



San Diego¹ Ship Modelers' Guild

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



Guild Meeting Report: 12 January 2012

Feb. 2012 Vol. XXXVI No. 2

Bill Grolz opened the meeting. There was one guest, Tom Gonzalen, who plans to become a member. The purser, Ron Hollod, gave his report. The balance as of 1 January 2012 was \$<redacted>. 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 and requested that everyone update their addresses and email address. Please contact her at <redacted>

John Wickman requested a "back up" photographer for contingency. Andy Bowers volunteered.

Dr. Kevin Seehan, museum liaison was not present to give a report.

Nomination of Guild officers will be held at the February meeting. Positions include: guild master, first mate, purser, 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 8 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 27, 2012. The theme for the fair will be "out of this world - universe invited".

Howard Griffus discussed the USS SAN DIEGO project. The forecastle is almost complete. It was noted that the model should be entered into the fair this year. This request will be discussed with Dr. Sheehan. Robert Riddick will prepare an article on the San Diego for the newsletter. He also mentioned the facebook page is up.

John Wickman discussed model cases. He mentioned MGM Plastics at H2OPowers@sbcglobal.net

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

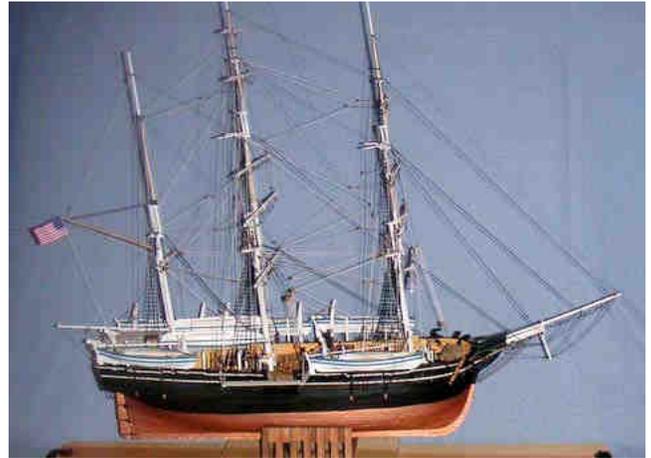
John Wickman

Established in 1972

*by Bob Wright
& Russ Merrill*

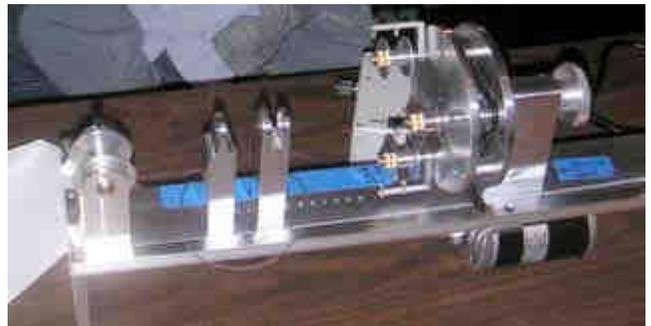
CHARLES W. MORGAN Royce Privett

Royce Privett has finished his beautifully detailed Charles W. Morgan, the New Bedford, Massachusetts, 351 ton whaling ship that caught and processed more whales than any other whaling ship in history during 80 years (1841 - 1921) in service and 37 voyages. The model whale boats are fully fitted out with oars, sails, harpoons and lines, hanging on davits ready to launch. On deck are the try-works, kettles, cutting stage with blubber hooks and cutting tools. Since we last saw her in June, Royce installed all the ratlines on all masts, wooden battens on the lower shrouds, and rigged all the yards. Royce used fishhook tackle for the anchors and added running lights. She awaits the exciting cry, "Thar she blows!" All the model needs now is a whale. The original was purchased for the Mystic Seaport in 1941 and is now a beautifully restored monument to the men who built and sailed her.



