



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

NOVEMBER 2013

NEWSLETTER

VOLUME XXXVII, NO. 11

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Established in 1972

by

Bob Wright and

Russ Merrill

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



MINUTES OF 09 OCTOBER 2013 MEETING

Contributed by Bob McPhail

It rained!

First Mate and Acting Guildmaster **Chuck Seiler** kicked off the meeting at 1800 (6PM). There were 14 persons in attendance. Many did not attend due to intermittent storm conditions. The meeting was immediately adjourned for a half hour so members could go to the barge and check out the model cases the Museum was giving away. **Maggie Piatt** (Museum Photographer) took members down and showed them the booty. The meeting reconvened at 1830. There were two guests: **Ron Bowers** and **Tony Nareshni**.

PURSER'S REPORT: **Gary Seaton** reported the treasury balance as of 30 September was \$<redacted>.

EDITOR'S REPORT: **Chuck Seiler** gave a report about the newsletter. He would like the membership to provide contributions to the newsletter. Chuck's vision of the newsletter is that it be small but well done and any contributions should be sent to him two weeks before the next monthly meeting. It was noted that the most recent newsletter was very creative and well done.

MUSEUM REPORT:

Dr. Sheehan's report mentioned a recent donation from the estate of CDR John Mathews. This included ten ship models of varying types and sizes. Guild members might remember that some years ago Cmdr. Mathews donated the fine model of the USS *Porter* built by Robert Sumrall. Among the new models are some fine waterline models: HMS *Clam* by Bill Benson (1/16"=1'); a Chesapeake Bay Skipjack by William Hitchcock (1/8"=1'); and the SS *President Monroe* by R. Hughes (1:600 scale). Bill Benson's larger models feature prominently in the museum's ferry boat displays. Models by William Hitchcock and Ron Hughes may be viewed at Michael Wall's online gallery: www.shipmodel.com. Guild members may view some of these models in the museum library where they will be stored for the time being.

Continued on page 2

OCTOBER MEETING MINUTES - Continued

2014 Design in Wood: once again the museum will sponsor the prize for the best wooden ship model at the Design in Wood exhibition this coming 2014 Del Mar Fair. Entry registration closes Friday, May 2, 2014. The judging is scheduled for Saturday May 31. The exhibit will run at the Fair will run from June 7 through July 6.

Model Shop etiquette: it bears mentioning that because this is a space used by a number of modelers, and indeed open to all museum members with the requisite modeling skills, care should be taken to ensure that the work of fellow modelers is respected and safeguarded. Ideally at least one bay and bench should be left free of clutter to allow for modelers to set up and use the available tools. I've noticed that this bay is becoming cluttered with cans of paint, tools, and some half-completed projects. Would those owning these items see **Dr Sheehan** so he can find you some adequate storage?

Old Business:

The Community Build meetings are ongoing. The Community Build provides an opportunity for members to have additional time to work with other Guild members on their models, discuss problems and concerns and provide a venue for show and tell. A list of possible topics is discussed in Guild Master's Corner.

Guild Webmaster **Barry Rishel** reports the guild website is now operational. Please visit SDSHIPMODELERSGUILD.ORG.

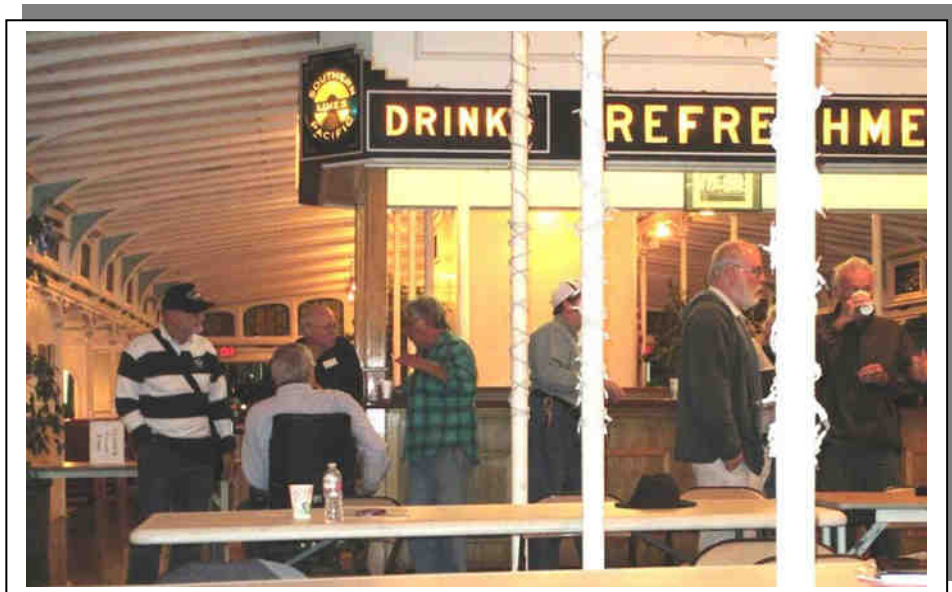
Now that USS SAN DIEGO is on display in the museum, **Chuck Seiler** would like to develop the story of the model construction. Anyone who worked on the model is requested to provide information, pictures, humorous anecdotes, etc.

