



# San Diego<sup>1</sup> Ship Modelers' Guild

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



Sep. 2013 Vol. XXXVII No. 09

## Guild Meeting Report: 14 August 2013

Robert Riddoch opened the meeting. There were several guests and new members. New members attending included: Bob Steele, Jeff Shale, and John Wimberly. Ron Bowers was a guest as was Gary Seaton and his wife. Ron Hollod, the purser reported that the Guild currently has a balance of \$<redacted> (as of 7/31/2013). Dr. Sheehan did not have anything to report. The newsletter editor, Katherine Pogue was not present. Chuck Seiler agreed to become the new editor. If you have any questions or comments, please contact her at <redacted>

The annual party was held during the AUGUST meeting. Everyone had a good time. John Sanford provided refreshments, which included a very delicious cake and he received many compliments for a job well done.

The Community Build project was discussed. Meetings are held on the second Saturday of each month. Instead of building a project at this time, 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. There will also be presentations on planking, framing, etc.

The membership list was updated and distributed to members who wanted one. Everyone is reminded that this list is for MEMBERS ONLY and should not be disclosed to anyone outside of the Guild.

Under new business, there will be a GENERAL clean up and inventory of the library on September 24. More information will be provided at the September meeting. The WEB SITE will also be updated.

The auction of the MAYFLOWER model kit was won for \$85.00.

The agenda for the September meeting was discussed. There will be a slide show presentation on the WASA and the Japan model show. It was also announced that the meeting will start at 6 PM (1800 hours).

It was reported that Ron Hollod will be leaving the area in the near future. Discussion of a replacement will take place at the September meeting.

## Next Meeting:

**Wednesday, 11 September at 6:00pm**

## OFFICERS

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### *Guild Master*

Robert Riddoch  
phone redacted  
address redacted

### *First Mate*

Chuck Seiler  
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### *Purser*

Ron Hollod  
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### *Editor*

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### *Log Keeper*

Bob McPhail  
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### *Newsletter Distribution*

Chuck Seiler

### *Write-Ups and Photographs*

John Wickman  
address redacted

*Established in 1972  
by Bob Wright  
& Russ Merrill*

# SHOW & TELL

2

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## *MUSCONGUS BAY LOBSTER SMACK* **Brian Davies**

Midwest kit; Scale: 1/2" = 1 ft. (1:24)

This is a model of a small sloop that could be worked by two men, used along the Maine Coast from the 1860s to the turn of the century. Smack boats are mainly used now for unloading lobsters from the fishing boats, carrying them to the mainland, and taking bait out to the larger lobster fishing boats.

Brian has made some good progress on his kit of this lobster smack. Most of the rigging is in place and sails have been added. (Length: 15 inches, Beam: 3-1/2 inches, Height: 14 inches)



France was not in a position to challenge the ships of England or other regional countries. However, "[w]ith newly built ships, designed as ships of war and crewed by sailors and trained gunners, fighting experience was gained in the Franco-Spanish War and the Thirty Years' War with notable victories at the Battle of Cádiz (1640) ... The Navy built a French empire, conquering the "Nouvelle-Guyenne" (now Acadia), "Nouvelle France" (now Canada), Tortuga, Martinique, Guadeloupe, The Bahamas and several other islands in the Caribbean, and Madagascar." The French Navy under Louis XIII had reason to "show off" and a ship such as this would be a good example of that.

This model had a number of problems, and research has exposed more problems of contemporary accuracy. I decided to just go ahead and build the kit as provided. It is still quite attractive, even if not accurate.



## *PRIDE OF BALTIMORE* **Joan Hershfeld**

Scratch; Scale: 1" = 20" (1:20)

Joan is scratch-building the Pride of Baltimore as an RC model for "wet-sailing" in local waters. Because of the scale and the planned inclusion of RC motors, it is not an easy task.



