



San Diego Ship Modelers Guild

1492 N. Harbor Drive San Diego, CA 92101

APRIL 2015

NEWSLETTER

VOLUME XXXXIII, NO. 4

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Mike Lonnecker
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First Mate

Lee Greene

Purser

Gary Seaton
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Editor

Chuck Seiler
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Log Keeper

Bob McPhail
phone redacted

SPECIAL ASSISTANTS

Webmeister

Barry Rishel
address redacted

Fair Coordinator

Bill Grolz
address redacted

Presentations Coordinator

Peter Jaquith
address redacted

Established in 1972 by
Bob Wright and Russ
Merrill

Minutes of the 11 March 2015 Guild Meeting

Mike Lonnecker opened the meeting on board BERKELEY. There were no guests but there was a new member. His name is **Guy Lawrie**. Guy is currently building a model of SKIPJACK.

There was a short newsletter editor's report by **Chuck Seiler**. He talked about a memorial service for Richard Strange. After the service, his ashes were to be scattered at sea. Chuck also mentioned some of the projects Guild members performed for the museum. He gave an overview of the "Battle of Trafalgar" project and what was needed to prepare it for display in October. Chuck also talked about getting more flyers for the model shop and fair. He also requested that everyone save their catalogs for handouts at the fair.

The purser, **Gary Seaton**, gave his report. The current balance as of March 1, 2015 was \$<redacted>. He reminded everyone that annual dues of \$20 should be paid as soon as possible. If dues are not paid loss of membership will result. It was also mentioned that the name tag for \$7.00 can be ordered with either a magnet or pin style.

Webmaster **Barry Rishel** reported a counter is now installed on the web site. There is also a place for web mail.

Museum report.

-Model shop: The model shop cleanup is ongoing. Also, the inboard window is now able to be opened.

- The SAN SALVADOR will be launched on 19 April. See details at <http://www.sdmaritime.org/san-salvador-build/>.

- Museum member night-Volunteer recognition is Wednesday 14 April (day after Guild meeting).

Continued on Page 2



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

<http://sdshipmodelersguild.org/>

MINUTES-Continued

Mike Lonnecker gave a report about the Community Build project. **Howard Griffus** donated a model of HMS ENDEAVOR. It was decided that members who sign up for the project would each build a part of the model and then it will be placed on the model as needed. Several individuals signed up for this project. When complete it will be donated to the museum.

The San Diego County Fair was discussed and the sign up sheet was passed around. The museum will again sponsor the competition for best wood ship model. The model can be from a kit or scratch built. Applications for the competition are on line. A picture of the model is also needed with the application. Volunteers are still needed for the booth set up on May 17. Contact **Bill Grolz** if you would like to sign up.

Mike Lonnecker reported that there will be a series of auction over the next few months. There will be one big auction and some small ones. Items to be auctioned will be assigned a "starting" bid. The first auction is planned for the May Meeting.

The Election of Guild Officers (EoGO) was held. Prior to the voting Mike Lonnecker mentioned that per the bylaws two nominations are required for the guild master position.



STOP THE PRESSES!!!!

As we were preparing to finalize the newsletter, the home office received the following communiqué from Dr. Ray Ashley regarding the launch of SAN SALVADORE



A launch event was planned for April 19, 2015. Unfortunately, unanticipated technical complications involving the movement and lifting of the ship have arisen within the last four weeks. With no certainty that a comprehensive solution will emerge within the two weeks remaining, it is with sincere disappointment and regret that we announce the postponement of the public ceremony. In making this decision, we are resolved to prioritize the safety to the people involved in the launch and the protection of the ship. We are continuing to engineer the launch of the *San Salvador* and have no doubts of a successful result, but the timing and duration of the operation will henceforth need to proceed in accordance with the technical and safety requirements. We apologize for the disappointment and inconvenience to anyone who may have made plans around this event. Please stand by for further communications and plans to celebrate the launch of the ship and its successful completion.