New Business:

In the area of new business, the Holiday (December) meeting will be discussed at the November meeting. Door prizes and other ideas will be discussed at that time. Please attend the November meeting to discuss your ideas.

Everyone is reminded of the SAN DIEGO County Fair. Co-coordinator **Ron Hollod** needs a replacement. **Bill Grolz** is currently the other Guild representative but two people are needed. **Robert Hewitt** volunteered to take the position temporarily until a permanent rep is selected (yeah, we know how that works). Also, please consider entering a model in the 2014 competition.

The Model Shop has a work area designated for guild members who would like to work on their model there. Check with **Bob Riddoch** if you have any questions about this.



The usual suspects discuss ship modeling topics while waiting for the purveyor of liquid refreshment to arrive.

SHOW AND TELL



Don Dressel and **Mike Lonnecker** discuss construction of Don's HMS ROEBUCK prior to the meeting. **Brian Davies** listens in



During the break, **Joan Hershfeld** tells about 'the one that got away' while **Chari Wessel** looks on skeptically.



Last month **Robert Hewitt** brought in his model of SIR EDWARD HAWKE. He related how, in preparing the sea for his diorama, he painted acrylic over oil. He was not happy with the result. This is a picture of the diorama sea re-done. Robert is much happier with the result.



Newsletter editor at work



Close-up of **Robert Hewitt's** SIR EDWARD HAWKE. Go ahead and blow that puppy up to about 300% and check out the detail.



Starboard view of SIR EDWARD HAWKE while it sails downwind, but uphill.

SHOW AND TELL-Continued

Don Dressel is again starting work on his uncompleted HMS ROEBUCK . There were four HMS ROEBUCK's in the Royal Navy, this one being the fourth. She was designed by Sir Thomas Slade in 1769, a 44-gun two decker with a crew of 280 men carrying 20 X 18- pounders on her lower deck, 22 X 12- pounders on her upper deck and 2 X 6 pounders on her forecastle. She was built at Chatham dockyard, started by Joseph Harris and completed by William Gray. She was commissioned in August, 1775 under Captain Andrew Snape Hamond and fitted for foreign service at Chatham, sailing to North America in 1775; in New York operations in 1776; in action in Hudson River on October 9, 1776 where two armed galleys were destroyed; in Delaware operations 1777; took (with PERSEUS) South Carolina State Navy 14-gun brig DEFENCE on April 2, and US Continental Navy 10-gun sloop SACHEN on April 5, 1777. She was then at Sandy Hook on July 22, 1778; at Howe's action with d'Estaing on August 11, 1778; took American privateer REVENGE on February 24, 1779; refitted and coppered at Woolwich then back to America, where she took American privateer LADY WASHINGTON December 5, 1779. In April of 1780, still under Captain Andrew Snape Hamond, she captured (with Orpheus) the 36-gun CONFEDERACY off the Delaware on April 14, 1781 and (with Medea) took the 36-gun PROTECTOR on May 5, 1781. Under a new captain, John Orde, she then captured a French privateer, La PROVIDENCE on February 24, 1782. She then returned to England for the North Sea station. There followed a



Don Dressel's HMS ROEBUCK . Brian Davies researches how to turn it into a bathtub

long history as a troop ship, again a war ship, then again converted to a troop ship up until 1802. She paid off in ordinary and fitted as a guard ship at Woolwich and served as a guard ship at a number of other locations until 1811. She was broken up at Sheerness on July of 1811.

