



San Diego Ship Modelers Guild

1492 N. Harbor Drive San Diego, CA 92101

MARCH 2016

NEWSLETTER

VOLUME 44, NO. III

OFFICERS

Guild Master

Mike Lonnecker

address redacted

phone redacted

First Mate

Lee Greene

address redacted

Purser

Gary Seaton

address redacted

Editor

Chuck Seiler

address redacted

phone redacted

Log Keeper

Bob McPhail

phone redacted

SPECIAL

ASSISTANTS

Webmeister

Barry Rishel

address redacted

Presentations

Coordinator

Peter Jaquith

address redacted

Established in 1972 by

Bob Wright and Russ

Merrill

MINUTES OF 09 FEB 2016 GUILD MEETING

First Mate **Lee Greene** opened the meeting on board **BERKELEY**. Guildmaster **Mike Lonnecker** was absent due to illness. Twenty four members were in attendance. There were no new members but there were two guests present. Guest **Lou Slocum** gave a very interesting presentation about Joshua Slocum, a distant relative, the first man to sail around the world alone. Lou wants to build a model of the boat used (The **SPRAY**) and was asking for help to build it. An article on this presentation can be found on page 9.

Purser's Report: **Gary Seaton** reported the treasury balance as of February 1, 2016 was \$<redacted>. He reminded everyone that annual dues of \$20 should be paid as soon as possible. If dues are not paid by the March meeting, loss of membership will result. ☹ It was also mentioned that a Guild name tag can be ordered with either a magnet or pin style clasp for a meager sum of \$7. If you don't have one, need a new one or need a spare, let Gary know.

Editor's Report: **Chuck Seiler** was not present and provided no info for the meeting. **Jon Sanford** served as photographer and reminded people with models to get their Show and Tell info to him.

Webmaster's Report: **Barry Rishel** announced that he would be retiring at the end of March and moving out-of-area soon thereafter. Tentatively, **Robert Wills** will be taking over as Webmaster.

Fair Report: The San Diego County Fair will be held again this year. The sign up sheet for volunteering in the booth was made available. There are still some spots needed to be filled. (See page 13.) If you would like to volunteer, please contact **Bill Grolz** <redacted>. Bill mentioned that if a person signs up for five days or more, they will get a badge that gives them entry to the fair on any day they are not volunteering in the booth. The museum will again sponsor the competition for best wood ship model. The model can be from a kit or scratch built. Entry forms will be done on line. It was requested that everyone save any catalogs received that they no longer need so that they can be collected and used as handouts at the fair.

Continued on Page 2



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

<http://sdshipmodelersguild.org/>

2016 NRG Conference: All hands are reminded that the 2016 Nautical Research Guild Conference will be held in San Diego. This event, sponsored by the NRG and co-hosted by the Guild and Maritime Museum, will be held in October. Mike Lonnecker will be discussing this at a future meeting and will be asking for volunteers to assist in putting on the conference.

ELECTIONS: Woo-who....it's time to vote for something again!!! Formal nominations for Guild Officers were conducted at the February meeting. Nominations are:

-GUILD MASTER- None (Oh dear! Perhaps somebody will be drafted by March meeting.)

-FIRST MATE- **Pete Jaquith**

-PURSER- **Gary Seaton**

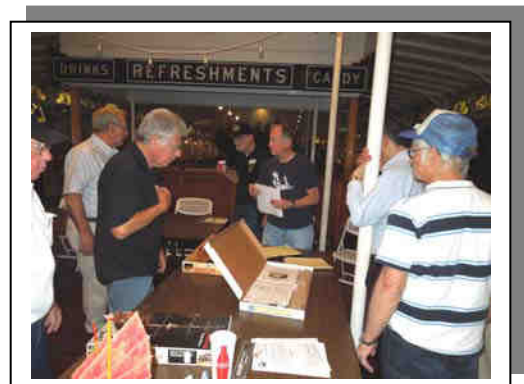
-NEWSLETTER EDITOR- **Guy Lawrie**

- LOGKEEPER- **Bob McPhail**

Elections will be held at the March meeting. (Editor's note: I am supposed to enclose a ballot for those not attending the March meeting. Given the underwhelming response during the multiple votes for the by-laws change, I'll hold off. If you have an overwhelming need to vote for somebody OTHER than the only candidate nominated for each office, contact Mike Lonnecker.)

