



# San Diego Ship Modelers Guild

1492 N. Harbor Drive

San Diego, CA 92101

May 2016

NEWSLETTER

VOLUME 44, NO. V

## OFFICERS

### Guild Master

Pete Jaquith  
address redacted

### First Mate

Jon Sanford  
address redacted

### Purser

Gary Seaton  
address redacted

### Editor

Guy Lawrie  
address redacted

### Log Keeper

Bob McPhail  
address redacted

## SPECIAL ASSISTANTS

### Webmaster

Barry Rishel-  
address redacted

### Presentations Coordinator

Pete Jaquith  
address redacted

Established in 1972 by  
Bob Wright and Russ  
Merrill

## MINUTES OF 12 APR 2016 GUILD MEETING

Guild Master **Pete Jaquith** opened the meeting on board the Steam Ferry *BERKELEY*. In attendance was one new member and two guests. At the March meeting, new member **Lou Slocum**, when at that time a guest, gave a wonderful presentation about Joshua Slocum, a distant relative. Joshua Slocum was the first man to sail around the world solo. **Lou Slocum** is planning to build a model of the boat, the *SPRAY*, manned by his relative. Welcome aboard, **Lou Slocum!**

**Editor's Report:** Editor **Guy Lawrie** spoke of progress producing his first newsletter, April 2016. **Lawrie** urged any member having difficulty receiving the newsletter by Email should contact him. Sending hard copies of the newsletter by US Post to nine members is costing the Guild approximately \$300 per year for printing and mailing. It was decided to include a note to hard copy recipients of the May newsletter to determine if they are able to receive the newsletter electronically. **Lawrie** also invited comments about the newsletter and suggested if any member has any scuttlebutt or news they feel might have general interest to the membership to contact him and the newsletter will include a **Scuttlebutt Report** (see sample after Fair update).

**Webmaster's Report:** As mentioned in the April newsletter, Web Master **Barry Rishel** will be retiring and leaving the area in the very near future. This very important guild position will need to be filled as soon as possible. Any guild member interested in maintaining this electronic port to the world is urged to step forward. Newsletter editor **Guy Lawrie** agreed to contact webmaster **Rishel** and determine website maintenance requirements.

**Purser's Report:** **Gary Seaton** gave a brief report indicating a positive balance as of 1 April. Purser **Seaton** reported past due notices were sent out to members who have not paid their dues.

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



<http://sdshipmodelersguild.org/>

**MINUTES-Continued from Page 1**

**Presentations Report:** **Pete Jaquith** said a search for another Presentations Coordinator is still underway. He also mentioned future programs that are currently scheduled for meetings:

May `16 – Modeling *HMS Queen Mary* by Don Bienvenue

**Maritime Museum Collection Manager Kevin Sheehan, PhD** did not have a report since he was unable to attend the meeting.

**New Business:** Former Guild Master **Mike Lonnecker** reported that the upcoming NRG conference that is scheduled in San Diego during October `16 is well into its planning stages. **Mike** reported that several renowned domestic and international speakers are now scheduled and model exhibits are being planned. **Mike** noted that volunteers will be needed for various jobs pertaining to the convention and help is always appreciated. **Jon Sanford** volunteered to help identify places of interest in San Diego for attendees to visit in addition to the world class SD Maritime Museum.

**New Business continued:** There was a small auction of items after the break which included: *USS CONSTITUTION* plans, two wood model kits, and a wooden canoe.

**San Diego County Fair:** **Bill Grolz** reported that the fair booth is fully scheduled. Volunteers are asked to bring models that can be shown and even handled by booth visitors since in the past this has been shown to increase interaction with the visitors. The museum will again sponsor the competition for best wood ship model though the application was due 29 April. For those entering a model, bring your model to the fair for display by 26 May. There was also a request for someone to do a demonstration one day per week at the fair from 6 pm to 8 pm. Additionally, those still interested in showing their model craft skills should contact **Bill Grolz** at <redacted>.

