



San Diego Ship Modelers' Guild

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



June, 2011 Vol. XXXV No. 06

Guild Meeting Report: 11 May 2011

Bill Grolz opened the meeting on board BERKLEY. There was one guest. Bill talked about the date change for this meeting. Access on the STAR OF INDIA was limiting attendance by some of the members. It turned out that the BERKLEY was not available on Monday, 9 May. Also, since there was an auction, it would have been difficult to move the auction items. The purser, Ron Hollod, gave his report. The balance as of April 30, 2011 was \$<redacted>.

The newsletter editor, Katherine Pogue had nothing to report. Katherine requested that she would like 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. Copies of the booth schedule were made available at the meeting. Chuck Seiler mentioned that if help is needed to transport items on a volunteer day, you should go to the Docent Booth (in the Design in Wood Building) for assistance. It was requested that if you have any old copies of catalog and/or magazines that are no longer wanted, they should be brought to the booth for "giveaway" items.

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. It however, was not in stock and had to be ordered.

The USS SAN DIEGO project was discussed. Fiber glass needed to be applied to the hull. Howard Griffus agreed to take the model to his house for this work. It was concurred by Dr. Sheehan. Howard indicated that he would allow the model to remain at his house for all further work.

Chuck Seiler has a piece of teak available. If anyone needs teak please contact Chuck. The piece is 4 inches by 4 inches by seven feet.

Mike Lonnercker gave a demonstration on spar making. Future demonstrations would include: paint spraying, rope making, and decorative ship railings.

There was an auction during this meeting. Items included several kits (JEFFERSON DAVIS, BERLIN, WASA BATTLE STATION, EILEEN, and NIAGARA)

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Established in 1972

*by Bob Wright
& Russ Merrill*

SHOW AND TELL

M a y 2 0 1 1

AGAMEMNON Robert Hewitt

Scale 1: 480, Scratch built

Except for the railing on the stern porch, the stern and quarter galleries are complete. The windows are made on my rigging loom. The fly tine, simulating window mullions, was stretched over the loom following the angle of the stern plate. The fly tine was coated with Testors clear parts cement. The windows were allowed to dry and each window was cut



out and glued to an ebony backing piece. The fly tine windows of the quarter galleries were painted white before applying the clear parts cement giving a much better appearance. All of the scroll work on the stern is from formed or twisted wire turned on a small seizing tool. The various pieces are made, fitted to the stern, then placed on a strip of double-stick tape and painted with Golden acrylic iridescent bright gold (fine). When dry the pieces are glued to the stern with

20% thinned Weldbond glue. The design comes from a painting of the launching of Agamemnon at Buckler's Hard, Hampshire in 1781 by Harold Wyllie. The porch railing cannot be installed until the middle gun deck is in place. The dummy railing can be seen on either side of the porch. The quarter galleries are made from ebony, (behind the windows), holly for frames around the windows and purple hart between the windows.

AMERIGO VESPUCCI BOATS Alan Good

The model of *Amerigo Vespucci* is by Panart/Mantua and the scale is 1:84 and was first introduced late last year by Don Dressel. Don rescued the model form the original modeler because the modeler was going to "throw it in the trash!" because it was taking him so long to finish and he wanted to move on to another project. Don brought it to the Guild as an auction item. The model was about 85-90% complete with only the 11 life boats (individual double plank on frame kits), all the yards, spars and booms and completing the rigging. I expect it to take me 9-10 months to complete and then only pictures will be submitted to the guild since the model is so large.



Vespucci was born in Florence, and worked for the Medici's. In 1498 the Portuguese King invited Vespucci to be an observer on voyages to explore the east coast of South America, which the Portuguese had claimed in 1500.. Vespucci went to South America and in 1507 the Martin Waldseemuller map called the new land America. In 1508 the King of Spain appointed Vespucci as the Chief Navigator for Spain, and he developed a rudimentary accurate of method determining longitude. Only the invention of accurate Chronometers would improve about 250 years later. (information from Wikipedia)

The ship *Amerigo Vespucci* was launched for the Italian Navy in February, 1931, and is the size of a 74 gun Ship of the Line. She was to be used as a training ship, and still is, by the Italian Navy. Her waterline is 270', beam of 51', and main mast rises 168'. Her crew is about 275 offices and sailors, and can accommodate 175 Naval Cadets.