## *USS MISSOURI* **Barry Rishel**

Life-Like kit; Scale: 1 ft. = 350 ft.

This kit is 30 years or more old. Some changes were made from the kit, such as replacing radar mounts, the 40 mm guns and catapults with newer ones (provided by Tony Bunch). The main mast was scratch built, and other parts were photo etched for appearance and accuracy of the model. The book on the USS Iowa was helpful in developing the newer parts by providing better pictures of armament, etc., for the upgrades.



## *LA COURONNE* **Howard Griffus**

Mantua kit Scale: 1/8" = 1 ft.

La Couronne is a French ship from about 1640. It is very elaborate and showy in its presentation on the water. It was considered a "ship of state," designed to impress other nations more than for fighting. In the period just before this ship was built,

# SHOW & TELL

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3

## WINE BOAT Diorama **Robert Hewitt**

Scratch built; Scale: 1" = 40 ft.

The model was started by making the keel, stem and stern post. The floor was then added. Frames were added to the floor, and then planked over. The entire boat is made of pear wood. The diorama depicts traveling up river with empty casks. The boats were rowed, pulled by oxen or sailed up river. The captain, on the twelve foot high platform called apegadas, is lifting the square sail to view ahead. Underneath the apegadas is a statue of the Virgin Mary made of wire and gesso.

The wine barrels are made of apple wood. A 1/4" square x six inches is chucked in a Dremel and the barrel turned to shape but not parted off. Slits were cut, with a single edged razor blade, in the barrel shape to represent the staves. Wood ash was rubbed into the slits. The barrels were polished by turning the stick in the Dremel and holding the barrel with the thumb and forefinger. Thin pieces of ebony, the curlicues from cutting on the Priac table saw, are glued on the circumference to represent iron bands. The barrel is then parted off the stick.

The oxen are carved from boxwood. I tried many examples, but I kept breaking the legs. I finally carved one with the legs running in the direction of the grain. After that, I carved the other three straight away. Rocks, a tow path and vineyard were added as background. There is a scarecrow in the vineyard, however I was just kidding about the crows in the bushes.



## NEW BEDFORD WHALE BOAT **Bob McPhail**

Model Shipways kit

This is a whaling boat used off the northeastern coast of the U.S. in the 19th century. Whaling was at its height in the early to mid-1800s and New Bedford was a major center for whaling at the time. From the National Maritime Museum we find the use of these boats described: *"When the whale was sighted, boats were quickly lowered. Each boat, carrying six to seven men, was commanded by the harpooner. When the boat was 'on fish' (in a position to strike) the whale*

*was harpooned. Once dead it was towed back to the ship and 'flensed' alongside..."*

This model was built in the same manner as the real boats would have been built. Paint schemes varied according to the preferences of the individual ships or whaling companies at the time. The oars were modified from the kit plans, carving them from cherry wood, then sanding and painting as shown in the picture.

The whale boat was shown here some time ago, and is now completed for display.



## PROVIDENCE/NEW ENGLAND WHALE BOAT

**Jon Sanford**

Artesania Latina kit; Scale: 1 ft. = 25 ft (approx.)

This is a plank on frame kit, a six-man whaling boat. Various types of woods are included in the kit.

The boat dimensions are: 290 mm in length; 237 mm in height; and 70 mm at the beam. I built this model three years ago but have not shared it with SDSMG previously.

This kit sells for \$45-\$75 in listings, and is an easy Beginner-level model.





# SHOW & TELL

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4

## *USS CONSTITUTION* **Bob Riddoch**

Model Shipways kit Scale: 1:76

Since last displayed, I have completed the coppering of the hull and I have decided not to add the Iron Red stripe which Constitution sports today. I am currently working on the lower gun port lids. I am installing the "curtains" above the windows and the upper and lower lids. I am now three years into the build and still having fun.