**Scuttlebutt:** During a show and tell presentation by Isaac Wills on his model *Kearsarge*, **Lou Slocum** noted that the *USS Kearsarge* was the primary recovery ship for space capsule recovery (ed note: Mercury Capsule 8 and 9). This revelation brought comment from **Jay MacMaster** that he served aboard the *USS Wasp* which was also involved in space capsule recovery (ed note: *USS Wasp* was a support ship to Mercury Capsule 9 recovery and the primary recovery ship for Gemini 4, 6, 7, 9, and 12).

**Next meeting is  
10 MAY 2016**

**5:30 PM- Social  
5:30 Officer's Meeting**

**6:00PM Meeting**

**Bring a Model !**

**Bring a Tale!**

May 2016

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				



## From the Helm

By Guild Master

Pete Jaquith

At our April meeting **Jon Sanford** gave a fine in depth presentation on *Restoring Wooden Ship Models* for the Maritime Museum of San Diego. This was a very interesting presentation and I want to thank **Jon** for sharing his work with the guild and his ongoing contribution to the museum.

I will not be able to attend the May meeting as I will be attending a National Shipbuilding Research Program meeting in Biloxi, MS discussing ways of reducing the cost of naval shipbuilding. First Mate **Jon Sanford** will step up and run the meeting. There are several important things to be addressed at this meeting:

- Electronic Media Coordinator volunteer
- Meeting Program Coordinator volunteer
- Identify programs for upcoming meetings

**Guy Lawrie** has worked with **Barry Rishel** to take over the SDSMG Web Site. I want to thank **Guy** for taking on this added role, and also thank **Barry** for all his assistance over the past year. With this change we are still looking for an Electronic Media Coordinator and Meeting Program Coordinator as noted above. Remember, this is your guild so please step forward if you are able to assist.

On the subject of growing guild membership, the guild officers have decided to explore advertising the club and reaching out to other hobby related clubs in the San Diego area. This is one subject I would like feedback on from guild members. If you have suggestions on how we can attract new members, please forward them to me at (<redacted>).

Looking forward we have the San Diego County Fair this spring. We can still use additional fair volunteers, so if you can help, sign up with **Bill Grolz** (<redacted>). In October we have the Nautical Research Guild Conference. **Mike Lonnecker** is coordinating this event, so please prepare to assist **Mike** when requested. For both the San Diego County Fair and the NRG Conference we will need ship models, so please consider entering your models in one or both events.

At our May meeting we will have a presentation on *Modeling HMS Queen Mary* by **Don Bienvenue**. Additionally, bring your models for our usual "show and tell".

See you at the June meeting,

*Pete Jaquith*

Guild Master

# Show and Tell



## *USS SYREN*

by Jay MacMaster

**Scratch Built**

**Scale: 3/16"= 1' 1:64**

**Jay MacMaster** shared his scratch built model of the *USS SYREN*. Jay obtained the plans for his build from Model Shipways. Jay reported that he is making each of his children a model of their choice and this is one of those projects. Jay has utilized only woods and no paint in his construction of this historic ship. Beautiful!

Historical note:

The *USS Syren*, a 240-ton brig, was laid down at Philadelphia in 1803 by shipwright Nathaniel Hutton. Built for the US Navy at a cost of approximately \$33,000, she was manned by a complement of 120 officers and enlisted and armed with 16 X 24-pounder carronades. The *Syren* set sail for Gibraltar under the command of Lt. Charles Stewart in August of 1803 and saw

action in the FIRST BARBARY WAR. The first action *Syren* was involved in was an attack with the intention of destroying the *USS Philadelphia*, a frigate which had run aground and had been captured by Tripolitan gunboats the previous autumn. Before the attack, *Syren* tied up alongside the ketch *Intrepid* to transfer some of her crew for the assault on *Philadelphia*. Aboard *Intrepid*, under the command of **Stephen Decatur** sailors from both *Intrepid* and *Syren* succeeded in burning *Philadelphia*. The *Syren* remained in the Mediterranean attached to the US squadron and engaged in actions including the capture of a brig owned by the pasha. She returned to the Washington Navy Yard in 1805 where she was laid up until her reactivation in 1807. The renamed *Siren* saw service in the War of 1812, where she met her end when captured by the 74-gun *HMS Medway* after an 11-hour chase.