USS SAN DIEGO



THE START OF THE GUILD

by Bob Wright

Where did the 40 years go? That was the official beginning of the guild. However, it actually started 50 years ago--when I was a volunteer for the *Star of India* resrotation.

In 1961, Captain Ken Reynard was the director and work horse for restoring the *Star* to sailing condition. He was a very interesting fellow to work for. Before I knew it I found sailing ships could be an addiction! It was like stepping back in time. Perhaps that is why I bought my first ship model. It was a kit by Model Shipways of the brig *Volante* and cost about \$35. It was fun to work on building it with the knowledge gained from working on the *Star* for a few years. Later I built another Model Shipways kit of the four masted schooner *Forrester*. I called it *Irene* because my former wife was named after a schooner *Irene*. A model of the pilot boat came later in honor of my father-in-law who was one of the San Diego harbor pilots. My friend, Al Hollie, who was a model builder, said to me that modelers often quit when they found the rigging difficult. I did finish the model and thought other modelers would gain from joining together and sharing problems.

I approached Captain Reynard about using the *Star* for meetings. He was al for it, with the approval of the board of the board of directors. My request was approved in June 1971. The next thing was to talk to Russ Merrill, who had a hobby store at 5th and University Avenue and did indeed know of interested modelers.

We had our first meetings the last Friday of each month in the aft cabin of the *Star*, which was the museum office. There were only four or five of us the first year or so. What really helped attendance was having the radio control guys join the group. I was not for it at first, but it made a difference! As the attendance grew, the meetings were held in the saloon or orlop. During the 1970s I was living on board as a security watchman.

In the late 1970s, The *Berkeley* was in condition to open to the public, and about that time Commander Bill Benson built up the model shop. After a while both ships could be used for meetings. For a number of years, some of us would have dinner at Anthony's Restaurant before the meetings.

As time went by, the guild took on a life of its own. Another huge step in keeping the guild together was the newsletter. It is so important!

I am sure all the past members who are no longer with us would be pleased with how well the present members are keeping the craft alive. Keep up the good work!

CONOVER'S TIPS

by John Conover

Want to form quality knight heads, forecstle pin rails, and timberheads? Con your wood worker buddy with a table saw to cut you a set of one inch square strips with one face of each cut to 5, 10, and 15 degrees. Seal the strips, tack glue your knight heads together in a strip and then tack glue the strip of material to your new "jig", adjust the depth of cut, and push the jig and material through your Preac or Byrnes saw. When you have what you want on one side of your strip of material, unstick the strip from the jig and reverse the material to get the second cut. File or sand the little chamfer on the two cut faces. Then separate the strip of knight heads, rotate each piece 90 degrees and re-tack together to expose the uncut edges. Cut the new faces and sand their chamfers and you are done.

SEAFARING WORDS IN EVERYDAY SPEECH

from *When a Loose Cannon Flogs a Dead Horse There's the Devil to Pay*

Ahoy! . . . (nautical salutation)

Considered by some authorities to have been an ancient Viking battle cry, the interjection is now commonly used to hail a ship. Alexander Graham Bell suggested *Ahoy!* As the appropriate salutation for answering the telephone. Although his recommendation was not accepted by society at large, the offshoots *Hi!*, *Ho!*, and *Yo!* have crept into colloquial English. From the historical fiction to the music hall, Victorian writers used nautical *Yo-ho's* to add atmosphere and salt to their characters and skits. Operettas by Sir William S. Gilbert and Sir Arthur Sullivan are liberally sprinkled with such derivatives.

