



San Diego Ship Modelers' Guild

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



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May, 2011 Vol. XXXV No. 05

Bill Grolz opened the meeting on board BERKLEY. He reminded everyone that the meetings will be held on the second Monday of each month for the next six months. After this period, the meeting schedule will be reevaluated. However, **the Meeting for May will be held on the second Wednesday, the 11th.** There was one guest. The purser, Ron Hollod, gave his report. The balance as of March 31, 2011 was \$<redacted>.

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

The San Diego County Fair will be held June 10 through July 4. 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.

Regarding coffee during the meeting: Bill Grolz made arrangements for the coffee vendor on BERKELEY to supply coffee (includes creamers and sweeteners). During this meeting there were six containers of coffee instead of the approved three containers. Next month there should be the correct order.

Equipment for the model shop was discussed. The planned vacuum system and accessories was evaluated and found lacking. However, another system was evaluated and approved for purchase. The model shop lathe was also refurbished. There was some discussion about going to the Sheerline Museum. This would be a non meeting time if anyone is interested. The Sheerline Museum was also interested in getting some ship models loaned to them for their exhibit.

Robert Riddock discussed the USS SAN DIEGO project. Dr. Sheehan brought the ships drawings to the meeting. A place for its construction is still being evaluated since there was a problem about getting on board the STAR to work on the model. Dr. Sheehan will evaluate the situation.

John Savajot discussed his reed boat project. Two reed boats are completed.

In the area of new business, there was demonstration and discussion about "tree nails". conducted by both Chuck Seiler and Bill Grolz. Mike L. agreed to discuss spars at the May meeting.

It was reported that Charlie Files, owner of PREAC tools, passed away. It was also reported that the IPMSSD (plastic modelers association) will hold their show, competition and swap meet at Gillespie Field on 4 June. They requested a \$25.00 donation for a trophy. Information about this show can be found at IPMSSD.ORG

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Established in 1972

*by Bob Wright
& Russ Merrill*

SHOW AND TELL

A p r i l 2 0 1 1

TREENAIL DEMONSTRATION

Our talented Guild Master **Bill Grolz** stood in the center of our U shaped meeting table to show how he makes model treenails (pronounced "trennels"), those cylindrical pins of seasoned oak used to pin a ship's deck and hull planks to her timbers. According to "A Sea of Words" dictionary, a treenail's diameter was one inch to every 100 feet of a ship's length. With his method Bill could make slender dowels 31/1000" for treenails down to 16/1000." Using a \$35 drawplate he pulled 10-12" long bamboo strips through successively smaller holes in the plate. Start from the flat side, taking about an hour, concentrate on the first and last 1/3 of the dowel since the tendency is for more to scrape off the middle. Cheaper plates have too much difference between hole sizes.



First Mate **Chuck Seiler** uses model treenails mostly as fasteners to keep pieces of the model properly aligned or in place. He likes Barbeque skewers split several times and cut to 1"-2" lengths. He demonstrated, chucking these in his Dremel tool and sandpapering to reduce the diameter, being careful not to overheat fingers or wood. He will measure the diameter with a micrometer or eyeball and test fit until properly sized, then wet the treenail with diluted white glue and insert it into the drilled hole to be trimmed when glue is dry with a sprue cutter and sanded smooth. Members suggested grinding down the wood in the Dremel, then finishing with the drawplate. Another uses sandpaper glued to a block for straight and even sanding. For decorative treenails drill the holes, and fill them with wood filler or sawdust mixed with glue, and sand smooth.



LATHE DEMONSTRATION

Howard Griffus demonstrated his Proxxon wood lathe. The RPM can be turned up to 6000 RPM. However, he usually uses a slower speed. The lathe can handle lengths up to eight inches and diameters up to eleven and a half inches. Howard often uses eyeball measurements, but when making matching parts like gun barrels he succumbs to measure and micrometer. His chisels are inexpensive from a swap, and could be easily annealed and sharpened to a fine, hard cutting edge. Several members tried the lathe operation out, and it appears that with a slow methodical technique, to be useable to most of those that tried it out.