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**Show and Tell**—continued from page 4

***NY Pilot Boat Phantom***  
by Isaac Wills

**Model Shipways Kit**  
Scale: 1/8"= 1' 1:96

Isaac gets underway building his model *Phantom*, New York Pilot Boat, 1868. *Phantom* was built in 1868 in East Boston for the Boston port pilots. She was sold to Sandy Hook (New York) harbor pilots, and operated out of

New York for several years as Pilot Boat number 11. In March of 1888, she rescued 852 passengers from the sinking British liner, *S.S. Oregon* off Long Island coast. *Phantom* herself was later lost with all hands, a boat keeper, cook, and four seamen in the great blizzard of March 1888. Note that the sailor on the great seal of the City of New York holds in his hand the traditional tool of the pilot, the lead. This is a testament to the importance of the pilot's craft to early New Yorkers.



Isaac shows off his completed amphibious assault ship, *USS Kearsarge LHD-3*. This model of the third in the *Wasp*-class is finely detailed and hand painted with model master acrylics w/ no thinner. (The *Kearsarge* mentioned earlier in the *Scuttlebutt* report was actually the aircraft carrier *USS Kearsarge CV-33*)

***USS Kearsarge***  
by Isaac Wills

**Revell Kit Scale: 1:700**  
**approximately 1"= 60'**



**WHALEBOAT**  
by Royce Privett

**Model Shipways Kit**  
Scale: 3/4"= 1' 1:16

Royce points out the progress on his basswood and beech whaleboat during the last month. Bow and stern sheets have been added. They were not painted but rough sawn lumber and left

natural. The flat surfaced sheets were where the mate and oarsman normally stood and painting would have made them overly slippery when wet. The centerboard, housing and linkage have been installed along with the mast step. Royce has also added ceiling planks, inwales, gunnels, and rubbing strips. Bow chocks and bow cheeks (cheeks are not visible) are installed and Royce is now working on the thwarts.



Show and Tell —continued from page 5

## *Fragata Copanola Ano 1780*

### Restoration Project

by Guy Lawrie



Guy displays his inaugural restoration project in anticipation of Jon Sanford's presentation on restoration of Museum models. Guy notes that like most private and even public restoration projects, there is a story behind the model (see the following for Jon's restoration of

the *Majestic* for the Brandon family). Guy recovered the *Copanola* from his father's curio collection that was gathered during his father's travels around the world. Guy looks forward to restoring several more of his father's ships. The *Copanola* is most likely the least formidable of the projects so it is a good starting place. The *Copanola* was made in Spain and doesn't seem to be a model of a particular ship, but was made to resemble an 18th-century Spanish frigate. The date of 1780 is interesting in that it was in the time period of the American Revolution when Spain was supporting the American rebels against the British. Hostilities between the two European powers erupted on 16 January 1780 when a larger British force engaged a smaller force of Spanish vessels at the **Battle of Cape St. Vincent**. There were two Spanish frigates among the ships of the line that might have resembled the *Copanola* but that is only speculation. Of interest in this battle, victory to the British was not only credited to their superior force but also to the British ships' barnacle-free copper bottoms, which allowed them to outpace the less technologically advanced Spanish fleet when the Spanish attempted to make for the safety of Cadiz. It was the first major naval victory for the British over their European enemies in the war and proved the value of copper-sheathing the hulls of warships. Also of interest, the battle ran from mid-afternoon to midnight and so the battle is sometimes referred to as the **Moonlight Battle** because it was unusual for naval battles in the **Age of Sail** to take place at night.

# Presentation Program

## Restoration of Model Ships

By Jon Sanford

The following is Jon's procedure for restoring wooden model ships for the San Diego Maritime Museum and private parties. The pictures are of various projects, completed like the *Majestic* below or underway.



Pond Yacht *Majestic* with "grandpa" Brandon, circa 1920's "Grandpa" Brandon, a merchant marine, sailed his fore and aft schooner *Majestic* in New York Central Park Lake with his family. In total disrepair, Jon took on this project for a grandson.

Pond Yacht *Majestic* with Jon in Museum Shop



Work included restoration of a severely cracked and damaged hull. Damaged or broken deck, deck furniture, railings, bowsprit, booms, and rigging were repaired or replaced. Sails were replaced and the model was painted or varnished as appropriate. The rudder wheel and anchor windlass are operational.

