



San Diego Ship Modelers' Guild

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



Guild Meeting Report: 13 March 2013

Apr. 2013 Vol. XXXVII No. 04

The Guild Master opened the meeting on board BERKLEY. There were no new members or guests present. Bob Wright, original member and one of the founders of the Guild, was present. He was recognized for his work with the Maritime Museum and the Ship Modelers Guild. The purser, Ron Hollod, was unable to attend the meeting but it was reported that the balance on hand is approximately \$<redacted>. It was also noted that the \$<redacted> donation to the museum has not been sent yet. Everyone is reminded that annual dues of \$20 should be paid as soon as possible. If dues are not paid loss of membership will result.

Dr. Sheehan provided the following report. The enrollment form for the Design In Wood competition is available in the Model Shop. Jeff Sarr, carpenter for the SAN SALVADOR Project, is building a display case for the USS SAN DIEGO. Completion date is not known at this time. Dr. Sheehan would like to develop a data base of modelers who are interested in restoring and/or building models on a commercial or commission basis. If you are interested please send your contact information to him, a short history of your work and what your "specialty" is (ancient ships, 18th century, plastic, etc). His email is LIBRARIAN@SDMARITIME.ORG

An election of Guild officers was held. A voice vote was conducted and the officers for the next year are: guild master: Robert Riddoch, first mate: Chuck Seiler, purser: Ron Hollod, logkeeper: Bob McPhail, and newsletter editor: Katherine Pogue. The membership present voted on and approved a request for life membership for Royce Prevette.

The San Diego County Fair will be held June 8 through July 4. All volunteer "booth" slots have been filled. The museum will again sponsor the competition for best wood ship models. The model can be from a kit or scratch built. Deadline for submitting an application will be May 3, 2013. Delivery of model entries will be May 30.

Chuck Seiler gave a report on the process for mailing newsletters. After much discussion, it was voted on and approved that the printer will print the newsletter; using heavier paper; the Guild will provide envelopes, postage, mailing labels; and the printer will fold and mail the newsletters.

Also under new business, it was announced that the JUNE meeting will probably start at 7:00 PM to coincide with museum summer hours.

The visit to the SHERLINE model shop on March 9 was OUTSTANDING!

The guild photographer, John Wickman, would like a "back up" for Show and Tell picture taking. If interested, please contact him or the guild master.

OFFICERS

Guild Master

Robert Riddoch
phone redacted
address redacted

First Mate

Chuck Seiler
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address redacted

Purser

Ron Hollod
phone redacted
address redacted

Editor

Katherine Pogue
phone redacted
address redacted

Log Keeper

Bob McPhail
phone redacted
address redacted

Newsletter Distribution

Chuck Seiler

Write-Ups and Photographs

John Wickman
address redacted

Established in 1972

*by Bob Wright
& Russ Merrill*

SHOW & TELL

M a r c h 2 0 1 3

USS NEW YORK Barry Rishel

Scale 1:350, new plastic kit by Gallery (Academy).

Kit includes micro etched parts, but Bill expects more detailed micro etching accessory kit to become available in the future. Bow of ship made from steel from the World Trade Center.



BRITTANY "SLOUP COQUILLER" Jon Sauvajot

1912 Osyter/Scallop fishing smack, scale 1:24,

In Brittany, north-west France on the English Channel, during the last part of the 19th and into the 20th Centuries distinctive types of small sailing fishing boats were developed for specific fishing uses. The model is a 1912 representation of a typical fishing smack designed for collecting shellfish, in particular scallops and oysters. The boat's length was usually 18 to 25 feet, with a single mast and two sails – foremast, spanker and often a counter spanker. It was gaff-rigged, no jib, and had a strongly sloping keel. It was decked only at the bow and stern; the center, where the catch was stored, was covered with removal panels.

In Wales, on the other side of the Channel, fishing vessels of similar design, but with a bow sprit, were also in use. These fishing smacks and oyster boats sailed out of Swansea Bay and Mumbles Bay in large numbers. By the end of the 19th Century, over-fishing brought an end to the Welsh fisheries. In France, over-dredging also depleted the oyster and scallop beds but to a lesser extent. "Sloups," operated exclusively with sails, continued to fish into the 1950's. A number of them have survived as pleasure boats, but most of those now have an auxiliary engine.