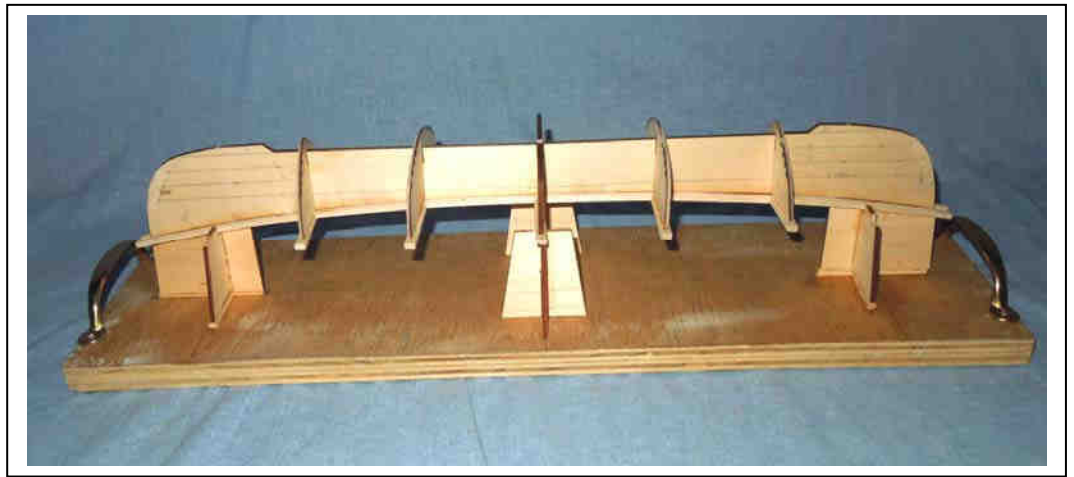
AUCTION: The two items mentioned in last month's newsletter were auctioned off. There will be another auction (yippee) during the March meetings. The items are indicated at the end of Show and Tell.

PRESENTATION: **Bob Costa** gave a presentation on his building of Model Shipways FAIR AMERICAN (See page 8). Bob stated "With all the talent in this club, I would like to say a few words on what NOT to do when making a model."



SHOW AND TELL

WHALEBOAT
by Royce Privett
Mode Shipways Kit
Scale: 3/4"= 1' 1:16



WHALEBOAT by Royce Privett. Model Shipways Kit. Scale: 3/4"=1' 1:16

Between 1720 and 1920 nearly 60,000 whaleboats were consumed in the American whaling industry, with a useful life of no more than three years. They were discarded on the spot throughout the coastal U.S. and around the world.

ABOUT THE MODEL: Made of basswood and beech. This is the beginning of a New Bedford whaleboat. The molds have been set up. Next will be the stem and stern post. Next comes the planking.



BISMARK
by Isaac Wills
REVELL KIT
Scale- 1:350
Very expensive. A lot of pieces. Isaac is going to airbrush the model.

SAN SALVADOR
by Isaac Wills
Paper and cardboard model from the Museum website. The rails are flimsy and the colors are a bit off.





Model Shipways TUGBOAT
by Bob McPhail
Kit Scale= 1:72

Solid hull and superstructure. Hull has been planked. Superstructure will be planked next. Painting will be done after planking is complete. (Brown and black coloring.) Decking to be applied to all topside decks. Plans and basic instructions provided. Nice size model to build.

YANGTZE RIVER JUNK by John B. Sauvajot
Circa: Contemporary Scale: 1:75 (approx)
(Unfortunately, no picture)

This is a Yangtze River junk from China. It is designed to carry freight and passengers. This one has an unusually large cabin suggesting that it would travel long distances. The junk is equipped with long sweeps to move in calm weather and when docking.

This model was purchased in Macao, China some 51 years ago. It was bought from a curio shop that had mostly scrolls and other types of art work for sale. There were no other models offered.

