



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: **1 2 S e p t e m b e r 2 0 1 2**

Oct. 2012 Vol. XXXVI No. 10

Robert Riddock opened the meeting. There was one guest-Greg Wilcox. Greg is a member of SMA and was visiting San Diego. Ron Hollod was not present but it was reported that the Guild currently has a balance of \$<redacted> (as of 8/31/20102). Dr. Sheehan was not present to give his report. The newsletter editor, Katherine Pogue was not present. Due to her college studies and activities, Katherine has requested assistance in preparing the newsletter. If you would like to help, please contact her at <redacted>

Since the museum is on their "winter" schedule, the Guild meetings will start at 6 PM (1800 local time) and end at 8 PM (2000). This time change was voted on and approved by the members present.

It was noted that the NOVEMBER meeting will be held on November 13. This is the second TUESDAY instead of the second WEDNESDAY.

The annual party was held during the AUGUST meeting. Everyone had a good time. Brian Davies provided refreshments and received many compliments for a job well done.

The Community Build project was discussed. Meetings are held on the second Saturday of each month. The current project is an 18th century longboat but members can bring any project they have to this meeting. The main objective of the "get together" is to exchange ideas and/or recommendations about modeling, painting, woodworking, etc. as members work on their projects.

In the area of new business, members were reminded that the meeting area needs to be cleaned up at the end of each meeting. Everyone is asked to help with the cleanup. The Festival of Sail was also discussed. It was also noted that the Nautical Research Guild Library will be selling all of its books starting October 1. If you are a member of the NRG, you are eligible to purchase the books from the NRG library.

There is an opportunity to attend a three day seminar of modeling building under the mentorship of expert modelers. Individuals who attend this event will build a cross section of an 18th century warship. The estimated price is \$300. If you are interested please contact Don Dressel.

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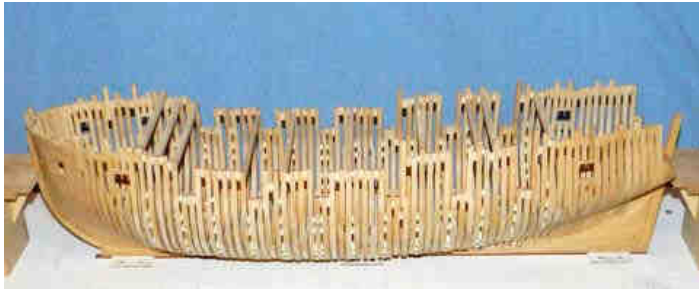
Established in 1972

by Bob Wright
& Russ Merrill

HMS FLY Mike Lonnecker

Scale 1:48, scratch built.

HMS Fly was a 6th rate ship rigged sloop, and was 25th in the Swan Class. She was launched on Sept 14, 1776 and carried 14 6 pounders and 16 swivel guns. The Swan Class was a attractive ship, both for her hull lines and decoration. They were built just before the Admiralty issued orders for the reduction of decoration as a cost savings method due to continuing wars. The class measured 97'7" on deck and displaced 300 tons. She was crewed by 125 Officers and men/boys. During her service she performed primarily convoy escort and dispatch duty, and also managed to capture two French privateers. She floundered off Newfoundland in 1802.



The plans are from David Antschert's book on Swan Class of 6th rates. The framing of the hull is complete, and next will be framing of the sweep and gun ports and completion of trennels on the frames. I then will complete the fairing of the exterior. Next will be framing of the stern, and planking the hull down to the wales. I plan to fully rig the model, but am still pondering on how much of the interior to complete.

SCOTTISH MAID Greg Wilcox



17TH CENTURY LONG BOAT Community Build

1:48 scale, Model Slipways

Mike Lonnecker and other guild members are each building this kit a true plank on frame kit by Chuck Passero. The instructions are clear and the laser cut parts fit very well. The laser cut frames are too tight until the laser burn wood is cleaned away, and then the fit is tight and excellent. The kit uses basswood, as is typical in these kits, but I believe a harder wood, such as boxwood,

pear, cherry would yield a model with crisper detail, and reduced fragility. I have completed the framing and am planking one side only to expose the framing detail. The staining used was a Trans Tint diluted with alcohol. If water is used it raises the grain. At this point I am turning it over to my wife to complete the painting of the friezes on the upper two planks.