About the Model: This is the first time I bring this model to a meeting. It is about 90% complete. The kit provides detailed plans and sketches of various component assemblies. It does not provide, however, any information as to the order in which the various components should be built.

While this is a relatively simple project, it requires some model-making experience to avoid making annoying mistakes in construction sequence. The construction materials are generally acceptable, but I have replaced some of the wood and thread to upgrade the final appearance of the model.



The kit contains finished sails that should be dyed ochre or gray as they were on the actual vessel. Normally I don't install sails on my models, but because the standing rigging is simple, adding the sails may improve the model's appearance. The painting scheme is based on contemporary paintings of Brittany fishing boats.

LONGBOAT Bob Riddoch

Community build Long Boat, scale 1:48.

Beautifully finished using Badger Paints, Caboose Red and Reefer White colors.



HMS ELEPHANT Robert Hewitt

74 gun 3rd rate, Scratch built, Scale 1:480

The ebony wales are .016 square. Three strips are used for the main wale, two for the middle and one for the portion that runs along the middle of the upper gun deck ports. The main wale was installed first, then pear wood planks installed below it. I was able to form the elegant stern tuck with .016 square planking. The planking above the wale is boxwood. There are gaps in the planking to allow for the fitting of the channels.

The quarter galleys are installed. The window mullions are made of white fly tyne woven on my extension spring loom. After forming the window mullions on the loom, they were painted with refer white Floquil railroad oil. After drying, the window area is enclosed with thinned Weld-Bond glue to simulate the glass window pane. I find that the Weld-Bond is much shinier than the "window glue" found in the hobby shops. Each window is cut out of the loom and glued to a polished piece of ebony that forms the quarter galley. The pieces in-between the windows are holly and purple heart. The keel, stem and rudder are fitted but not glued. The stand is also glued in place but not pinned.

The stern piece is made of a thin sheet of ebony. I was able to find a picture of a seventy-four ship and reduce it to the size of my model. None of the carving is shown on the picture. I represented the carving with twisted copper wire glued to the ebony and painted with Golden acrylic paint. The color is Iridescent Bright Gold (fine). The outline of the ebony stern piece was fitted with a strip of pear wood .005 thick. The thin piece was easy to fit over the curves at the top.

[See *Through the Lubbers' Hole* for photos.]

SAN FELIPE Don Dressell

Scale 1:112, scratch built using Mantua kit plans

The SAN FELIPE is a Spanish ship-of-the-line. The original hull was built by Richard Keyes of Australia, who then wanted to throw the model away. I persuaded Richard to sell me the model and ship it to me from Australia, which he did. The basic hull was received without any attachments - no rudder, no carvings, no deck furniture, no painted lower hull, no stern or bow work done at all, etc. Just the basic hull, which is what I started with. The hull was repaired in a number of areas, the rudder made and installed, and the carvings started, with major help from Clyde Emerson and his CNC machine. The stern was tackled first, with the carvings, railings posts, windows, etc made and installed. The wales were

completed and installed. Then the deck furniture was made including stairs, gratings (Lloyd Warner Woods West), posts, round gunports (from solid rod milled out on my lathe), hatch (pear wood), belaying pins, etc. The bell tower was made with several kinds of wood including ebony and pink ivory with the bell from the train shop. Since the model was being built as a "just launched" model, there was no ordinance installed as no cannon was put aboard until after she was launched. The same is true of the spars and rigging. She does have launch flags (flags done by Gus Agustin). All of the gun ports were thusly installed closed with all the hinges made via photo etch and silver soldered. The bow was then tackled with the major effort being the head rails, which took almost a month to figure out how to complete using boxwood. A former jig was made, followed by cutting out with a hand saw (slightly larger) then form fitting when installed. All the carvings were cleaned up and installed during the building process, the last carving being the supports for the catheads at the bow. The channels were then installed with the appropriate deadeyes and deadeye chains were then made and installed. You have to heat the brass for the preventer link a cherry red to soften it in order to be able to drill a hole in the brass for the nail. The flag poles were made of Degame (Lemon wood) turned on my lathe, and the flags and poles installed. The rigging for the poles will not be completed until after the model has returned from Japan, where it will be on display as part of the ROPE Exhibition in Tokyo next month.