I bought it because I thought it was well made and vastly different from junks sold at gift shops- these were crudely made, without any effort to maintain scale. I also thought it displayed the use of interesting materials.



Don Bienvenue's QUEEN MARY

RMS Queen Mary-Part II

By: Don Bienvenue

Part II of the build begins with the installation of the bridge. The decks were painted by brush with Testers "wood" color. Once dry, I scraped the bridge walls placing the tip of an Exacto no. 11 blade to the deck/wall joint to remove any extra paint from the deck. The very narrow tip of the blade is excellent for getting into the tight areas (Figure 1).

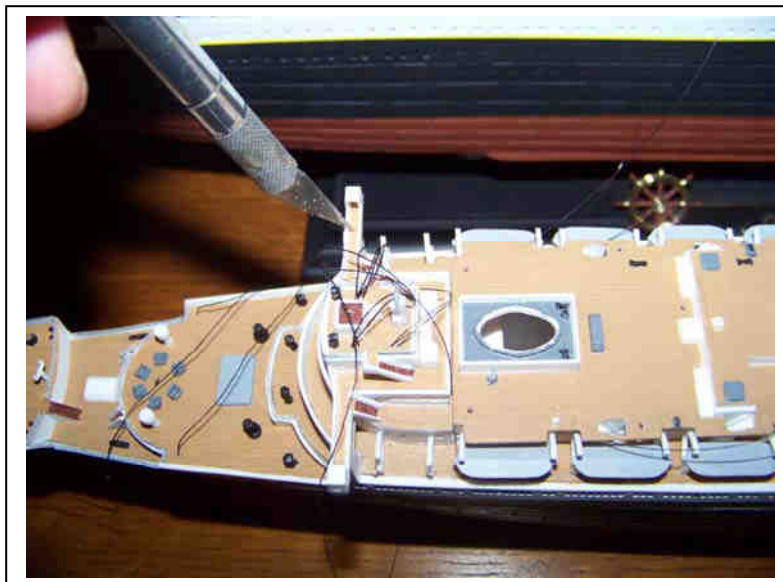


Figure 1: Removing excess deck paint from the bridge walls.

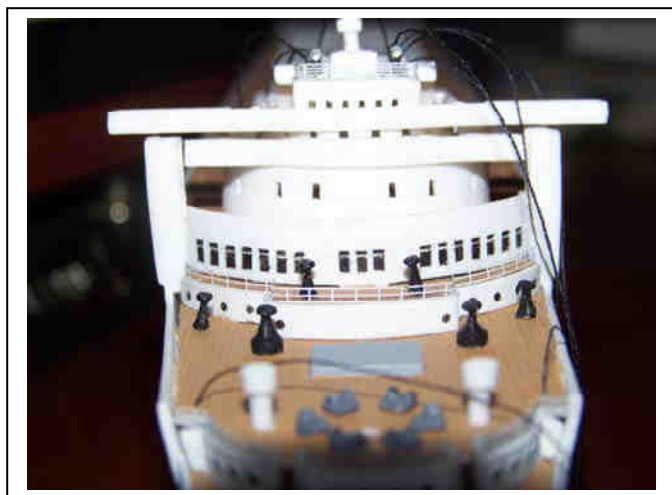


Figure 2: Visible gaps at the top of each column to upper bridge deck

After the deck was installed, the lifeboats and davits were placed. The davit installation was standard, following kit instructions and kit pieces. Once the davits and boats were in place, I added lifeboat rigging to the davits. The rigging was photo-etch from Tom's Modelworks.

Rigging for the masts was installed before gluing the decks since it would be impossible to securely attach the rigging to the deck once the decks had been installed.

Next month, I plan on installing the uppermost deck and replacing all of the plastic railings on the decks with photo-etched railings. If this work is completed before the meeting, I will also install the deck vents.

Once the bridge had been assembled I noticed there was a gap between the columns on each end of the bridge with the bridge deck (Figure 2). This gap was repaired by placing a piece of plastic from the parts tree and sanding it to shape (Figure 3). A thin layer of plastic model putty was then applied to the joint and sanded. The repair was painted after the putty had dried.