Though rated as a 44-gun frigate, Constitution would often carry over 50 guns at a time. Ships of this era had no permanent battery of guns, such as modern Navy ships carry. The guns and cannons were designed to be completely portable, and often were exchanged between ships as situations warranted. Each commanding officer outfitted armaments to his liking, taking into consideration factors such as the overall tonnage of cargo, complement of personnel aboard, and planned routes to be sailed. Consequently, the armaments on ships would change often during their careers, and records of the changes were not generally kept.

During the War of 1812, Constitution's battery of guns typically consisted of thirty 24-pounder (11 kg) cannons, with 15 on each side of the gun deck. Twenty-two 32-pounder (15 kg) carronades on the spar deck were deployed 11 per side. Four chase guns were also positioned, two each at the stern and bow.

Since her 1927-1931 restoration, all of the guns aboard Constitution are replicas. Most were cast in 1930, but two carronades on the spar deck were cast in 1983. In order to restore the capability of firing ceremonial salutes, during her 1973-1976 restoration, a modern 40 mm (1.6 in) saluting gun was hidden inside the forward long gun on each side.



## *PINTA* **John Sauvajot**

Scratch; Scale: 1 ft. = 90 ft (approx.)

The Pinta is, of course, one of Columbus' ships of "discovery." Although no one really knows what Columbus' ships looked like due to lack of records from Spain at the time, this is typical of a 15th c. Spanish caravel. It has two square sails and one lateen on the mizzen mast.

This model was scratch built with a solid hull of Swedish pine, and mostly basswood and pear throughout. No commercial fittings were used; all blocks, anchors, etc. were hand made.



## *18th c. LONGBOAT* **Gary Seaton**

Model Shipways kit; Scale: 1/4" = 1 ft.

This is my version of the longboat also being built by others in the Community Build. It is a ship's 26 ft. longboat for transporting rations and materials, or people, to and from shore, either using sails or the oars (8 were provided). The kit was designed by Chuck Passaro with good instructions for creating this model of a model from the National Maritime Museum, based on boats used about 1750-60. I tossed out about half of the basswood provided in the kit and replaced it with boxwood and holly in the interior with boxwood for some of the hull planking. This model was shown at the meeting several months ago, now completed and mounted on a rosewood pedestal on bloodwood base, supporting the plexi-case for dust protection.



# SHOW & TELL

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5

## JACK AND STEPHEN Chari Wessel

Handmade/Scratch; Scale: 1"= 6" (1:6)

These are models of the two main characters in the "Master and Commander" series of books by Patrick O'Brien, Post-Captain (in this model) Jack Aubrey and ship's doctor/surgeon Stephen Maturin. These characters were in the 20 books of the series, including the one made into a movie by Peter Weir in 2003, Master and Commander: The Far Side of the World.

It is OK to ask me about the fabrics and materials used to create these model, there is a story there, too.



## BYRNES DISC SANDER Bob Riddoch

Bob showed the group one of the latest tool from Jim Byrnes, the disc sander shown above. In his own words, Bob shared the following info, and then got to the price for this quality addition to the shop.

*"The Byrnes Disc Sander provides a level of precision simply not available until now - Jim's preset pin stops make compound angles possible on a Disc Sander for the first time - and they're repeatable!"*

*"The table can be locked independently with its own pin stops, one every 5 degrees ... heavy-duty friction locks on both sides of the 3/8" one-piece table will hold everything in place. And the precision miter is the same one used on the JimSaw - lock it at any angle to the disc, or move the pin to any of the preset stops."*

*"The Byrnes Disc Sander has an integrated 1.5" dust port, and is powered by a 1/3 HP 3 Amp ball bearing motor."*

(The price for the 120 v.model is \$325)