SAN FELIPE Don Dressel

Scale 1:112, scratch built



This ship did not exist, but the model is similar to a type of Spanish ship of the 1690's. The model detail is actually based on a Manyua Kit, scale 1:75, which in turn is based on a model kit by Vinceugo Lusci (see his book "Modellismo Navale Statico Antico").

I am working on the stern area (the original hull was built by Richard Keyes of Australia). Some of the boxwood carvings

were done by CNC (Clyde Emerson) and cleaned up and detailed by me. Other carvings were done by myself. Gun ports are in progress, hinges are photo etched and silver soldered. Wales are ebony, and planking was done with a unknown Australian wood. Boxwood was used for railings and ports on the stern. I have done no work on the bow area or the decks.



BRIG NIAGARA Royce Privett

1:64, Model Slipways kit

Commodore Oliver Hazard Perry took command of US Naval forces on Lake Erie in spring of 1813. The famous Battle of Lake Erie began on Sept 10 when Perry raised the flag bearing the words, "Don't give up the ship" and sailed into action. After three hours of murderous gunfire, Perry was forced to abandon the flagship, the Lawrence. In a daring move he was rowed a mile to the Niagara, from which he continued the attack. After the battle he returned to the Lawrence and penned his famous message to General Harrison, "We have met the enemy and they are ours". This decisive victory ensured American control of the Great Lakes during the War of 1812.



Since the April meeting I have completed the water ways, plank sheers, planked bulkheads, decking, anchor chaffing blocks, the rudder and tiller.

TITANIC Don Bienvenue

Scale 1:400, Academy Centennial kit

This version comes with wood veneer decking and photo etched parts to provide a more detailed model than possible with the 100% plastic version.

Building the kit is a slow process because of the tiny size of some of the pieces, but will be worth the time (and eyestrain!). As shown in the photo, I have completed the forecastle. Work involved cutting off some of the plastic pieces from the deck so the wood deck would fit over the plastic. The parts which were removed were replaced with parts from the photo etched sheet. The wood veneer comes with an adhesive backing. A plastic backing is peeled off to reveal the adhesive. This glue is strong, and combined with the veneer being very thin, it is very important to take your time to get a perfect fit before sticking the veneer to the model. Trying to peel it off later because of an error may cause the veneer to split or distort.

I am also interested in the construction of the Titanic as a side hobby. Checking against scale plans, some scratch-building/kit bashing has been done in the forecastle area. The kit provided a forecastle bulkhead flat across the ship where the bulkhead was recessed under the forecastle deck. I cut out the existing bulkhead and replaced it with

plastic pieces. The forecastle hatch cover was also scratch built. The kit provided a flat tile-like hatch, when it was actually curved with some porthole skylights. Making the ladders was delicate business and took a little trial and error to get the rails right.



The poop deck is the next step. It is similar in process to the forecastle, but also has deck "park" benches to install. These parts are photo-etched and very tiny. I am going to try to make a mold to press the bench slats against, to give its final shape.

LOBSTER SMACK Brian Davies

Scale 1:24, Midwest kit.

This is a Muscongus Bay Lobster Boat, about 20' foot long with a 4' draft. Crew of two and was an easy sailor. The model is of basswood and balsa wood. Since last shown I have painted the hull and deck, shaped the mast and am working on the bow sprit.



SHOW & TELL

S e p t e m b e r 2 0 1 2

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CALIFORNIAN Chari Wessel

Scale 1:60, scratch built

The Californian is a replica of a 1847 Coast Guard "Joseph Lane" class revenue cutter. The Californian was built at Spanish Landing in 1984. She is the state's tall ship and is now owned by the San Diego Maritime Museum and sailed by a museum crew.

Since last seen the deck furniture has been added, bow sprit and jib boom nettings completed, and boat davits and rescue boat added.



PLEASURE MOTOR YACHT Brian Davies

Scale 1:48, scratch built

This is my model design, based on a Grand Banks 49' Classical have used basswood, and plan a full interior. About a quarter of the hull shape shaped as shown in the photo. Model scale length will be 98'



RUBBER DUCKY Tom Siniscal

Radio controlled 3 masted boat.