Installing the boat deck was the next step. The hull was slightly warped outwards, compared to the shape of the boat deck. Alternating plastic model cement with superglue along the length of the deck put the hull to its correct shape.



Figure 3: Filling in the gap on the starboard bridge column

SHOW AND TELL-Continued

FLUIT

By Robert Hewitt

Scratch built

Scale 1"= 20 feet

The model is 90% complete and is to be displayed un-rigged. The model will be shown with its lower masts with tops only. At this point I know the height, width and length needed for a display case. I made a base of purple heart and a pith of yellow heart. The base, pith, stand and ship were drilled with a 1/16" drill and wood dowels made to fit all of the pieces together. The base and the pith were finished with a rubbing varnish. I made a sketch of a glass case showing how I wanted



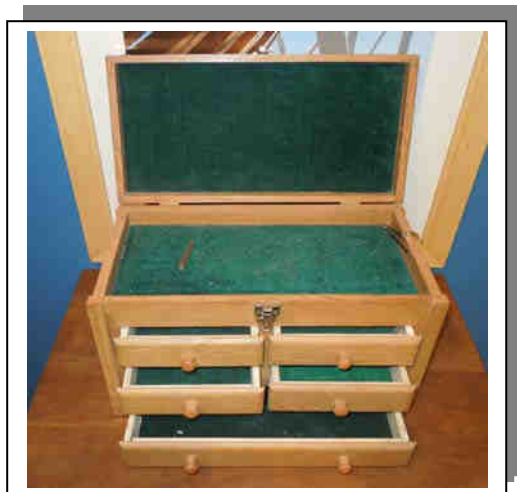
the panels to fit over the base, the height of the case and requesting that the edges be polished. The edges of glass are green and give a nice outline to the case.

I taped the top surface of the base to protect it and took the base and sketch to Karl's Glass 6510 Federal Blvd, Lemon Grove CA. A week later the case was ready. Glass cases are not always perfectly square and this one would only slip over the base in one direction. I sanded the edges and re-finished the base. I placed the glass case over a piece of cardboard and cut out the outline of the case with a scalpel. The cut-out is given to Ken Le of CT Arts and Frames. He is at Kobey's Swap Meet or some times I mail the cut-out to him in Orange Ca. He may be reached at 714-350-9670. The picture frame I have been using is #78895 in black or cherry. This frame matches the description of a built-up frame for a glass case in Justin Camarata's book "Waterline Dioramas". Ken has many styles to choose from, the only requirement is that the outer periphery should be wider than the inner portion. Ken cuts the 45 degree angle along the width of the stock as opposed to the length when making a picture frame.



OH BOY! ANOTHER AUCTION!!!!

Two items will be proffered up for auction at the March meeting.





San Diego Ship Modelers Guilds Presentation Program

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

At our February meeting **Bob Costa** gave a very interesting presentation on his American Revolutionary War Brig *Fair American*, circa 1780 build. The model is based on the Model Shipways *Fair American* kit developed by Erik A. Ronnberg, Jr. and updated by Ben Lankford. The Brig *Fair American* is based on Model No. 60 of the Henry Huddleston Rodgers ship model collection at the U.S. Naval Academy Museum, Annapolis, Maryland. **Bob Costa** described many of his accomplishments and lessons learned from this beautiful but challenging build including:

- Review the kit instructions thoroughly before starting construction to avoid building out of sequence and causing unnecessary rework
- Sections of the kit drawings are out of scale and adjustments were required
- Hull bulkheads are out of fair and extensive shimming was required
- Bulwark height is low and may require adjustment if you use replacement cannons (Pete Jaquith note)

The SDSMG Program schedule for 1st half of 2016 includes:

- March `16 – *Making Cotton Ship Model Sails* by **Pete Jaquith**
- April `16 – *Restoring Wooden Ship Models* by **Jon Sanford**
- May `16 – *Modeling HMS Queen Mary* by **Don Bienvenue**

We are currently planning presentations for June `16 and beyond. 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>



BUILDING THE SPRAY

by Lou Slocum

I am descended from the great-great grandfather of Captain Joshua Slocum.