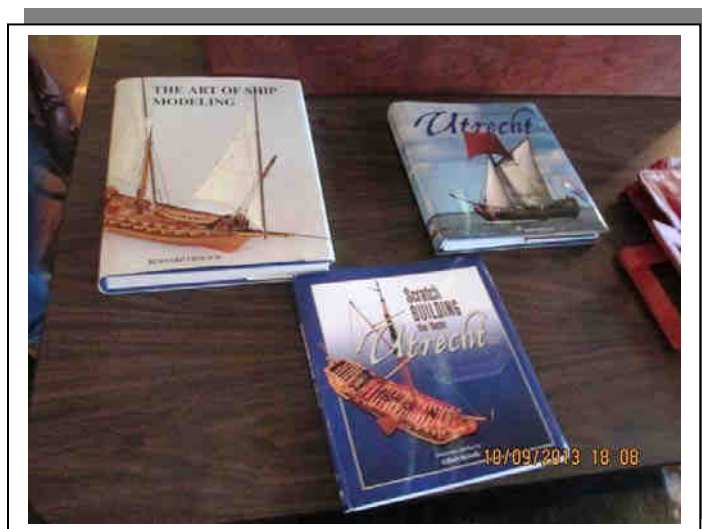


A close up of ROEBUCK's trunnelling

In Don's opinion she was the best of the four ships bearing the same name. As indicated above, she was designed by the same man who designed HMS VICTORY. Don is going to undertake the installation of much of the interior parts of the ship as he can using the plans by Harold Hahn, other plans obtained from Greenwich, and the books *The Art of Ship Modeling* by Bernard Frölich and the book *The Naiad Frigate (38) 1797 Vol. II* by Edward J.

Tosti (the book has just been published by Sea Watch Books and is now available. A review of the book will be included in next month's SMA Newsletter.) Since the model will probably not be rigged, a full detail of all the interior aspects of the ship will be done to include the riders, deck clamps, deck beams, mast steps, bulkheads for the forward magazine, storerooms, and other rooms in the hold, light room, magazine, and other lower deck details. Then come the beams and rider futtocks, knees, and going up to include all the deck furniture. The pumps will be a major part of the construction and the various cannons and their carriages will be included, fully rigged. LOTS OF DETAIL! That is the goal.

SHOW AND TELL-Continued



Several good reference books were brought in for look-see and discussion. I seem to remember one more, but it must be stuck in my camera. Don Dressel does a book review on one of these fine books on page 6

Community Build Report

by Mike Lonnecker

The community build group met on Saturday Oct 12th with 5 members on board. Present were **Lee Green, Gary Seaton, Jon Sanford, Joan Hershfeld** and **Mike Lonnecker**.

Lee brought his model of the big SYREN. He had completed an excellent job of coppering the bottom and had covered it with plastic to prevent fingerprints and allow it to take on a natural patina. On going parts of the model were discussed. Proportions of the three hull blocks and construction methods were reviewed. We also talked about the lack of quality of the quarter badges included in the kit and the possibility of scratch building a replacement. Chesstrees and deck trennels were also discussed.

Gary brought his model of the revenue cutter RANGER. This is a Correl plank on bulkhead kit. Gary has completed the first of two layers of planking. The planking was quite smooth and ready for the second layer. Tapering of the forward ends of the planks of the second layer of walnut strips was discussed.

Jon brought a very interesting model. It was a “barn find” having been rescued from a second hand shop at a very low price. The model appeared to be a top sail schooner but the rigging and masting were a mess when rescued. It was thought that it resembled the California. Jon has redone the masting and repaired some of the deck furniture and fittings. The hull itself was in good condition and appeared to be quite well done originally. The model appeared to be a kit of unknown origin and we discussed what the scale might be. Posting on Model Ship World for info on the kit origin and scale was suggested. Sources for information on the re-rigging of the model was discussed with reference to several books.

Finally a short discussion of the planned seminars was held. Some new topics were added to the list published by Bob Riddoch and some topics were thought to be best combined with others to make a more complete seminar. The process of adding names to the subjects was begun.

Next Community Build meeting is Saturday 16 NOV.