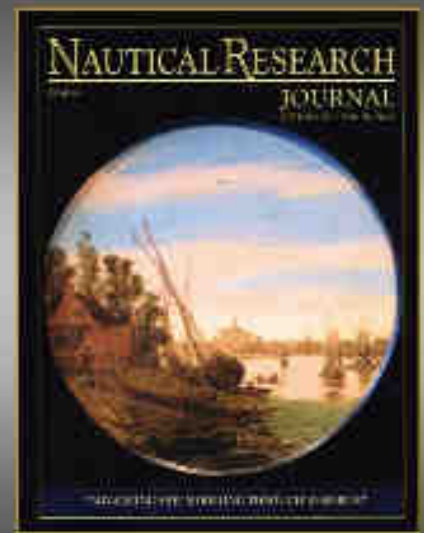
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# SDSMG COMMUNITY BUILD

6

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## Longboat Community Build

6 in attendance: 8/10/13

Mike Lonnecker, Lee Green, Bob Riddoch,  
Larry Van Es, Gary Seaton, Jon Stanford



The August meeting included a guest. Larry Van Es, the Vice President of the Ship Modelers' Association was on hand. Larry brought his Model Shipways Syren. He showed off a special jig he made to imprint rivets on the copper plating of his hull. Larry uses a computer part from a mother board to simulate the rivet impressions. Larry is currently working on the small boats for his Syren.



Mike has completed his Longboat and had his scratchbuilt Fly on hand. He has started on the interior framing. He has installed the keelson, upper deck clamp, and has started on the upper deck clamp.

Lee has also completed his Longboat and is currently working on his Model Shipways Syren. He has completed the deck planking using Holly provided by Jeff Hayes at Hobby Mill. He is getting ready to start the fun process of copper plating the hull and will be using Larry's method of rivet imprint.

Jon came to the meeting empty handed (I have a picture to prove it) but is currently working on mounting his Longboat. He is also doing his favorite thing in the world which is rigging his 1806 launch from Penart.

Gary is working on the case for his Longboat and has a beautiful piece of Bloodwood as a base. He is also working on his Cutter Ranger and is making templates for his planking.

Bob has been at a standstill due to travel back and forth to the east coast but has promised to "Get er Done" by the next get together.



HMS Fly by Mike Lonnecker



Lee Green's Syren in the foreground.  
Larry's in the background.

Our next Get Together will be on September 14th . Mike will be on vacation so the crew will muster at Bob's House at 1030.



Gary shows off his Ranger and Bloodwood Baseboard.

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

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

Greetings all. Over the next couple of months we will be saying farewell to two Guild members. Katherine Pogue, our Editor for as long as I can remember, is heading on a great adventure which I hope she will be able to share with us in the near future.

Ron Hollod, our Purser for the past nine years is moving to northern California to live with family. Please join me in wishing both Katherine and Ron, "Fair Winds and Following Seas".

I also want to take a second to remind everyone that our September meeting on the 11th will start at 1800 vice 1900 due to Museum hours shift.

See you there and don't forget to bring something for Show and Tell.

Bob Riddoch

## EDITOR'S CORNER

Hello everyone,

It's hard to believe that I've been editing this newsletter for five years. It seems like only yesterday I arrived at my first meeting which, coincidentally, happened to be the day for officer elections. I volunteered for the position of editor, unknowing that officer positions, well, didn't change all that frequently.

I've had a good time editing this newsletter. I've tried adding a splash of colour and style to make it unique, and while I perhaps didn't spend as much time as I initially imagined I would proofreading for spelling or grammatical errors, I hope I served you well, and I hope you've enjoyed the newsletters that I've put out each month.

Now that I've graduated from college, I thought I'd have more time to spend on the newsletter, but it appears as if the opposite is true. I've found myself caught up in all of the sailing events happening at the Maritime Museum. I'm also working on obtaining an Able Seaman and a Master's license, which will hopefully allow me more career opportunities in tall ship sailing, which what I've decided I want to do with my life (at least for now).

I want to thank you all for this opportunity you've allowed me to have, and wish you all fair winds and following seas as well, as I move off to plot my own course.

Cheers,  
Katherine Pogue