However, the guild officers voted unanimously to change the requirement to only having a minimum of one submitted name since that had been the practice for many years and we did not have a second contender at this time. Mike then reopened the nominations. Hearing none and receiving no mail in nominations he called for a motion to close the nomination process. A voice vote was made for all officers except for purser. Nominated individuals were elected by acclimation. The voting for purser was done separately since there were two nominations. Gary Seaton was reelected for this position. ***Your 2015 Guild Officers are:***

Guildmaster- **Mike Lonnecker**
First Mate- **Lee Greene**
Purser- **Gary Seaton**
Log Keeper- **Bob McPhail**
Newsletter Editor- **Chuck Seiler**

Chuck Seiler gave a power point/computer presentation on the MODEL SHIP WORLD website. <http://modelshipworld.com/> Special thanks go out to **Barry Rishel** for setting up the technical end of it and to **Robert Wills** for providing his providing his internet hotspot when the WiFi Chuck was using mysteriously went away in mid presentation. (Lessons learned-do all online presentations BEFORE the front office closes down.)

San Diego Ship Modelers Guild Presentation Program

A SDSMG Presentation Program has been established with the objective of providing interesting meeting content and while passing on many of our ship modeling experiences to current and future guild members.

At our March meeting, **Chuck Seiler** gave an interesting presentation on the NRG's Model Ship World's website and resource center. The web site includes a wealth of material including ship model build logs, constructions techniques, marine research, etc. This is an excellent resource for ship modelers and it can be found at <http://modelshipworld.com>.

The program schedule for spring 2015 includes:

- April '15 – *West Coast Maritime Museums* by **Bill Grolz**
- May '15 – guild auction of surplus club and personal kits/tools/supplies
- June '15 – *Planking Ship Model Hulls* by **Don Dressel**
- July '15 – *Carving Ship Model Hulls* by **Pete Jaquith**
- August '15 – *Rigging Techniques* by **Mike Lonnecker**

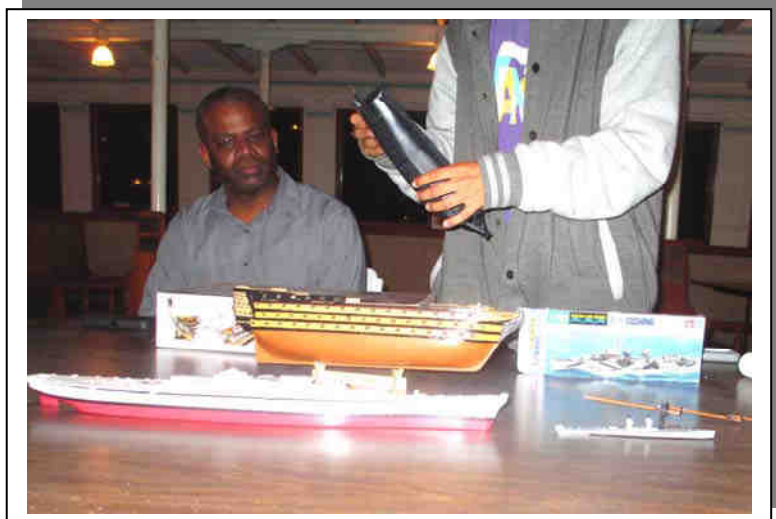
If you have a subject of interest to fellow guild members, please contact me at the e-mail address noted below. Please include your presentation title, a short description, and computer and audio visual support requirements.