THROUGH THE LUBBER'S HOLE

The Smasher ~ by Robert Hewitt

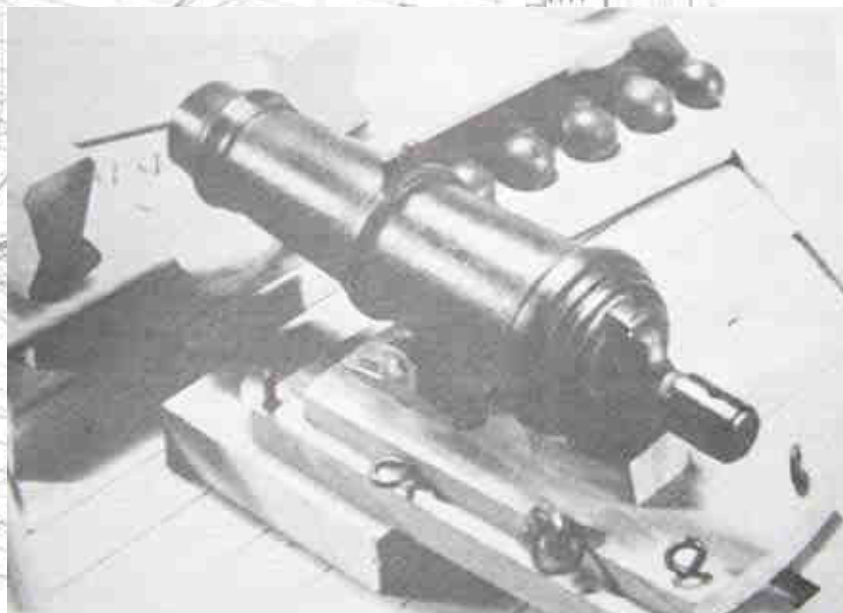
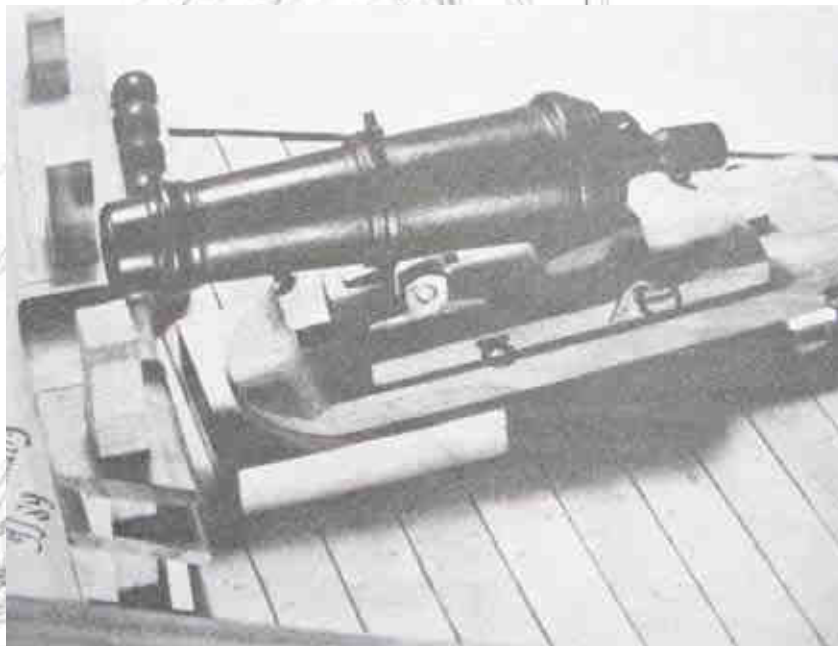
The beginnings of the carronades' development started in 1747. Benjamin Robins advocated an increase in the caliber of ships' guns at the expense of their range in power. He pointed out that the majority of naval confrontations were fought in close quarters. The damage done to the enemy's hull was in proportion to the size of the shot. A light short-range gun throwing a large diameter ball would be more effective than a small caliber long gun.

In 1774, Robins' concept was the driving force which led General Robert Melville to put forth a unique proposition. He proposed a short, eight-inch gun that would fire a sixty-eight pound ball with a five and one-half pound charge of powder. Using a conventional long gun, it would take over twenty-three pounds of powder to propel the same sixty-eight pound ball.

