the helmsman might have worn. Probably of a lower class sort, typically barefoot or slipper type shoes, trousers to the knee, stockings, white or gray shirt of coarse material with buffoon sleeves, and a sleeveless jacket. A red wool cap was popular among Spanish sailors. John left the hands off the model until he sees how large the whipstaff will be. Now the figure is covered with sealer and undercoat and will be painted when these hands are done.



## **WWII LSI Bill Luther**

This model is a recreation of the only landing craft to participate in both the Atlantic and Pacific theaters. Originally conceived by the British as a raiding craft to sneak, shoot and flee, in France, Norway and Germany, she was a poor handling craft. As a 160' long LSI carrying up to 150 troops for a week, she supported the landing on Iwo Jima. Though not a particularly heroic vessel, her valor in close in battles with Japanese artillery earned her crews the highest number of Medal of Honor recognitions on any off-shore gun support vessels. Then she was converted to a mortar boat and service in the Pacific.



This extensively kit-bashed World war II landing craft under construction by Bill Luther is a 1:1/62 scale. Bill is changing the kit's shape, adding details and correcting parts that do not fit or look right. He is on a search for 1:92 and 1:44 scale hatches, and proper doors, found photo etch for a grate on the bridge, and in a model railroad shop turned down a fan grill. Five 22mm cannons have been cut off and new trunnions made. "Teeny tiny" gunsights have yet to be created. Bill replaced the kit's four bladed screw with the correct three blades. Bill also described his "Build Book," a record of research, plans, references, pictures, etc. for the models he gives away.



# SHOW AND TELL

( c o n t i n u e d )

## AGAMEMNON Robert Hewitt

Scale 1:480 (1 inch = 40 feet), Scratch built.

All of the frames including the stern piece have been finished and the upper tupelo hull is glued to the frame section. There was some difficulty in the alignment of the keel slot in the lower section. A miniature flat file was used in the groove of the frames to align the keel. The misalignment was only .01", but that was 30% of the keel thickness. In spite of painting the cut-out area on the frames, the line formed along the openings did not come out as true as I would have hoped. Also the floor openings need to be wider. At this point they are hardly visible when viewing the shear of the model.

The sides were planked with ebony for the wales and pear for the planks. There are two lower wales and there are two black stripes through the center of the gun ports on the upper and quarter decks. The stripe on the upper gun deck is .006" ebony. The stripe through the quarter deck gun ports is .003" ebony. The planking is .020" wide pear. The planks are between .010" and .015" thick. The ebony strips are the cull piece that is the width of the saw blade when cutting with the grain using the fence. I used a .020" blade so the strips are .020" wide and .003" thick. The ebony is glued to a plank and another plank glued to it. When dry, the three pieces are scraped level with a razor blade and glued to the ship.

Thirteen rectangles of pear wood were made that are the same size as the lower gun ports and a bit longer than the width of the model's beam. The pieces were a great aid in the planking. Accurate measurements were made between gun ports which were then transferred to the sheet of planking, giving a good fit and sharp edge for the gun ports. After planking the lower gun port area, the rectangles were cut down to the upper gun deck port size. This area was planked and new rectangles were cut for the quarter deck planking, these port openings are just .06" high and .065" wide. Note that the line of planking and whales does not follow the line of the gun deck. There are gaps in the planking just above the upper gun ports. The gap was left for the fitting of the ebony channels.

The quarter deck and fore castle have ebony railing installed. The ebony was cut into strips .04" square and two inches long. Twenty strips were glued together making a rectangle .04" x .80" x 2'. A .03" wide saw blade was set to .03" height. Slots were cut in the ebony with a .04" space between the slots. The ebony was glued to the quarter and poop bulwarks. On the fore castle two pieces of the strip were glued back-to-back depicting the timberheads.

The stem is not glued and awaits the gammoning hole and a slot for the figurehead. The keel is glued in place and will be trimmed after the stem and stern post are fitted and glued in place.. A mahogany cradle was carved and ebony discs are glued to the feet of the cradle. The ebony pith beneath the cradle awaits its top cover.



EBONY STRIPS



# THROUGH THE LUBBER'S HOLE

*Agamemnon vs Melpomene* ~ by Robert Hewitt

In October, 1793, Nelson arrived in Toulon. After only three days in port, Lord Hood sent Nelson and Agamemnon to Commodore Robert Linzee's fleet in Sardinia. Many of the crew was sick, leaving only three hundred and forty five men at quarters. Not all of the guns could be manned.

On the 22nd of October, at two o'clock in the morning, five ships were spotted off Monte Santo. Captain Nelson suspected them to be a French convoy and gave chase. By three AM, Agamemnon was closing, and at four she was within gunshot. Agamemnon, a sixty-four gun ship, the fastest in the British fleet, easily caught the French frigates. The frigates were hailed in French, but gave no reply. A shot was fired to command them to shorten sail but they only sent sky-rocket signals to each other. Nelson decided to run out the guns and engage the nearest frigate. For three hours Agamemnon fought the smaller, faster frigate that was able to yaw and deliver broadsides. Agamemnon could use only her bow guns.

By daybreak the frigate was identified as Melpomene. She had taken a considerable pounding and was on the verge of sinking. She had lost twenty-four men and had many wounded. The other frigates finally came to her rescue. Agamemnon was not without damage. Only one man was killed but she lost her main top mast and much of the rigging was shot away. The wind had died and Nelson was not able to chase the wounded ship before it reached the other four frigates.

Before breaking off the action, Nelson summoned his officers to ask their opinion. He asked if they thought Agamemnon was fit to continue with out first repairing the damage and nourishing the men. It was a rare occurrence in those days for a commanding officer to place his trust in his subordinates. This was Nelson's way even when he became admiral.



By unanimous opinion the officers thought the men needed a respite. After accepting their council to withdraw, Nelson ordered:

"veer the ship, lay her head to westward; let some of the best men be employed refitting the rigging, and the carpenters getting crows and capstan bars to prevent our wounded spars from coming down". "Get the wine up for the men, with some bread; for it may be half an hour good before we are again in action."

The enemy, instead of pressing their advantage, contented themselves carrying off Melpomene in a sinking condition off to Corsica. Reaching port in Cagliari, Agamemnon was long overdue for a refit and the action with Melpomene worsened her condition. Nelson wrote, "Shattered as she might be, but I would not say Agamemnon was ever unable to go in search of the enemy". His report to Lord Hood stated, "We worked all night fixing our masts and yards and stopping shot holes, mending sails and splicing our rigging. After a very few hours at anchor, in many respects she is fitter for service than before". In his report he pays tribute to his officers and men.

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## CONOVER'S TIPS

by John Conover

Are you peeved that your Preac saw won't rip well? Use a much wider blade than you are probably using. Get one with a kerf (thickness) of 40 to 50 thousandths. Thurston has a huge selection of slitter blades and will even custom make your blades for a very low price. Check out their website.

# FILLER PICTURE

*Another filler picture, this time of Amazing Grace, taken during a gun battle on the 27th of February*







# San Diego Ship Modelers' Guild

The next meeting will be  
Monday, 14 March 2011  
aboard the *Berkeley* at 7:00pm



*Californian* at anchor.