A case has been built to carry the model the model to and from Japan. Upon return another model case will be completed for final installation and completion of the model.



USS NAUTILUS, SSN 571 **Tony Bunch**

Scale 1:350, kit by Combat Subs/PITROAA

USS Nautilus was the world's first operational nuclear-powered submarine. She was the first vessel to complete a submerged transit to the North Pole on 3 August 1958. Sharing names with the submarine in Jules Verne's *Twenty Thousand Leagues Under the Sea*, and named after another USS Nautilus (SS-168) that served with distinction in World War II, Nautilus was authorized in 1951 and launched in 1954. Because her nuclear propulsion allowed her to remain submerged far longer than diesel-electric submarines, she broke many records in her first years of operation, and traveled to locations previously beyond the limits of submarines. In operation, she



revealed a number of limitations in her design and construction. This information was used to improve subsequent submarines.

Nautilus was decommissioned in 1980 and designated a National Historic Landmark in 1982. She has been preserved as a museum of submarine history in Groton, Connecticut, where she receives some 250,000 visitors a year.

THROUGH THE LUBBERS' HOLE

by Robert Hewitt

The 74 Gun Ship Elephant

Elephant 74 gun 3rd rate

Scratch built

Scale 1:480 (1"= 40 feet)

The ebony stern piece is glued to the ship. The fancy work is .004 copper wire. The wire was twisted on a seizing tool. It was formed and trimmed to represent the gilded carving on the ship. After forming the wire is glued to the ebony piece with Weld-Bond glue. The wire is then painted with gold colored acrylic paint. The windows are fly tine with glue representing the window pane. The lanterns are .145" and .125" tall. The middle deck is not glued in place at this time, so the stern railing and bulkhead are not in place. There are two pieces of railing between the upper and lower windows. The stern tuck of the planking can also be seen.



SDSMG COMMUNITY BUILD

March 2012

5

7 in attendance: 3/9/13

Mike Lonnecker, Lee Green, Manny Burciaga, Gary Seaton, Bob Riddoch, Jon Sanford, James Pitts

Models present were in various stages of construction.

Discussion continued on building display stands and dust covers. We have an opportunity to purchase dust covers locally and might get a bargain if we purchase as a group. Mike will be contacting RIDOUT Plastics for quotes on 8 covers.



Mike has scribed his seats and built a beautiful boxwood windlass. He gave a great demo on how he made his octagon part. Bob has completed painting, installed the frieze and mounted his model on a piece of driftwood. Gary is nearly complete and has started working on his rigging, making coils and other rope work. Manny is working on planking and received some advice on how to proceed. Jon is working on masting and yards. He has completed some oars and they look great. Lee has completed his build and is working on a base and mounting system.

Jon Sanford showed all a great slideshow of photos he took at the National Maritime Museum of France.

The meeting was followed by a Road Trip to the Joe Martin Museum operated by Sherline.

Our next get together is Saturday, 13 April at 10:30 am at Mike's house. Again, all Guild members are welcome to attend.

You can also follow us at Model Ship World using the following link:

<http://www.modelshipworld.com/phpBB2/viewforum.php?f=75>



VISIT TO MINIATURE ENGINEERING CRAFTSMANSHIP MUSEUM

SDSMG, a group of 10, visited the museum on Saturday, March 9. The museum is sponsored by the Joe Martin Foundation. It is a fantastic display of miniature machined/metal items, including lots of steam and internal combustion engines, firearms, automobiles, aircraft etc..



Craftsmanship Museum, Carlsbad, CA

They also had a couple of ship models, including an Icelandic fishing Trawler, and a British Bomb Ketch (see photos).



Craftsmanship Museum, Carlsbad, CA



Craftsmanship Museum, Carlsbad, CA

One of the aircraft is 1/16 scale P-51, of WW2 fame.



Craftsmanship Museum, Carlsbad, CA

One of the engines was an OX-5, which powered the JN-4 "Jenny", a WW1 trainer and widely used in the barn storming era. The tour included a visit to their machine shop where a machinist showed us the miniature 5 cylinder radial "Kinner" aircraft engine he was machining.