Captain Slocum was the first person to single-handedly circumnavigate the earth (1895-1898). As if that wasn't accomplishment enough, he then wrote about his adventure in *Sailing Alone Around the World*. In continuous print since 1900, this book can be found in the libraries of master mariners and armchair sailors alike. Not bad for a lad with only a third grade education.

Joshua grew up on Brier Island, the westernmost part of Nova Scotia, at the mouth of the Bay of Fundy. There, the bustling seaport town of Westport supported his father's boot shop, providing for the local sailors and fishermen. It was back-breaking work; young Joshua, told by his father that he was old enough to earn his own living, was pulled from school and forced to spend ten hours a day hunched over a bench, wielding cowhides and cobbler's tools. He hated it.

Mesmerized by the magnificent ships in the harbor, the sea and its sense of adventure cast its spell over Joshua early on. Secretly, he began whittling a model in the cellar of the shop and contemplated his own voyages.

Sadly, his father caught him putting the finishing touches on the ship and dashed it to pieces in front of Joshua, before thrashing him soundly for his folly. It was the last model Joshua would ever build.

After the death of his mother, Joshua finally went deep water at sixteen and served as cook on a local fishing schooner. But he didn't stay long in the galley. He was soon on another ship, this one bound on a foreign voyage and he found that he took to this life rather well.

He achieved Second Mate at 18 and, as First Mate, began hauling cargo on British ships from England to San Francisco and it was there, in 1865, that he became a U.S. citizen. Four years later, at the age of 25, he was given command of his first blue water vessel, the bark, *Washington*. It was on this ship that he sailed to Sydney, Australia and met his future wife. She would sail with him for the next thirteen years, bearing seven children at sea as Joshua and his growing family hauled cargo all over the world.

Aboard the *Aquidneck*, a 326 ton bark, she died on a voyage off the coast of Brazil, possibly of congenital heart failure. Joshua buried her in a Buenos Aires cemetery.

Two years later, Joshua married a cousin and she joined the seagoing family on the same boat, now bound for Uruguay. On the way, they sailed through a hurricane, the crew became infected with cholera, they were quarantined for six months, were then attacked by pirates, the crew next infected with smallpox and finally were shipwrecked in southern Brazil.

Joshua used local materials and labor, as well as salvaged parts of the *Aquidneck* to build a boat to sail home. Launched on the same day that Brazil abolished slavery, the 35 foot *Liberdade* traveled 5,510 miles back to the United States. Needless to say, his new wife never went to sea with him again.

Joshua continued to seek fortune on the waves, but it was becoming increasingly hard to find a decent crew to man a sailing ship. Steam was supplanting sail and only the dregs of society were willing to cast off on a hull driven by canvas. The nail in the coffin was the construction of the Brooklyn Bridge in 1883, its height permitting only steamships to pass beneath; Capt. Slocum had to dismast his vessel to enter NY City.

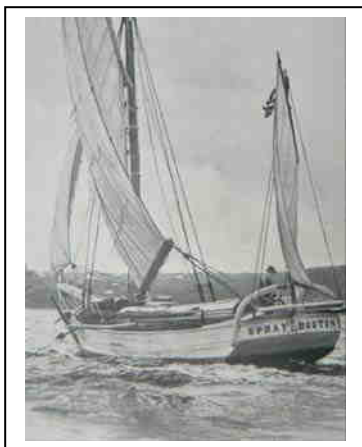
Soon without a ship and casting about for what to do next, he tarried in Boston, where he attended public lectures by Herman Melville and Robert Louis Stevenson, who spoke of their stories of life on the ocean. Susan Wagnalls, a 24 year old heir to the Funk and Wagnalls publishing house, who sponsored these authors, became a confidant of Captain Slocum and was captivated by his expressions of wanderlust for the sea. But how was he to return to his muse?



Joshua Slocum

By chance, an old acquaintance, a Captain Eben Pierce (inventor of the exploding harpoon), told Joshua in March of 1892, "Come to Fairhaven and I'll give you a ship." Sitting on a cradle in a field sat the *Spray*, an abandoned, rotting oyster sloop that may already have been a hundred years old.