This revolutionary cannon was to be cast at the Carron Company. The Smasher was born. It was the prototype for all the carronades to follow. As ship's side became thicker and stronger, the small diameter of a long gun became ineffectual. A direct hit at the waterline became more of a maintenance problem than the catastrophe it once was. Upon impact, the small ball would imbed itself in the ship's side and cause a minor leak, easily repaired inboard by the ship's carpenter. On the other hand the smasher made a very large rectangular hole that could sink a ship.

Large numbers of merchant and private ship owners were buying their guns from the Carron Company. Although specially suited for yard arm action, a favorite tactic of the British Navy, long guns were still to remain the preferred weapon of the Admiralty. A ship with long guns could stay put out of range of a carronade-armed vessel while blowing her out of the water. The proponents of the carronade argued that the lighter and faster vessels could and did overtake and capture many ships their superior. The Admiralty by the 1780's gave a lukewarm approval and the matter was left to the discretion of the ship's commander.

In 1782 an old forty-four gun frigate, *Rainbow*, was equipped with only carronades and when put to sea engaged the French frigate *Hebe* armed with eighteen pound long guns. *Rainbow* lured *Hebe* to yard-arm action and let loose with a broadside. The *Hebe* immediately surrendered and was taken prize. The last of the carronades was during the war of 1812 but merchant ships carried them until the 1840's.





The Top Answers to Frequently Asked Questions at the Del Mar Faire

San Diego County

by Chuck Seiler

It is time once again for the San Diego County (formerly Del Mar) Fair. Here we are able to set up our booth and wax wise about model shipbuilding to all who wish to wander by. Some of the newer members may be intimidated and may feel they do not have the knowledge for such a daunting task. Never fear! I bring you the answers to the most frequently asked questions we get at the Fair. Take this with you and feel free to use the answer you think most appropriate to the question asked.

1. Yes, I know where the restroom is. From the expression on your face, I'll bet you wish you did too.
2. No, this is NOT made of balsa wood.
3. No this is NOT a pirate ship (unless you are in fact building a pirate ship, then say "yes").
4. Yes it does take patience to build one of these...and desire. STOP TOUCHING THAT!!!!
5. Huh? What's that you say? Loud? The bowl makers are too loud? Sorry, I can't hear you.

6. No kid, I'm SURE its not a pirate ship (unless, of course, it is).

7. I don't know what that is. We think the builder may have been on drugs at the time. (This is describing the mystery project of the year. It changes each year, so I cannot describe it. You will know it when you see it, however.)

8. No, I don't know how they get the ship into the bottle. My job is to EMPTY the bottle. After that, I don't remember much.

9. I don't care if the guys in the bowl booth gave you something. You cannot have Hewitt's model as a sample. STOP TOUCHING THAT!!!