Pete Jaquith
Program Chairman
<redacted>

SHOW AND TELL

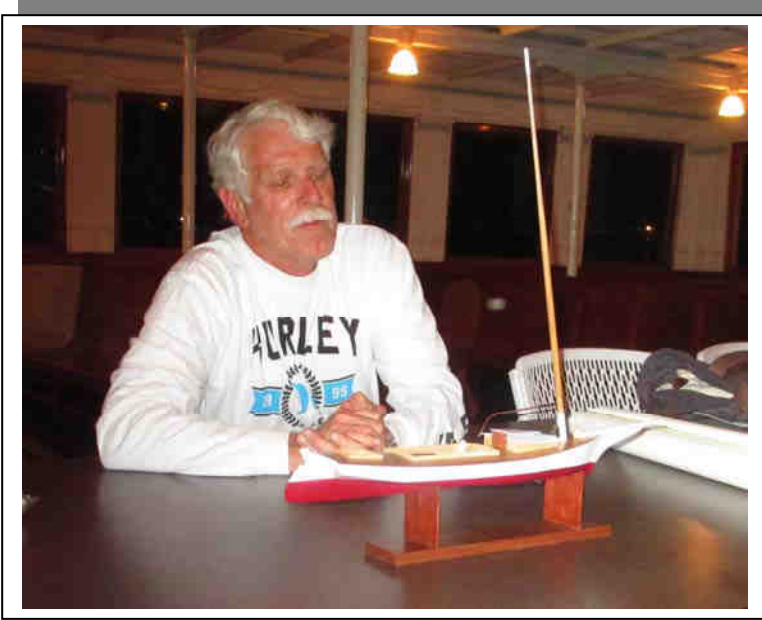


Isaac Wills points out his model of the destroyer USS CUSHING

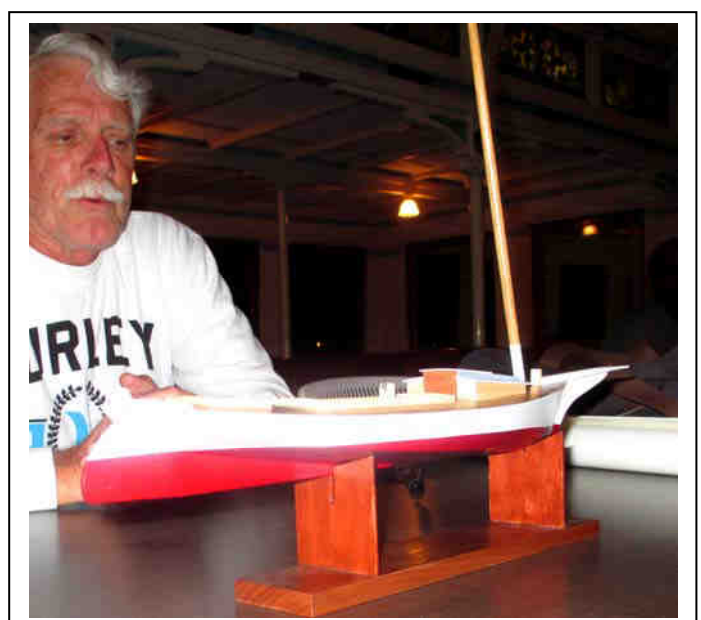


Isaac talks about his fleet; battleship ARIZONA (front left), destroyer CUSHING (front right), HMS VICTORY. Isaac's Dad, Robert, looks on.

SHOW AND TELL-Continued



Guy Lawrie discusses his SKIPJACK model



Close-er up look of SKIPJACK



Jon Sanford shows a Museum model of yacht AMERICA



Don Dressel waxes eloquent about his plank on frame model of HMS HALIFAX

SHOW AND TELL-Continued

The 1:48 model Don is building is almost complete as far as the hull is concerned, with just the channels, deadeyes and anchor yet to be completed. Then the process of rigging will take place once the model returns from Tokyo, Japan and the ROPE 40th Symposium and Exposition. A photo is attached of the stern carving on the *Halifax*. Also, take note of the swivel cannon, which are also visible in the photo.

HMS *Halifax* was a schooner built for merchant service at Halifax, Nova Scotia in 1765 and purchased in 1768 by the British Royal Navy for coastal patrol in North America in the years just prior to the American Revolution. She is one of the best documented schooners from early North America.