Joshua set about completely restoring the *Spray*. After a thorough re-build at a personal expense of \$553.62, he set sail from Fairhaven on April 24, 1895 on a 46,000 mile global voyage that would bring him back to Newport, RI on June 27, 1898.



He memorialized this incredible voyage in *Sailing Alone Around the World*. On the dedication page, he wrote, "To the one who said, 'The *Spray* will return.'"¹ It was a reference to the one person who believed in him and his quest - Susan Wagnalls.

Joshua spent the next decade on his West Tisbury farm on Martha's Vineyard with his second wife. His attempts at farming were unfulfilling and he made occasional voyages in the *Spray*, now dilapidated and showing its age like its master.

On Nov. 14, 1909, he set out on a voyage to explore the Orinoco, Rio Negro and Amazon Rivers. He was never seen again.

In his book, Joshua Slocum wrote, "...if any Slocum shall be found not seafaring, he shall show at least an inclination to whittle models of boats and contemplate voyages."²

With the help and august advice of the San Diego Ship Modelers' Guild, I hope to successfully "whittle" my model of the *Spray*.



Fair Winds,
Lou Slocum

EDITOR'S NOTE: Joshua's great-great grandfather was John Slocumb, born 1722 in Wrentham, MA. He had ten children. Son John, born in 1754, was the great grandfather of Captain Joshua Slocum. Another son, Joshua, was born in 1759. Lou is a direct descendent of 1759 Joshua.

Making Ship Model Sails

by Peter E. Jaquith

EDITOR'S NOTE: This article appeared in the March 2006 SDSMG Newsletter, my last newsletter the PREVIOUS time I was editor. I find it interesting that in the month of my last newsletter THIS time, Pete is once again giving his "Making Sails" presentation. Spooky, eh?

The following techniques were utilized in preparing sails for my circa 1800 Virginia pilot schooner model illustrated below:

Virginia Pilot Schooner KATY



Materials used in making sails included: sailcloth (BlueJacket Shipcrafters #R1350), .020 linen line stained hemp color (BlueJacket Shipcrafters #R1682), all purpose sewing thread (Coats & Clark hemp colored #543), and Dritz Fray Check liquid (available at fabric stores). Special tools utilized included: home sewing machine and high quality sewing shears (4" and 8"). References utilized include: ship model plans and *Steel's Elements of Mastmaking, Sailmaking, and Rigging*.

The sail outline, seams, and reef bands were laid out on the sailcloth using fine drafting pencils. The sail design was based on the ships drawings and reference to *Steel's Elements of Mastmaking, Sailmaking, and Rigging*. Final dimensions were checked and adjusted to suit the model's masts and spars. Note that the bottom edges and reef bands of all sails were curved and they were laid out using ships curves. Note that if the sail design is not shown on the model drawings, it could be drawn out on the rigging plan using data from *Steel's Elements of Mastmaking, Sailmaking, and Rigging*.