VIOLA BOATS Howard Griffus

Viola is a whaler under scratch construction in the Griffus Modelworks. The commercial whaling fleet used over 60,000 boats, typically 28 feet long, with a six man crew and capable of sailing and rowing. Howard Griffus' first model whale boats looked like dugout canoes, so he covered them in beeswax and used them for molds over which 15 rattan ribs were formed. The hull was then planked, popped out of the mold, finished, and gunwales, oarlocks, sails, thwarts added. Howard displayed a mold and boats in various stages of construction. Little glue leaked onto the mold so they popped off easily with help from an X-acto knife. Howard later learned that these boats had 32 frames, twice as many as he modeled. We also learned from members that harpooned whales pulled lines fixed not to the bow, but to a device that pulled on the thwarts.

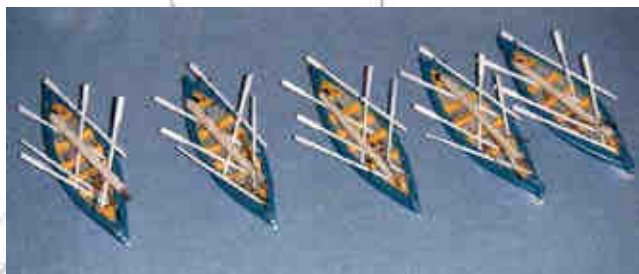


SHOW AND TELL

c o n t i n u e d

CHARLES W. MORGAN BOATS Royce Privett

To add to his fine Charles W. Morgan 3/16 to a foot model, Royce Privett has made five whaleboats, complete with oars, each pair a different length and one longer steering oar. Sail and mast lay across the thwarts, line buckets are stored on the floor ready to play out. Harpoons stashed near the bow stick out, ready to prick Royce if he's not careful. Scale oarlocks too tiny for this reporter to see line the gunwales. Three boats will hang from davits and two will store upside down on the deck.



VENETIAN GONDOLA Don Dressel

"A fun little project," Don Dressel said, presenting his Venetian Gondola, made from a 1:20 scale Amati kit much ignored and bashed with Don's usual talent rather than strictly obeying inadequate (for Don) instructions. This is more of an aristocrat's private boat than the familiar tourist gondolas. Don added detail without instructions by following photos, built his own cabin, and with his wife's advice, constructed red upholstery seats and a red blanket. Venice has kept construction secrets for centuries, so there are no plans for the real vessels. Different from any copies or facsimile, they are asymmetrical, the right side different from the left, to accommodate the dynamics of the steering/sculling oar.



SULTANA Chuck Seiler

Progress continues to be slow. Since last showing, I completed all the detail on the port side of the hull has been completed, including; main deadeyes and chainwales, rail cap decoration, quarterbadge and trim. I also completed the rudder assembly, but I do not like the look of the gudgeons and pintles, so I will re-do those. Also completed and installed was the binnacle, the quarterdeck rails and the forward gun stocks for the swivel guns. One swivel is mounted. Deck gratings, forward bitt and windlass are partially complete but not installed. The dioramic personnel are S-scale model railroad figures from Arttista Accesories. I plan to have masts and yards started by the time the Fair starts.



SOVEREIGN OF THE SEAS Bill Norris

A well bashed 1:78 scale Mamoli kit of the first 100 gun warship and first true three decked ship built for the British Navy is Bill Norris's current project. The Sovereign of the Seas original design was a model presented to the King built by Phineas Pett, minor modifications like adding 10 guns at the King's command, were made resulting in a 127' long ship launched on the second effort in 1637. For forty years, she underwent several remodelings, and name changes, battles against the Dutch and French, her ship's compliment of 200 never loosing a battle. She burned accidentally at the Grave's End dock in 1694. Bill has completed the hull planking, installed stern wings, cabins and gratings, and added the beak head. Two smaller warships, 90 and 120 tons were made from the Sovereign of the Seas' chips and waste during construction. Bill found his kit of poor goods, worthless plans, and a wrong hull shape that he couldn't change. He made the hull with boxwood, cherry, the deck with holly, and accents with bloodwood.