The schooner was built by a group of Halifax merchants with government support as the *Nova Scotia Packet*, to establish a reliable packet service of mail and passengers between Halifax and Boston in 1765. The managing owner was Joseph Grey, the son in law of the commissioner of the Halifax Naval Yard where the schooner was likely built. Launched in late September 1765, the schooner made her first voyage on 15 October 1765 under the command Benjamin Green Jar. Weather permitting, the packet sailed every eight days between Halifax and Boston and made 23 round trips during her merchant career. In July 1768, the *Nova Scotia Packet* was chartered by Commodore Samuel Hood in Halifax to take dispatches to Portsmouth, England. Hood also recommended that the schooner be purchased by the British Royal Navy. The schooner was renamed *Halifax* and purchased by the Royal Navy on 12 October 1768 to meet a need for more coastal patrol schooners needed to combat smuggling and colonial unrest in New England. The careful record of her lines and construction by Portsmouth dockyard naval architects, and the detailed record of her naval service, make the schooner a much-studied example of early schooners in North America.

After being surveyed in September 1768 she was commissioned in October and fitted out at Portsmouth between October and December. Her first commander was Lieutenant Samuel Scott, who sailed her back to North America in January 1769. In 1769 the *Halifax* confiscated and towed the schooner *Liberty*, later HMS *Liberty*, belonging to John Hancock. *Halifax* returned to Britain for a refit in December 1770, and the following year was under the command of Lieutenant Abraham Crespín. Lieutenant Jacob Rogers took command in 1773, and was succeeded in 1774 by Lieutenant Joseph Numm.

After an active career on the coast of North America she was wrecked on 15 February 1775 at Foster Island near Machias, Maine. It was reported intentionally run aground by a local pilot. The wreck played a role in the battle of Machias later that year, where its guns were ordered to be recovered by Admiral Samuel Graves. A later schooner name *Halifax* serving in North America was recorded as being purchased in 1775, though her lines were identical to the *Halifax* sunk that year, and she may therefore have been salvaged and returned to service."

SHOW AND TELL-Continued

Janus 44gun 4th rate

By Robert Hewitt

Scratch built

Scale 1"=40 feet (1: 480)

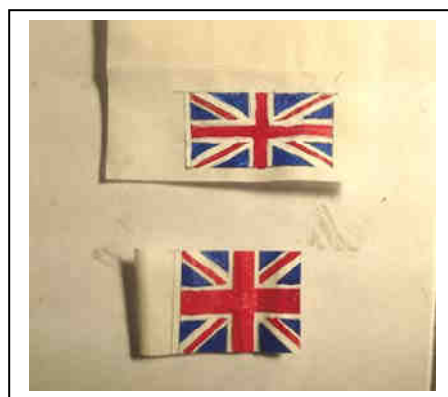
I decided to show the ship unrigged. At first I considered launching flags, but wanted to build the tops. The plans for the tops came from the sister ship HMS Roebuck. They are made as the originals with two layers of planking with radial ribs supporting the planking. The ribs are .005 square pear wood. The tops are framed with .005 x .020 pear wood. The railing on each top is framed in ebony and covered with fine black netting. The masts are carved from box wood. The mast bands are black fly tine wrapped around the mast, tied and glued



A flag was placed on the stern. A flag pole is shown in the Roebuck plans, but no stern lights. A pre-1801 flag was copied on cigarette paper from the book "Flags for Ship Modellers and Marine Artists" by Alec A. Perves. A copy was made from the book. The cigarette paper was taped to the copy and traced with a 2h pencil.