Mike Lonnecker

The Statenjacht UTRECHT 1746

Edited by Ab Hoving

Plans by Cor Emke

Translated by Harry Kosat & Paul Fontenoy

Florence, OR: SeaWatchBooks, LLC, 2011

8 11/16" X 9 7/8", hardcover, 176 pages in full color

13 sheets of plans in rear pocket

Photographs, appendices, notes, references

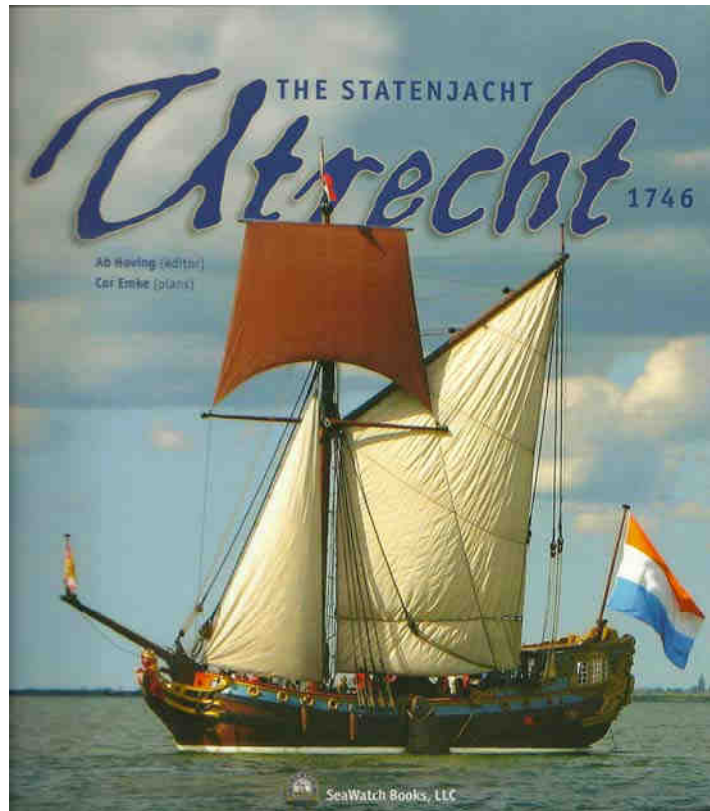
Jacketed

ISBN: 978-0-9837532-1-6

This is a Dutch triumph in planning and execution resulting in a reconstruction of a real Dutch Statenjacht. The ship was built by and for the province of Utrecht using centuries old techniques and principles. She is a typical Statenjacht of centuries past with the exception that she also has modern navigation equipment and a diesel engine in order to be able to sail the ship with people aboard. A huge amount of forethought and planning went into the design of the ship in order to incorporate the modern necessities without compromising the appearance of the ship or its ability to sail. This is a very intriguing book with a tremendous amount of detail in the construction techniques and materials used as well as the thoughts that went into the design.

We start out with the technical specifications of the yacht. The past history of Dutch yachts and their construction in the 1500's is discussed along with paintings and plans. The method of construction is also discussed along with the pitfalls and financial benefits. The plank-first method has a lot to be said for it but it also requires a lot of re-learning by modern ship builders. So, the construction of this ship was not only the building of the ship, but also a learning curve on construction methods.

The next chapter deals with the actual construction of the vessel beginning in late 1997 with many color pictures of the keel, stem, sternpost and the erection of the stern of the ship (very similar to the current status of the SAN SALVADOR in San Diego). Then a full description (with many pictures) of the raising of the frames and how they were installed, the use of battens, and many other aspects of ship construction. The laying of the deck, the inner planking of the hold, the installation of deck beams



and all other aspects are fully covered along with beautiful color photographs of the operations



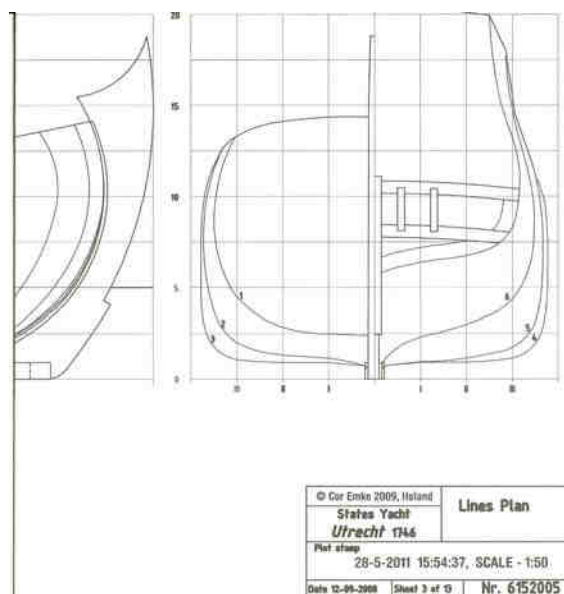
involved. The acquisition of the timber, the knees, binding strakes, carlings, and methods used along with caulking are all covered. The bending of the planks using steam is shown along with the use of dowels. The mounting of all the deck furniture, the spars and finishing of materials is fully shown and described.