ROPE WALK Mike Lonnecker

Mike Lonnecker displayed a shiny new rope walk built by Jim Burnes, a maker of fine tools. This was a prototype of a new model. Mike persuaded Burnes to let him try the early prototype to find problems, advise on operating tips, and other improvements. In a four page report to the manufacturer, Mike declared that it worked, would be long lasting, had ball bearing qualities, and made nice rope. It did take a little learning to "get the hang of it." It makes different sizes, with different materials, twists right and left handed, can have wire core if wanted, and does not unwind. Mike used it to make shrouds and stays for his Fair American. Answering questions, Mike did not know the ultimate cost, guessed about \$400, said Burnes had pieces for about 100 machines. Mike hopes to demonstrate rope making at a later meeting.



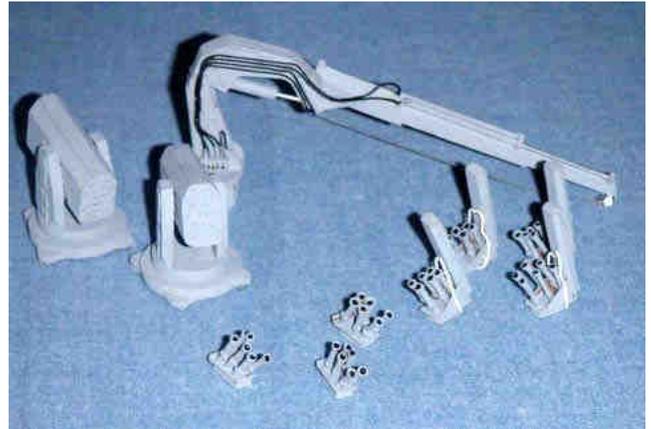
SAN SALVADOR Andy Powers

The paper model San Salvador was much more difficult than Andy Powers expected it to be. Made to test a kit for the Maritime Museum to interest kids in the full size replica ship now under construction. Andy did not understand the symbols in the instructions and had trouble curving the deck with rubber bands to glue it in place without crimping the edges. The model kit uses paint, paper & glue, and has small detailed printed pieces to cut from a larger sheet. It was estimated to take 248 hours to complete, and suggested that it be sprayed with water proofing to hold its shape. Definitely not a kids project.

DECK FURNITURE FOR LPD 22 SAN DIEGO Robert Hewitt

Scale 1/8"=1 foot 1:96 | Scratch from photographs

From left to right the first two structures are RAM (rolling airframe missile launchers) the large structure is a crane it is shown in the resting position, fully extended. The beams, instead of being of rectangular shape are five sided. The tubing to the air cylinders is heavy black rigging thread. The three little round tubes in the front are chaff launchers. There are four chaff launchers with big boxes on them which are called Nulka launchers. All of these pieces are made of holly or pear wood. Does anyone know what the Nulka launchers do?



AGAMEMNON Robert Hewitt

Scale 1:480 | Scratch built

All of the deck furniture has been installed. The guns that can be seen are each made up of sixteen pieces of wood. There are also pieces of wire simulating the gun tackle. The wire is formed, and painted grey. Slivers of .005 thick holly were added, representing blocks. The ends are in coils glued to the deck. The hammock netting



became a question. I usually paint a strip of wood white and glue fine black netting to each side. White sand blasting beads are added to the top to simulate folded white hammocks. Since this is an admiralty style and there is no planking on the lower portion of the hull, there would be no reason to have hammocks in the netting. A quick call to my buddy in Chicago gave me the answer I did not want to hear.

Tim Riggs immediately said the netting should be empty. I was hoping he would have said to leave them off. I cut the netting to the height and length required and glued .006 black wire to it, representing stanchions. I cut pear strips to the width and length of the netting assembly. I glued the wire and netting to each side of the pear strips. The bottom edge of the netting is resting and glued on the strip of pear. The netting is first prepped by stiffening it with diluted glue so I have no worries about it holding up over time.

THROUGH THE LUBBERS' HOLE

M A T C H S T I C K A R M A D A



For more than 60 years master modeller Philip Warren has been painstakingly creating an armada of every Royal Navy warship afloat, in service or setting sail since the Second World War ... out of matchsticks and wooden matchboxes.