SHOW AND TELL

c o n t i n u e d

MAYFLOWER Don Bienvenue

Since the last time he brought his Model Shipways 5/32" = 1' scale model Mayflower to the meeting, Don Bienvenue has planked the decks using basswood provided with the kit. A 4B pencil along one edge of each plank simulates plank caulking, and Golden Oak tung oil finished them. The kit instructions gave some nice methods for making the bulkhead doors, such as card stock painted black for door supports with white glue to represent bolts once the glue dried. The panes of glass in a small window in the poop bulkhead are 0.01" wide pin striping tape on acetate. Don planked the interior surface of the bulwarks and attached them to the ship. This required nailing the bulwarks to the model with tiny nails, as using glue alone was very difficult, to nearly impossible. Clamps were also difficult to use because the many curves to the model did not give adequate resting areas for the clamps. The nails worked well. A second layer of hull planking will cover the nails.



REED BOATS John Sauvajot and Christina Pogue

John Sauvajot and Christina Pogue have now completed the Kumeyaay reed boats for the Museum's San Salvador 1/2 inch scale model diorama. Reed boats met the San Salvador off the coast of Southern California in 1542. Built of bundles of tule reeds about a foot in diameter tapering to the ends tied together with yucca fibers. A pole tied to the interior bottom of the boat prevented it from sagging into a "V". About ten to twenty feet long and three in diameter, these boats served as coastal and bay fishing vessels and perhaps as a transport for trade goods. Tule is a giant specie of sedge native to all freshwater marshes in North America, the name derived from an indigenous Mexican word tullin meaning bulrush. The natives also used tule for baskets, which they floated on the water while digging for clams until it began to sink signaling enough clams. The model boats are made from corn broom strands tied around a copper wire and held with wire to hold the bundles in shape while a coat of diluted white glue dried. Then they replaced the visible wires with a coarse thread to form the boat. More thread tied the bundles at each end, and more white glue held the thread knots. Excess fibers trim, twig glued in for the stability pole, and spray of dull coat finished the work.



EGYPTIAN TRAVELING SHIP John Sauvajot

Based on temple bas-reliefs, paintings on tomb walls, and models found in tombs, John Sauvajot scratch built this miniature 1:125 18th Dynasty (circa 3,600 BP) Egyptian traveling ship. 5,000 years ago ships shaped (papyriform) to resemble archaic tied reeds River Nile boats and were used to transport royalty. No plans for these have been found, so naval architects make many assumptions and debates on construction and rigging. John's source is Ships of the Pharaohs by Bjorn Landstrom. The real ship would have been about 100 foot length, 12 to 15 foot beam, about 3 feet draft and steered by single or double rudder on rubber stanchions. Typically, it had a half timbered deckhouse covered with painted sail cloth midway, with center mast two yards through it, a single square sail and a castle on each end.



Jon carved his hull from Swedish white pine, made basswood deck and bulwarks, and shaped blocks of balsa wood covered with sheet styrene (0.13) for the deck house and staircase. The two palaquins are made of brass rod, cut out sheet styrene and Swiss pear for platforms and canopies. Bass wood and bamboo formed the mast and spars, brass and styrene the oars. Cotton and linen threads for rigging, Humbrol, Model Master, and Floquil enamel for color, printer's ink for gold, and epoxy clay sculptures finished off this great little boat.

THROUGH THE LUBBER'S HOLE

Western Ship Model Conference and Exhibit 2011 ~ by Robert Hewitt

This was the seventh conference held by the Ship Modelers Association. The conference was held at the Newport Harbor Nautical Museum. The hotel was a few miles away and a bus shuttle was available. The ship model display was held at the Pavilion a short distance from the museum. The entire top floor was filled with over two hundred ship models of all types and sizes. Some models were brought from Japan and there were three from France. Most of the models came from SMA and Ventura. There were three of us who displayed models from our club; Chuck Seiler, Mike Lonnecker and I. Don Dressel was kind enough to take my models there and Dave Yotter returned all eight of them in his Porsche delivery van. There were five speakers on Friday and five on Saturday. All of the topics were most interesting. Dave Yotter, the SMA speaker coordinator was responsible for providing the speakers.

Gregg Herbert, a small animal veterinarian from Baltimore discussed the use of power tools in his shop and their usage in producing ship's frames and furniture.