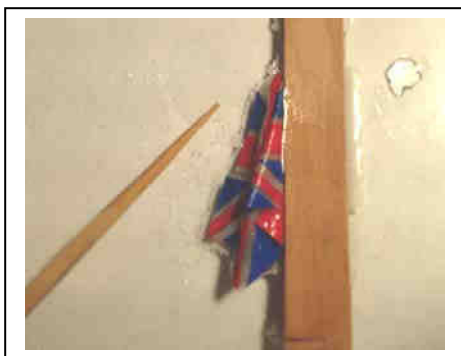


The tracing was removed from the copy and taped to a light table and the other side drawn. Acrylic paints out of the tube were used. I used a bit of water to clean the brushes as I painted. One side was painted with blue and red, but not white. After it dried, I painted the other side and trimmed off the excess paper. The flag was placed on a glass plate, and the hoist covered with a piece



of wood. The flag was then wetted with water.

The first fold was made using a round tooth pick. Fold a third of the field from the top of the fly up against the hoist. Then the rest of the flag, except for the top of the fly, was folded. Everything was then left to dry. When dry, the flag and the piece of wood popped off the glass. The head of the flag was attached to a wire, and then the wire attached to a block on the flagpole.



The ship is mounted on the pith which is glued to a block of unknown wood. These nest in the picture frame molding. The frame is made by C.T. Arts and Frames in Orange, CA. A glass cover made by Karl's Glass in San Diego, covers the ship.



A couple of months ago I started the reprint of my NRJ article on building the Fair American. Below you will find part 3

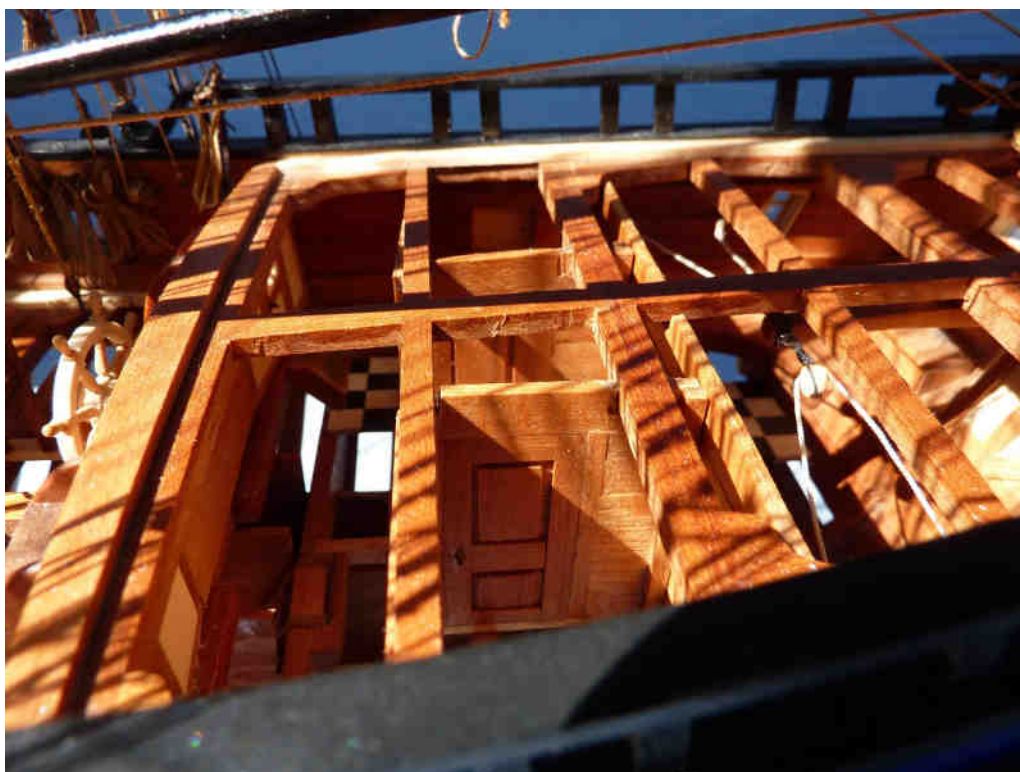
BUILDING the FAIR AMERICAN 1780

Scale: 1:48

By Mike Lonnecker

Part 3

(The end of the second part was inadvertently left out. It is included here.)