And without even knowing it he was building a unique history of ships - a modern day tribute to the vessels that have been serving his country since 1945.

His collection of 432 naval vessels - which also includes 60 American ships - has been drawing huge and admiring crowds at exhibitions across the country since 1953. And museum directors are agreed that there is no other collection like it in the world.

But the 79-year-old retired company director from Blandford, Dorset, will soon have to give up doing what has kept him literally glued to his task since he was just 17 years old.



Not because he is too old or losing interest ... but because they no longer make the wooden matchboxes essential to the task, and defence cuts mean we no longer build as many warships.

The patient hobbyist began assembling his collection in 1948, using simple tools of a razor blade, tweezers and sandpaper to carve the matches and boxes and pieces them together using PVA and balsa wood glue.



More than 650,000 matches have been used to create every class of ship in the Royal Navy in incredible detail on a scale model of 1:300. And he has even crafted 1,200 model aircraft out of matches to make his scale-model carrier ships look even more realistic.



The post-war Royal Naval ships include HMS Ark Royal, HMS Belfast and HMS Sheffield, and among his matchstick armada are dozens of vessels from the US Navy, including the 40ins long aircraft carrier USS Nimitz, which is the biggest in his fleet.

MATCHSTICK ARMADA

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The average ship takes around 1,500 matches and up to three months to build - totalling a whopping 650,000 matches over the years. But he uses more than 5,000 matches and 200 boxes on his largest creations, each of which can take up to a year to build.



The vessels in Mr Warren's navy, which also includes 16 submarines, are flat-bottomed so that when placed on a blue tablecloth they give the impression of floating on water.

His most recent model is HMS Daring, the Royal Navy's newest destroyer having been formally commissioned in July.

Mr Warren is currently exhibiting 251 of his ships at the Nothe Fort Museum in Weymouth, having carefully transported them in boxes in his Ford Focus estate car. But when they are not on show, the ships are kept on shelves in his garage.

He said: 'I started building ships when I was 17, like every other boy back then, and I used what was around me. Matches were much more common then - they were used all day, every day, and every man would carry a matchbox with him.

'I looked back to ships from 1945 onwards, from the end of the Second World War, and built the ships which were afloat, in service or have come in since

then. My whole collection is about 330 ships at the moment. I have built more than 400 but I've given away perhaps 50 or 60 as gifts and others weren't very good so were destroyed.

'The vast majority are Royal Navy, but I have also made around 60 American ships. In total, my collection spans about 20 nations.'



The models are based on plans, drawings and photographs of the real ships and they are accurate scale models.

Mr Warren, who was married to wife Anita for 47 years until she died eight years ago, continued: 'I have built examples of almost every class of ship in the Royal Navy. I say "almost" as a precaution, because there is always one old seadog who will say "you haven't got mine".'



'When I started it was all big battleships with guns, but ships have changed to use more complex missiles and radar over the years.

'I seem to have unwittingly built the history of ships. Various museum directors have told me the collection is worth a lot of money, but it's priceless to me and I would never sell it.

'It's not insured because the purpose of insurance is to replace things when you lose them. These can never be replaced.

MATCHSTICK ARMADA

c o n t i n u e d

'I'm an optimistic person but even I don't think I'll have another 62 years to rebuild them. Now, sadly I only have a finite number of ships left to build, because the wooden match boxes I need aren't produced anywhere any more. They were replaced by cardboard ones in the Eighties and unfortunately the stockpile is running out.



'I only have enough left for a few ships and certainly won't be able to make another large aircraft carrier.

'It always was and still very much a hobby. I consider myself a very lucky man that my hobby interests so many kind people.'

In 1989 Mr Warren presented the ships HMS Bronington and the frigate Minerva to Princess Diana as they were the ships Prince Charles served on during his navy career.



MATCHSTICK ARMADA

c o n t i n u e d





San Diego Ship Modelers' Guild

The next meeting will be
Wednesday, 8 February 2012
aboard the *Berkeley* at 7:00pm



Fog off of Point Loma, seen from *Californian*.