The following chapters deal with the decoration of the Yacht and the many carvings and ornamentation that went into the yacht itself. First the interior design is completed using the designs originally done in the 1600's. Then the carvings are fully described and shown. The methods of carving and the choices made are fully described, including the paintwork and the reasons for the selection of the paint type used. Finally, the interior of the yacht is fully described

and illustrated with many great color photographs.

The final three chapters deal with the rigging of the vessel, the necessary mechanical propulsion system installed (after much forethought and argument), and finally the actual completion, manning, and sailing of the vessel in all its final glory. The yacht is still being tested today and sailed to find its best sailing qualities.

The UITRECHT, which is a Statenjacht of the old school in Holland, is a must have for anyone interested in the Dutch shipbuilding history and Dutch yachts in particular. Due to the extensive explanations on the necessary project to have the Statenjacht furnished with a complete, modern power plant, it should be a "piece of cake" for an RC modeler to built this yacht complete with a power plant and RC control to sail the model on the lake. It is an extremely attractive vessel with also appeals to ship model builders due to the excellent set of plans supplied with the book, a sample of which is shown above. The plans are very detailed and complete, showing all standing and running rigging, location of bulkheads (and a lines drawing to enable a scratch builder to construct the frames), details of deck furniture and deck layout and even a complete, detailed plan of the belaying points for the rigging.



All is all, this is a must have book for any ship modeler who is into the Dutch ship history and construction. The UTRECHT is beautifully photographed with a huge number of color photos showing all stages of construction. Complete with the 13 pages of plans, it will enable a ship modeler to complete a faithful replica of a Dutch Statenjacht. The book is available from Sea Watch Books at a cost of \$62.00 plus shipping, which is a real bargain. Look up www.seawatchbooks.com. There are a number of other excellent books also available from this source – check it out!



Tips and Hints

Tips for Blackening Brass

by Mike Lonnecker

I have been building a model of the HMS FLY using **David Antscherl's** books on the Swan Class sloops. During this build I have been tutored, mentored and other wise helped by **Bill Maxwell** who is also building the Fly, but is several years ahead of me. One of the outstanding features of his model, and believe me his whole model is outstanding, is the metal work and blackening of the finished parts. His model was seen at the recent NRG convention by **Dave Yotter** and **Don Dressel** and after some discussion we asked Bill how he blackened his brass parts. In his own words here is his answer.

Mike:

I have used (exclusively), Win-OX, a very reactive base solution (3% dilution in distilled water) on all my brass and also found it will react (thin coat) on aluminum as well (takes longer) to make it look like lead. This solution is used in the jewelry trade, especially on silver and gold, to 'blacken' the metal.

I prepare the brass in white vinegar then rinse in distilled water, and keeping them free of ANY grease (fingers) then immerse them in a small amount (plastic jar cap and handle the parts with plastic tweezers) until they oxidize. Then remove and rinse and let dry. They can be buffed with a clean cloth or paper towel, and re-coated if necessary if you need to darken. Then once satisfied, I spray coat with Dull Coat or Clear Coat to protect the surface.

The nice thing about this solution is that you can 'repair' an area if it gets damaged by dipping a Q-tip in the solution and holding it on the 'wound'. The previous overcoat will not react and you can touch up nicely without doing another overcoat. The overcoat is only to protect the oxide, as it's very thin but durable if not abraded.

I made my solution with 100 parts water and 3 parts Win-OX, measured with a syringe. One batch has lasted me years now, and if anything it's only a little slower (dilution likely), but still works fine. I'm still on my first mix and return the unused back into the container.....

I got this tip from another master builder, and found it to be so much better than the commercial solutions as it makes 'iron' and not 'black painted type' finish. It's more natural looking 'iron' in my opinion as you can see reflection (buffing) and 'metal' finish of 'iron'.....