David Antscherl has written and illustrated three books on 18th century naval architecture and is represented by Sea Watch Books. His talk was on the masting and rigging of a sixth rate of 1773, Captain Cooks Resolution.

Justin Camarata, a retired aeronautical engineer, boat builder and professional ship modeler, recently published his book "Waterline Dioramas, a Modelbuilder's Artform"

Justin spoke of the relationship between ship modelers and artists.

Gilbert McArdle, retired general surgeon, spent two years as a US Navy surgeon in Viet Nam. Gilbert discussed hull construction of the Navy Board model of HMS Sussex.

Don Preul is "Curator of Ship Models" at the U.S. naval Academy Museum. Don owns a truck and body shop. Don presented his research for the painting of the USS Arizona model.

Michel Mantin was an aerospace engineer who worked on the Concorde. Michel



THROUGH THE LUBBER'S HOLE

Western Ship Model Conference and Exhibit 2011 ~ by Robert Hewitt

Michel Mantin was an aerospace engineer who worked on the Concorde. Michel discussed ship modeling in France. He devotes most of his retirement time to the Association des Amis du Musee National de ls Marine in Paris, which has over eight hundred members. He discussed naval modeling in Europe and France.

Bradley Krueger received his B.A. in Anthropological Archaeology from the University of Michigan. His presentation "Full Steam Ahead", highlighted the steamers Heroine, Anthony Wayne, Phoenix and A. J. Goddard. Data recovered from these sites is being used to create digital scale models.

R Michael Wall is considered internationally to be an expert on ship models. He discussed evaluating ship models.

Rob Napier. Was the MC and discussed refurbishing the 1773 dockyard model of the HMS Princess Royal. Rob is a professional modeler who spent eighteen months re building the model. At the end of his talk he presented a time lapsed documentary of the ship being torn down and fully rebuilt as original. There were a few shots where he looked like he was napping, but he claims he was just on the phone with hi feet up.

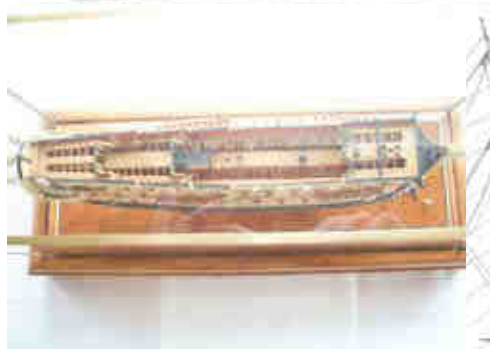
John Graves the Curator of Ship History, National Maritime Museum. UK. John discussed the model collection of King George II.

There was also a different presentation for the meals during the talks. The restaurants had a short menu for the attendees and this provided a full meal in short time, much better than the usual fried food buffet or cold sandwiches. This was a nice touch. The fellows at SMA did a first-rate presentation.



THROUGH THE LUBBER'S HOLE

Western Ship Model Conference and Exhibit 2011 ~ by Robert Hewitt



CONOVER'S TIPS

by John Conover

Most glues have solvents. Yellow glue will usually soften only with water. Acetate airplane glue such as Ambroid is terrific for temporarily gluing. When it is time to unglue, use a little acetone, available from any building store paint section. CA (cyanoacrylate, super glue) has a chemical "uncure" product available at most hobby shops, but acetone works just as well. It also will unglue any epoxy with a good soaking in a closed container. Be careful with acetone; it is a powerful agent and over time can cause nerve damage. Do not get the stuff on your hands or breathe concentrated fumes from it. The most magic glue around is Weldbond. It glues virtually anything except certain plastics (such as the bottle it comes in) and is archive quality. Available in any hardware store, it can be unglued with safe rubbing alcohol (isopropyl alcohol). It can be thinned significantly (one part glue to five or ten parts distilled water) and used as a sealer, or applied to multiple parts which, when the glue dries, can be connected using just a touch from a brush dipped in the rubbing alcohol. It dries crystal clear and can be used to create small window panes for your transoms. See their website for an amazing list of applications.



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The next meeting will be
Wednesday, 11 May 2011
aboard the *Berkeley* at 7:00pm



Terribly bad quality picture of *Surprise* in a certain feature film.