This the modelers attempt at a self designed radio controlled three masted sailing model. Much of the design is done as progress is made. You can see the RC rudder and sail trimming motors. Sail trimming is apparently by trimming all sails with one motor trimming all halyards.

DESERT DREADNAUGHT John Sanford

1848 Stagecoach, scale 1:10, kit by Artesania Latina, SA (Spain), Kit # 16004

American stagecoaches ran between Boston and Rhode Island as early as 1716. The Stagecoach, as is known today, was from the 1820's. It was an oval bodied, which was later modified with a rounded top, side doors, outside seat for the driver and a through brace suspension on a three perch running gear. The almost identical Concord and Troy coaches developed in the 1830's and 1840's. They were almost the only public cross country transportation available to the vast majority of the American population.



During the development of the American West the stagecoaches really made their mark before a reliable railroad system could be developed. The different stagecoaches in the West came under the U.S. Government to carry mail and legal dispatches, but passengers were also included on many of the numerous routes. Even with the addition of the unreliable Western Union telegraph, Wells Fargo employed many stagecoaches to carry mail, passengers, transfer money, gold and silver and military payrolls. During the 19th century the speeds and fares varied according to the period and locality, but as a general rule it ran from 4-12 MPH and a rate of 3-15 cents per mile. The production of stagecoaches lasted up to 1910-1920 in the United States.

VISIT TO THE SAN SALVADOR 5

Thursday, September 20, 2012 by John Wickman

This morning, two friends and I visited the San Salvador ship build at Spanish Landing in San Diego. The site opens its doors to visitors between the hours of 11 AM to 4 PM. We were greeted at the entrance by Maritime Museum Docent Richard Spehn, who is a fountain of knowledge on the construction of this ship. The woods used are from various parts of the world. The keel is Purple Heart from the Guiana coast of South America. The wood is poisonous to insects, ergo, is well preserved in sea water. It is also very dense and therefore is used only below the water line on ships. Sapele, from Africa is also very dense and will be used for wet planking. The frames are made of Southern Live Oak, and most of the above water line planking, stanchions, beams are Douglas Fir, a comparatively light but strong wood.



Moving on, we saw the ship, enclosed in scaffolding, thus it was difficult to see much of the ship's structure. If you look closely you can see diagonal yellow stripe starting about frame 10 diagonally down to frame 5. This is where Silicon Bronze straps will be placed under the planking to stiffen the boat. The first ship that had diagonal bracing (made of oak) was the USS Constitution. There will be four such straps on each side, with keel terminations at the stem, mainmast foot and stern. These will be installed prior to the wales or planking.



Construction requirements are much more strenuous than in the 1540's, such as dividing the hull by water tight bulkheads, in this case, four 2" thick marine ply bulkheads with fiber glass inserts. You may also see the treenails in



the hull frame. This is the bulkhead forward of the main mast foot, as shown in the next photo. The main mast foot can be seen sitting on top of the keel.



We were privileged to enter the hull to see this. You can also see the lead ballast weights installed between the frames on the topside of the keel. There will be some 50 tons of lead ballast, in place of original stone ballast.

Wet planking will be African Sapele (mahogany), 2 1/4" x 8" about 30' long. Dry planking is Douglas Fir. Wales are 4 1/2" thick.



Lots of knee material was on hand, showing wood grain, can be seen below and as yet to be cut to shape.



The band saw used to cut the frames, was recovered from a Long Beach site where it had been set aside. The saw had to be reconditioned and has notable capabilities. The saw band is 24' long and can be tilted while running to attain desired edge angles on frames, or other parts. This saw requires three sawyers during operation, and requires considerable skill by the primary sawyer to attain desired blade angles while the cut is in progress. Where do they find such people with these skills?



This was a most amazing tour, especially for a ship modeler. I am very happy that the San Diego Maritime Museum has undertaken this challenge and I encourage all to take advantage of taking this tour.



San Diego Ship Modelers' Guild

The next meeting will be
Wednesday, 10 October 2012
aboard the *Berkeley* at 6:00pm.



Sunrise from *Californian*, September 2012.