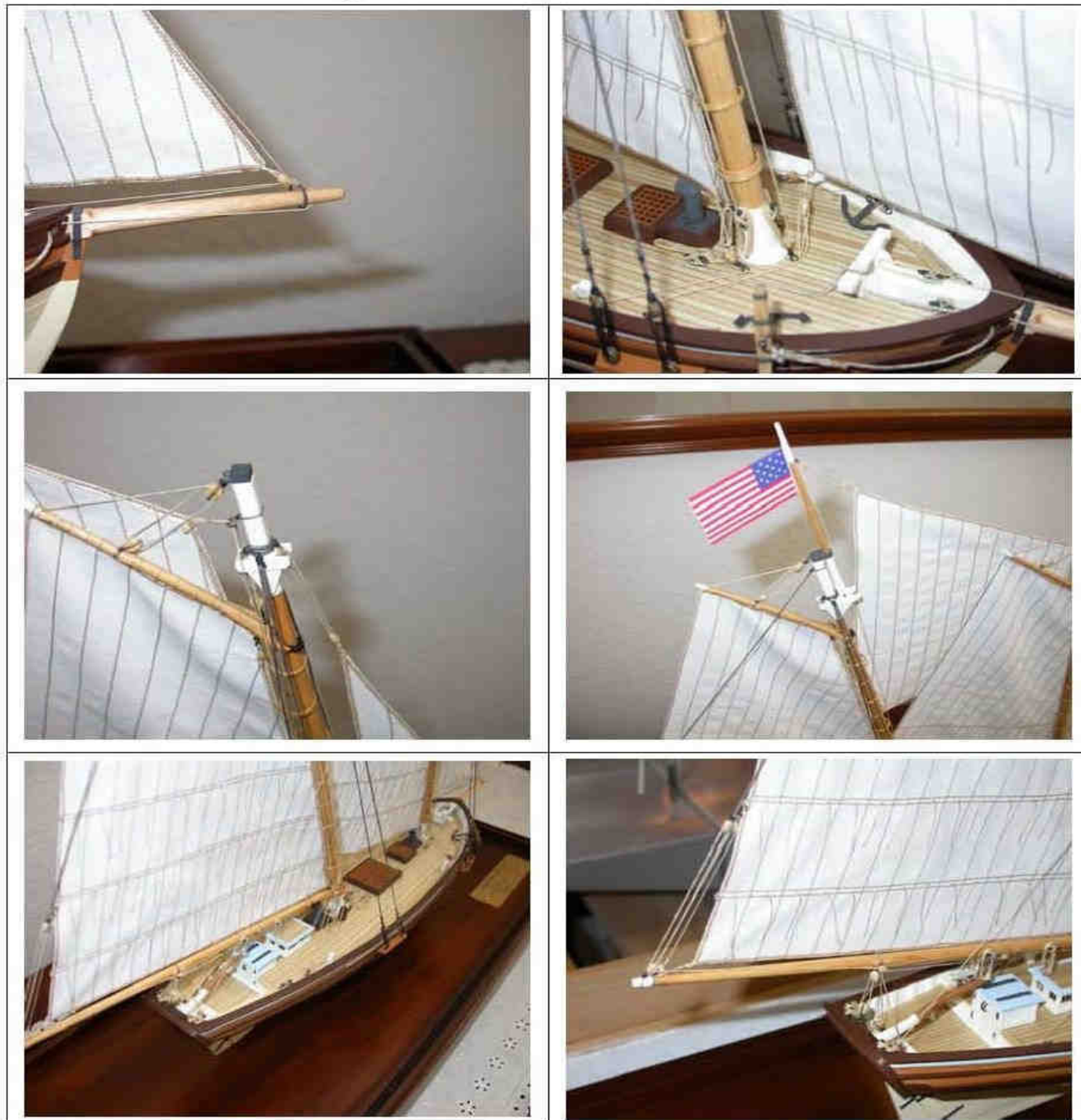
The seams and reef bands were sewn using hemp colored thread and a straight stitch (24-32 stitches per inch). The bolt rope (.020 linen line) was sewn along the sail outline using hemp colored thread and a narrow zigzag stitch (approximately 3/64" wide and 24-28 stitches per inch). Cringes were modeled by leaving small loops in the bolt rope at sail corners and reef points. Note that all sewing of seams, reef bands, and the bolt rope were accomplished prior to cutting out the sails.

A thin line of Fray Check liquid was run over the zigzag stitching and bolt rope prior to cutting out the sails. After allowing the Fray Check liquid to dry, the sails were cut out using high quality sewing shears. Reef points were sewn on by hand using the same thread used for sewing seams, reef bands, and the sail outline. After completion, the sails were ironed using a steam iron set on cotton.

Halyards, tacks, downhauls, sheets, and the jib traveler were seized to the sails, and the fore and main sails were laced to the gaffs prior to mounting on the model. Mast hoops were lashed to the sails using hemp colored thread after mounting to the model. All sewn attachments to the sails were secured with Fray Check liquid.