Craftsmanship Museum, Carlsbad, CA

They used Sherline miniature lathes (there is one in the Model Shop on the Berkeley) and milling machines. The Museum is located in Carlsbad, CA at 3190 Lionshead Ave., and is open Mon., Tues., Fri., & Sat. from 9AM-4PM. Information can be found on line at www.CraftsmanshipMuseum.com. All attending were impressed and the guild will plan another tour in the future.



by *Chuck Seiler*

SPECIAL REPORT ON THE NEWSLETTER SNAIL MAIL DISTRIBUTION REFINEMENT TASKFORCE

As chairman of the Newsletter Snail Mail Distribution Refinement Taskforce, I wanted to let you know what we are doing regarding newsletter distribution. While it only impacts a few snailmailians, it is a cost issue which impacts us all. By addressing it here, we can save time at the meetings better spent discussing coffee.

In February we were advised by our printer that US Post Office has changed their rules regarding mailings of items non involving envelopes. I got with the printer to come up with a workable plan. What we came up with is as follows:

1. It would be more effective to use an envelope rather than utilizing the existing methods, conforming to USPS new regulations.

2. Either way, we would go over 1 ounce for postage purposes by going over 3 sheets (6 pages). Since the goal is to increase the newsletter footprint, I assumed this was a given. This **increases cost to 20 cents** per newsletter (or **\$6.60 a month** at current mailing numbers).

3. If we buy envelopes and print/affix return address it will be cheaper than if the printer does it, by about \$15.00. However it requires US to do it. I have volunteered to do it for 750 envelopes. This will cost us 16 cents per newsletter or **\$5.80 per month**.

4. If we buy and affix our own postage before turning over the envelopes to the printer, we **save \$15.00** in metering fees per month. I will do this as part of item #3. Because of assumptions in item #2 it becomes relatively simple.

5. If we pick up the spare newsletters from the printer, it will **save over \$5.00** in shipping each month. **Bob Riddoch** has volunteered to do this.


6. The printer will mail out the newsletters using our pre-prepared envelopes. The monetary cost saving involved in us doing this was not worth the effort.

This was proposed and approved at the March meeting. By looking into the process and making changes, we were able to **save over \$8.00** a month in newsletter costs. Additionally, we freed up a whole page in the newsletter heretofore used as a cover page. We also discovered some other areas within the process that we could fix in order to achieve greater savings. These include:

1. Groom Member List. Purser **Hollod** will provide an updated member roster in time for the May newsletter. This will allow us to crop a lot of deadwood from the snailmailian rolls. So, pay your dues now or get left behind!!!!

2. Groom Affiliate Club List. How many affiliate clubs do we snail mail newsletters to for which we get no return? Who knows? We will look into this and eliminate the non-responsive louts.

3. Reduce Extra Newsletters. We currently print 12 more newsletters than we mail out. This is due to distribution fluctuation and a desire to keep some newsletters handy to give out. Do we need that many? Probably not. We will look into how many we really want to keep, but between current overages and the number we can reduce thru steps 1 and 2 above, we may be able to reduce printing of 10 to 15 newsletters.

Several other suggestions have been raised in order to reduce impact on budget, including have people determine if they need snail mail. Hopefully by improving the process and cutting waste we can avoid taxing the snailmailians. Suggestions welcomed. 

A ONCE IN A LIFETIME OFFER

Burton D Reckles Houston Maritime Museum

Here is an opportunity to display one or more of your models in a newly planned world class maritime museum, receive a plaque to mount in your workshop that recognizes your modeling skill, help increase the public's knowledge & appreciation of our work & last, feel pretty good about yourself for helping a nonprofit organization.

I, like you, build ship models but I do mine with a focus on the miniature side of our endeavor. About seven years ago I joined the Board of Directors of the then fledgling Houston Maritime Museum, Houston, Texas. USA. (www.houstonmaritimemuseum.org). Our museum is now eleven years old & its collection of artifacts, models, artworks, miniatures, etc. has far surpassed the space available in the old residence we currently call home.