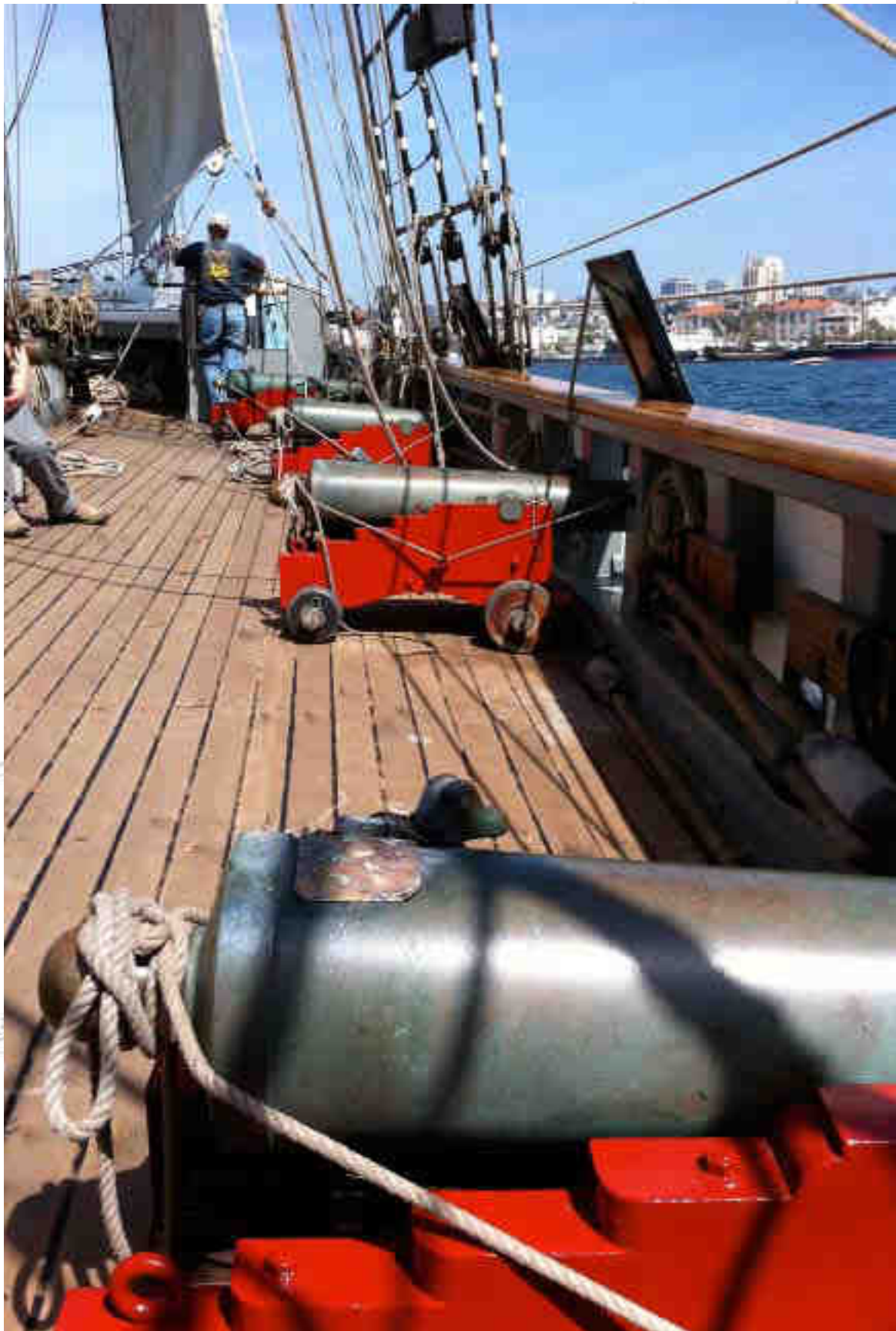
10. Okay! Okay, kid! You're right. It's a pirate ship! A balsa wood, Mississippi river sternwheel steam powered pirate ship! Don't you have some place else you need to be? Hey lady, doesn't he need to go to the restroom or something?

Enjoy the Fair. If you are not working it, drop by and say HI! But don't ask me if it's made of balsa.

Remember

1. Be sure to bring something to work on. It must be 'wood' in nature, since we are in the "Design in Wood" pavilion. Pack it in your car the night before so you don't forget it (like I did one year). If nothing else, be sure to pack a piece of sand paper and something to sand....and bring good stories.
2. Please bring any spare "Model Expo", Micro Mark" or other interesting catalogues for the folks to look at.
3. If you are unable to make it to the Fair any day you are assigned, contact Bill Grolz, Ron Hollod or Robert Hewitt as soon as you can. so a substitute can be arranged.
4. If using a rotary tool or other high speed device, make sure you bring safety glasses of some sort.
5. Have fun!!!

All four of *Californian's* guns on starboard for a full broadside.





San Diego Ship Modelers' Guild

The next meeting will be
Monday, 13 June 2011
aboard the *Berkeley* at 7:00pm



Pelicans flying in formation, seen from *Californian*.