It works very fast and does not take more than a few seconds, IF, the metal is clean. Otherwise if take longer, you just have to play to see for yourself. The 'stronger' the solution the faster the reaction. Remember, this is a strong 'base' material and needs to be handled with some caution. It will not affect wood and thus can be applied on a part that is in contact with wood on a model. I always try to 'neutralize' with a Q-tip dipped in water, if it won't raise the grain, etc., otherwise just leave as there is no further reaction anyway.

Here is where I purchased the chemical:

<http://www.thunderbirdsupply.com/productSearch.aspx?search=win-ox>

Bill Maxwell"

Chari Wessel relates a recently heard tale to known fish-story export **Howard Griffus**.





ANNOUNCEMENTS



NOTICE: The November Community Build Meeting will meet at **Mike Lonnecker's** house at 10:00 Saturday 09 NOV 2013. Bring your own Sherpa.

Model case seeks new home: Plexiglas with fitted wood base, slightly used and still in very good condition. Dimensions are 23" H x 29.5" W x 11.5" D. I selected it by eye, not by measurements and I erred, it is too small for my ship(s). Contact **Gary Seaton**, Interim Purser: <redacted> or <redacted>

HELP WANTED- An Opportunity to Excel!!!! Since **Chuck Seiler** has assumed duties as Newsletter Editor (and will probably be re-elected to same) he will not stand for re-election as First Mate. Any takers? Well, you have to win the election.

A VISIT TO SAN SALVADOR

Story and photos by John Wickman

16 Oct 2013

I visited the San Salvador this afternoon. A Docent greeted me and escorted me on a tour. The working frames obscure much of what has been accomplished. Most of the main decking is in place, and a start made quarter deck, poop deck and forecastle decking. Hull planking is nearly complete above wales and the main deck caps. The transom is planked, but lacks the port cutouts. The Docent, who was most polite, stated that the target launch date is June next year. The plan is to transport ship to the Coast Guard Station and launch from the USCG

ramp. He said they were on schedule but that more manpower, skilled and volunteer, would be needed to meet this date. He showed me the two swivel guns (breech loaders) that would be mounted aft and usually fired junk rather than round shot. There will also be four 5 pound cannon on the main deck, also breech loaders.

He then escorted me to under bridge area where the large power tool are located and showed the the main and fore bitts(?) and several blocks and hearts being worked. It was interesting and worth the trip, and will be even better as they get to the point where some of the external working frames are removed.



SAN SALVADOR stern (port side) Framed up but not yet planked.



Triple Block



Bitt. Yeah I know it looks like a cathead, but its a bitt.



Purpleheart hearts



Guild Masters Corner

Greetings all.

Let me start off with apologizing for the shakeup in our Guild Meeting schedule. Our November meeting has to be moved due to the Annual Museum Members Night and our December meeting is being rescheduled because of a high paying party which trumps us. Please keep in mind that we are still lucky that we have a free venue for our meeting place and adjusting the schedule once or twice a year, although a nuisance, is not the end of the world.

We are still working on a list of half-day seminars which will be offered to Guild members. The Seminars are part of the "Community Build" and will be held on the second Saturday of each month beginning soon. Here is a preliminary list of what is planned:

- Getting the most from your power tools
- Building Boards
- Basic Planking
- Masting
- Small Boats
- Guns / Cannons
- Sails
- Framing your model
- Deck Furnishings
- Rigging Basics
- Treenails (trunnels)
- Silver soldering
- Paining and Finishing

We are looking for Subject Matter Experts to develop the training plans and to actually teach the seminar. If there is a topic that is not on the list that you would like to see developed, I certainly welcome your input.

I am still excited about the development of our website which we hope to unveil soon. I will inform all members when it is up and running.

Our December Guild meeting is traditionally our annual Christmas Party. I would also like to set up an auction for that night also which will be discussed during the November meeting.

Our next Guild meeting is scheduled for **Thursday**, 14 November at 1800.

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

Bob Riddoch



Next meeting is Thursday
Novmbe 14th 2013 on the
Berkeley.
5:30 PM- social. 6:00PM
Meeting
Bring a model

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

COMMUNITY BUILD

Dr. Who 50th
Anniversary

NOVEMBER 2013

-FINIS-

THANKSGIVING