Access to the magazine from above was provided by a ladder way running athwartship, just forward of the magazine entry. Short ladders, behind each door of the quarter deck bulkhead were installed for egress to the officers' quarters from the main deck.

The interior was constructed of cherry with holly used for the small amount of deck planking that was installed.

The tiller was fully rigged. Blocks with real sheaves were located to route the lines to the wheel.

STERN AND DECK FURNITURE

The kit supplied a piece of plywood for the stern. The plywood, in order to conform to the shape of the stern, would have to be formed in two directions. I replaced the plywood with planking of cherry. Openings were left for the windows and strips added on the inside edges of the windows to form a rabbit. The frames were constructed of six pieces of holly with half lap joints at each intersection. The "glass" is .010 inch thick artist acetate. This material is used for overlays of art for preservation and painted on for cartoons when they were produced one cell at a time. The material

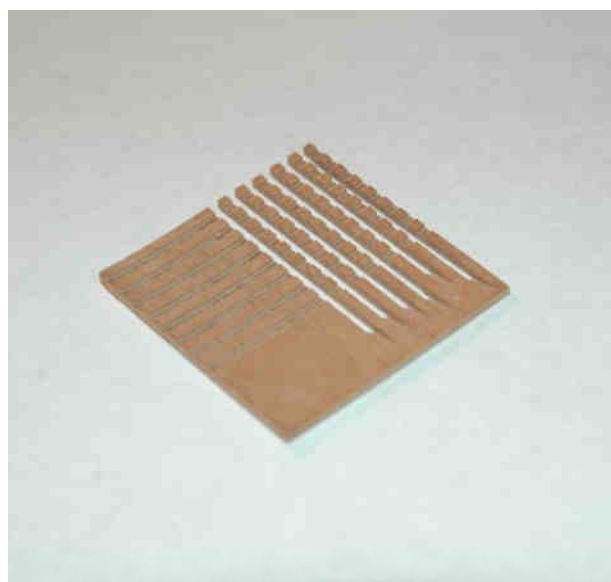
FAIR AMERICAN-Continued

doesn't yellow or become brittle with time. The stern was painted a dark blue. A drapery scene, as suggested by the Ronnberg drawings, was added to the lower counter. The upper counter was framed in holly. The name and upper decoration are photo etch parts from the kit with a little shading added to give a little depth.



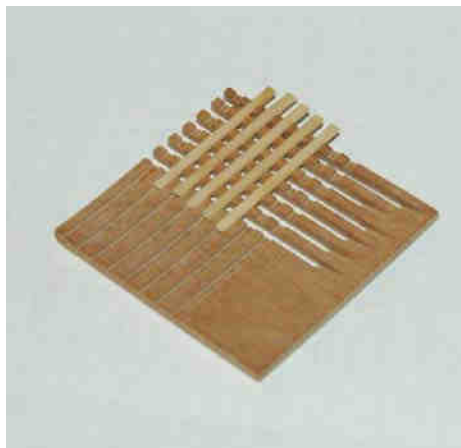
MAIN HATCH GRATING

There have been many articles written about ways to make a hatch grating. My method is similar to several I have seen with maybe a couple of differences. The main hatch grating was made of holly. The ledges, the athwartship pieces are 3 inches (.062 at 1:48) thick by approximately 2.5 inches (.052 at 1:48) wide. The approximate is because I used a width of .054 which is the kerf of my table saw blade. The battens, the fore and aft pieces, are 2.5 inches wide by $\frac{3}{4}$ inch thick (.052x.015). I cut a piece for the ledges that was slightly wider than needed and at least $\frac{1}{2}$ inch longer than needed in the direction of the grain. Using my table saw with a fence that can be adjusted by micrometer, I cut grooves .015 deep spaced .054 inches apart across the grain. The piece was then turned 90 degrees and saw



cuts made through the piece, leaving the oversized end uncut. By not sawing the ledges off

FAIR AMERICAN-Continued



the blank the spacing between ledges is held until assembly is complete. The battens were then cut to size and glued in place. When dry the hatch was trimmed to size. This yielded a hatch with 2.5 inch holes and 2.5 inches between holes. The hatch coamings were cut to fit the hatch with half lap joints at the corners. The assembly was then mounted to the deck beams.