The time has come to build a new museum & we've embarked on this project in cooperation with the Port Of Houston Authority. (www.portofhouston.com.) Unlike the traditional geography of most ports set in a large body of water, Houston's is a 52 mile long channel, home to the world's largest petrochemical complex & boasts more ship traffic than any other port in the U.S. Ships leaving the port must proceed up the channel to turn around in a large turning basin. Our new museum, complete with observation platform, will overlook this basin.

In our planning the board sought to find a unique feature that would differentiate the New Houston Maritime Museum from every other maritime museum. After all, every maritime museum has its share of models, artifacts, art, etc. However, after much research on American maritime museums, the unique niche we found was "THE ART OF MARITIME MINIATURIZATION". In our definition of miniatures we incorporate the entire category of maritime miniature works, a category that is both broad & diverse. In the collective mind of our board this includes serious Ships-In-Bottles as well as those that are both humorous & whimsical. It includes works not just in regular bottles but also those in light bulbs, vials, medicine bottles, vases & you name it. We also include miniatures in other types of containers like watch cases & traditional display cases along with dioramas & not to be left out are exotic under takings like scrimshawed miniature ship models & maritime dioramas. By definition we consider a miniature as any work in 1/16" scale (1:196) As I said it is a broad & diverse universe & limited only by the imagination of the creators, modelers & artisans like us.

I have given our museum a number of my personal works (www.burtonreckles.com) & intend to add even more of my pieces. I've convinced members in our museum ship model club to join me in this giving & now I am approaching modelers in ship model clubs around the country as well. The Houston Maritime Museum is seeking the gift of one or more pieces that you've created or will agree to create in any of the many styles outlined above. We want to add these to our museum's collection for display in a thirty foot plus long GALLERY OF MARITIME MINATURES that will feature works from modelers from all over the world & that will be located in the museum's entry lobby.

A ONCE IN A LIFETIME OFFER

Burton D Reckles Houston Maritime Museum

If you choose to participate you will be keeping company with some outstanding & in some cases world class works. In return for your contribution you'll receive:

A colorful frameable maritime motif certificate acknowledging your important gift.

Your work will be recognized with a display plaque listing its title, your name as the creator or owner, & if supplied, the story behind its creation.

As the museum is a recognized non-profit you'll be entitled to any tax deduction that is allowed by your local & national governments.

Assuming we receive sufficient participation the museum plans to approach the Guinness World Records organization to have them certify the collection as the largest diversified collection of maritime miniatures in the US or perhaps the world. Should they do so you will receive a follow up letter that you can mount next to the certificate (No. 1 above) attesting that your work is part of this world class collection.

The knowledge that your work furthered the learning, interest & wonder expressed by museum visitors visiting a world class gallery of our combined works.

As the expression goes "the ball is now in your court", the next step is up to you. We hope you will choose to participate in this most unique, ONCE IN A LIFETIME effort, not only from the standpoint of the museum's appreciation but also as a way to display your works in a museum in perpetuity & most important substantially increase the public's knowledge & appreciation of this ancient art/craft to which we are each so deeply committed.

A copy of a Deed of Gift form that the museum requires be completed is included with this request. Please duplicate & complete one form for each piece submitted & forward the entire package to:

The Houston Maritime Museum
2204 Dorrington
Houston, TX. 77030
USA

Attn: Burton Reckles

Should you have any questions, feel free to contact me at www.burtryva@comcast.net or 281-265-2001. Thank you in advance for your interest & more importantly your participation.



MARITIME MINIATURE DEED OF GIFT

**The HOUSTON MARITIME MUSEUM sincerely appreciates the contribution of your
Maritime Miniature for display in the museum's new
GALLERY OF MARITIME MINIATURES**

Modeler's (owners) name_____

Street address_____

City, State ,Zip_____

Email address_____

Name of piece submitted_____

**On a separate sheet of paper please tell us the story behind the building or collection of
this piece**

I (we) own above said object & to the best of my (our) knowledge I (we) have good & complete title,
right & interest to give it to the Houston Maritime Museum.

The Houston Maritime Museum is a nonprofit (501 C-3) corporation

Signature

Date

The Houston Maritime Museum acknowledges this DEED OF GIFT

Executive Director

Date