Details of the model sails are illustrated in the following photographs:

Virginia Pilot Schooner KATY – Sail Details



Fair Sign-up Sheet - 2016

San Diego Ship Modellers Guild

Booth Hours: M-F 1100 - 1800 – Weekend: 1000 - 1800

Fair set up

May 15 - 0900

Fair take down July

July 5 - 0900

Fair take down

1. Lawrie
2. Jay Mac
3. Grolz
4. Hewitt
- 5

Fair set up

1. Lawrie
2. Jay Mac
3. Grolz
4. Hewitt
- 5

Fair set up		May 15 - 0900		1 Lawrie 2. Jay Mac 3. Grolz 4. Hewitt 5		Friday June 3		Saturday June 4					
Fair take down July		July 5 - 0900		1 Lawrie 2. Jay Mac 3. Grolz 4. Hewitt 5		Fair opens at 1600		1. Grolz 2. Sanford 3					
Sunday June 5		Monday June 6		Tuesday June 7		Wednesday June 8		Thursday June 9		Friday June 10		Saturday June 11	
1. Grolz		Exhibits Closed		Exhibits Closed		1. Grolz		1. Lawrie		1. McPhail		1. Grolz	
2						2. Sanford		2. Sanford		2. Sanford		2	
3						3		3		3		3	
Sunday June 12		Monday June 13		Tuesday June 14		Wednesday June 15		Thursday June 16		Friday June 17		Saturday June 18	
Jay Mac		Exhibits Closed		Exhibits Closed		1. Hewitt		1. Hewitt		1. Hewitt		1. Grolz	
2. Grolz						2. Lawrie		2. Wills		2. McPhail		2. Dana	
3						3. Wills		3		3		3	
Sunday June 19		Monday June 20		Tuesday June 21		Wednesday June 22		Thursday June 23		Friday June 24		Saturday June 25	
1. Grolz		Exhibits Closed		1. Lawrie		1. Wills		1. Seaton		1. McPhail		1. Grolz	
2				2. Sanford		2. Sanford		2. Dana		2. Sauvajot		2	
3				3. Wills		3		3		3		3	
Sunday June 26		Monday June 27		Tuesday June 28		Wednesday June 29		Thursday June 30		Friday July 1		Saturday July 2	
1. Jay Mac		Exhibits Closed		1. Lawrie		1. Hewitt		1. Hewitt		1. Hewitt		1. Grolz	
2. Grolz				2. Sanford		2. Sanford		2. McPhail		2. Wessle		2. Wessel	
3				3. Seaton		3		3		3		3	
Sunday July 3		Monday July 4											
1. Grolz		1. Grolz											
2. Wessel		2											
3		3											



FROM THE HELM

This will be my last installment of "From The Helm". Elections for officers will be held at the March meeting and I will not run for Guild Master. Please attend the next meeting and nominate / cast your vote for the people you want to manage your club.

When I was elected Guild master last March I had several items on my agenda. The first was to stabilize the guild meeting night/ place. With the help of **Kevin Sheehan** and the museum we were able to do just that by moving the meeting night to Tuesday. Since then we have met at the scheduled time on the Berkeley every month, where we had to make a change 25 to 30% of the time the year before.

The second item I wanted to see was an increase in sharing of knowledge and experiences. I asked **Pete Jaquith** to see if he could round up a speaker for each meeting. He did and every speaker did an excellent job. Thanks to all of them and especially thanks to Pete. Well done! In order for the speakers to present their material we needed some audio visual equipment. **Barry Rishel** stepped up. With help from **Warren Potts** and the museum he was able to set up exactly what was needed in the way of projectors, screens and audio equipment. He was ably assisted by **Robert Wills**. Again, thanks to all.

The third item was to update our Guild By Laws. This was accomplished. Thanks to Chuck Seiler for helping write and publish the changes and all those that made input.

At several meetings this past year we had some very nice items to auction off. Most of these came from the museum. A big thank you to Kevin and the museum for these items.

All in all I think we had a fairly productive year. The thing that stands out for me is the number of people that pitched in and helped. This is what a club like ours is all about, sharing our thoughts and experiences and helping each other. A new year is starting with elections, so pitch in and make next year even better.

Along with elections and a presentation we will have a small auction and our usual show and tell at the next meeting.

See you there.

Mike

Mike Lonnecker

Guild Master



<http://sdshipmodelersguild.org/>

Next meeting is
08 MARCH 2016
5:30 PM- Social
5:45 Officer's Meeting
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	31		

MARCH 2016

-FINIS-

Beware