CANNON A 6 POUNDER

The cannons on the Fair American were 6 pounders. I wanted to minimize the amount of deck planking that was installed, so I chose to only install one cannon. The Lumberyard for Ship Modelers has a nice line of pewter cast cannon barrels that are pre blackened. The barrels as received are too black but a little polishing by hand removes just enough of the finish to give an antique look. The lumberyard also has laser cut carriage kits in swiss pear in sizes to match the barrels.



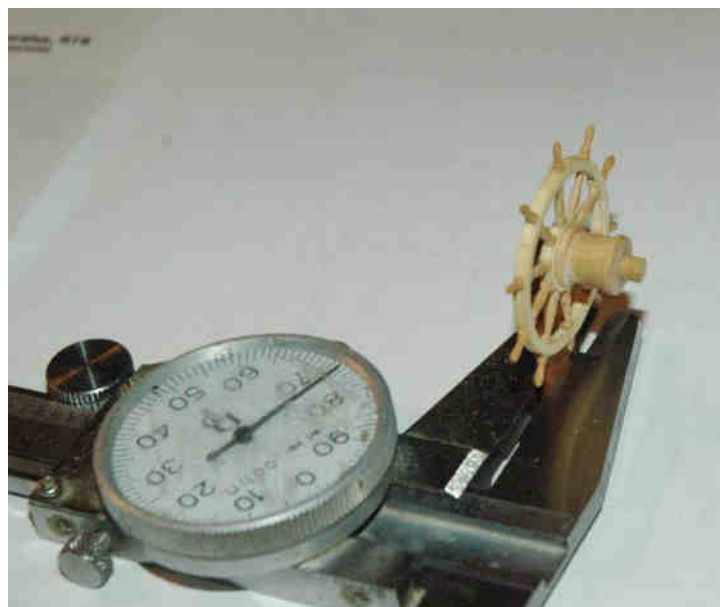
The carriage wooden parts were cleaned up and assembled. Details were added using drawings by David Antscherl from Volume II of his Swan class series which are of a 6 pounder. All of the bolts, eyebolts and hooks were made of brass nails or wire and pre-blackened before installation. The capsquares are of .005 inch brass sheet. The capsquare joint bolt, eyebolt and key are very small and took a couple of tries to get to look right. The joint bolt and eyebolt are made of brass wire and the key is of .005 inch brass sheet. The hooks, however, look fat and not very good. Later I got lots of practice making them for the rigging. The later ones looked much better and I probably should have replaced these. I used Warner Woods blocks for the rigging. The lines are of Morope that I had on hand. I later decided to use cotton line for rigging the masts, but the Morope looks good for rigging in these small sizes and its' stretchiness had no effect in this application.

THE STEERING WHEEL

I thought that the steering wheel was a focal point of the deck and therefore should have one that looked very scale. I reviewed what I could find that was commercially available but found nothing that was acceptable. Making one seemed a daunting task, but figured I had nothing to lose so I jumped in. The steering wheel was constructed using holly for the rim and center. The spokes were made of 3/64 inch square boxwood strip. The first wheel I made, I ended up making two, was a 10 spoke with the rim 4 foot in diameter. When it was finished I showed it to a friend who was familiar with the model I was building. He immediately said it was too big. He was right of course. Deflated, it was back to the drawing board. The second one was easier to make so not all was lost. To reduce the diameter I also reduced the number



of spokes to 8. To make the rim and center I glued up 8 pie sections of 3 inch (.060) thick holly of 45 degrees each to form a circle. A cover plate also of holly was made at the same time . It also was of 8 pie shaped pieces but only 3/4 inch (.015) thick. A 6 inch (.125) diameter hole was drilled in the center. The blank was centered up on a rotary table on the mill and mounted on a sacrificial wood plate with double stick masking tape. 8 slots 2.25 inch square (.045 x .045) were milled radially on 45 degree centers from the center out. The slots were centered in the pie piece with joints equally spaced between them. The center was machined to a diameter of 12 inches (.250) and the rim was cut to a diameter of 3 feet (.750) by 3 inches (.060) wide. The waist material was removed leaving the center and rim in alignment. The spokes were turned using a 4 jaw chuck (Dremel) in the mill. A cutter was made from a razor blade using a cut off wheel to machine a point. The cutter was mounted in a mill vice. The spoke material was moved vertically and 4 grooves were machined in the spoke. One groove to locate the outside end, one on each side of the rim and one just outside of the center. By using the vertical motion of the mill all the grooves were the same distance apart on each of the spokes. This operation could just as easily been done on a lathe. The spokes were then hand filed and sanded to create the handles.



FAIR AMERICAN-Continued

on the ends and the beads and bulges in the center. The Spokes were then glued into the radial grooves. The $\frac{3}{4}$ inch thick cover piece was trimmed to size and glued over the spoke aligning the pie sections leaving them centered in the rim. A drum was turned with 6 inch diameter axels on each end.



THE NAUTICAL RESEARCH GUILD

“ADVANCING SHIP MODELING THROUGH RESEARCH”

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



**YEARLY
MEMBERSHIP**
\$48.00 USA
\$60.00 Foreign



For more information contact us at www.thenauticalresearchguild.org



FROM THE HELM

Elections were held at the last meeting. Two new faces have appeared as officers of the club. Mine as Guild Master and **Lee Green** as First Mate. Speaking for all the officers, our club has great traditions and history. We hope to provide even better meetings and information transfer in the future months to come. With everyone's help and enthusiasm that will happen.

Our first program of the year was put on by **Chuck Seiler**. A very interesting program about the web site Model Ship World. Thanks Chuck, great job. Also thanks go out to **Barry Rishel** for setting up the audio/visual equipment and to **Pete Jaquith**, our program chairman, for organizing it. Last but not least a big thank you to **Robert Wills** and his hot spot phone for a last minute save when the WiFi failed on the BERKELEY. If you missed the program, you missed a good one. This month we have **Bill Grolz's** presentation and photos on Maritime Museums; another don't miss-it program.

I hope the coming programs and demos are of great interest to you, the club member. I welcome your thoughts. If you have a subject you would like to see a program on or would like to present yourself, please contact Pete or myself.

The community build group is back in action. The group is working on a model of the ENDEAVOR. We had 6 or 7 modelers sign up to work on this model. **Howard Griffus** has graciously provided the kit and is leading the group. If you would like to join in contact Howard.

At upcoming meetings watch for impromptu giveaways and auctions of items donated to the club. I have a large backlog filling my garage and will bring items in as I sort them out, plus we will have a large auction in May.

See ya at the next meeting.

Mike Lonnecker

Mike
Guild Master

TRAFALGAR PROJECT FUN FACT

A legacy of the Trafalgar Project is with us. You don't have to go over to the STAR of INDIA to see a part of the Project. We use a piece of it every month at the Guild meetings. What is it?

The secret will be revealed at the next meeting.

<http://sdshipmodelersguild.org/>

Next meeting is
TUESDAY
14 APRIL 2015
5:30 PM- Social. 6:00PM Meeting
Bring a model

| S | M | T | W | T | F | S |
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| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | | |

APRIL 2015

Maritime Museum
Member Meeting
**Volunteer
Appreciation Night**

-FINIS-