### The Presentation:

I have spent the last three years developing procedures and techniques in restoring all types of wooden models. Most are based on past proven techniques in building models. It is a learning process beginning with trial and error. Hopefully not too many errors! One basic rule in attempting to restore an aged, dirty, or damaged model is to "do no further harm" when working on the restoration project. Unfortunately, due to the condition of the model that is not always possible. I attempt to use original wood and parts, but on occasion new materials, rigging, and fittings must be used. It is also important to reach out for guidance from written sources or available experts. An unintended benefit from this experience while working in the Maritime Museum's model shop is the opportunity to explain model ship building to visitors of all ages and to promote

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### Presentation Program—continued from page 7

the San Diego Ship Modelers Guild. Following is a sequential outline of the restoration process that I attempt to follow.

1. Model Introduction: San Diego Maritime Museum Collection Manager Kevin Sheehan, Ph.D. or a private party will contact me with a dirty or damaged model needing restoration.
2. Take detailed baseline photos of the model to record initial condition of the project. Begin a project log or make notes documenting the project. Survey the model completely to ascertain what needs to be done to restore it. During restoration, more repair items may appear. Set project goals and a timeline for completion.
3. Interview/Investigate: Attempt to find out as much as possible about the history of the model. Investigate who built the model, when and where it was built, and is it a scratch built model or was it built from a kit. If it is a well-known ship model, then resources are most likely available for research. I utilize standard model building references especially when it comes to restoring rigging.
4. Clean model: Remove the major debris. Micro vacuum or brush the model clean. Use tools normally utilized in model building such as brushes, soft tooth brushes and assorted picks. The model can then be very gently washed with water. As a last resort if the water wash is not effective, use detergents but rinse immediately after application. As an example, I used CLR on the sails of the racer *Rainbow* shown below to remove rust stains. BE CAREFUL, detergents will dry out wood that is sometimes already very dry at the start of the project.
5. Plan the sequence of repairs: It is usually best to begin work with the hull, deck furniture, and fittings then progress to the masts and yards.
6. Prepare and paint any damaged areas prior to repair or replacement of rigging. Apply TEAK OIL to bare wood to restore finish as needed.
7. Rigging repair: This is most probably the repair requiring the greatest amount of time and effort and can be the most frustrating part of the restoration project.
8. Thoroughly inspect the model and touchup any repair item that has been missed. Take photos of the completed model to document the project.
9. Deliver the restored model and review the work that was completed during the restoration utilizing project log and photos.



**J Boat Racer *Rainbow* built by master builder Joe Bompensio from a Midwest kit, 3/16"=1' 1:63 - restored for the San Diego Maritime Museum**

Restoration work included cleaning and touchup. Rigging was restored and the sails were cleaned of rust, a task accomplished through the use of CLR as explained in #4 above. See more pictures of the *Rainbow* on next page.

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Presentation Program—continued from page 8



J Boat Racer *Rainbow* built by master builder Joe Bompensio from a Midwest kit, 3/16"=1' 1:63 - restored for the San Diego Maritime Museum



Restoration Projects Underway:



German 4-masted Bark *Passatt* from a Heller kit 1/150 scale for San Diego Maritime Museum

Viermastbark "Passat"			
Reederei F. Laeisz, Hamburg			
Brutto-Register-Tonnen:	3063,78	Größe Breite:	14,07 m
Netto-Register-Tonnen:	2678,07	Seitenhöhe bis Hauptdeck:	8,484 m
Ladefähigkeit:	4700 tons	Tiefe:	7,76 m
Länge ü. Gallion u. Heck:	105,05 m	Höhe d. Großmastes ü. Deck:	52,70 m
Länge zw. d. Loten:	95,15 m	Höhe d. Großmastes ü. Kiel:	60,50 m

Das Modell wurde erbaut bei Chr. Strömman, Hamburg 20, Werkstätten für Modellen und Feinmechanik.



Sailor built model most likely from the 1890's. Most likely sailor built based on "waterline" ship, that was all the builder could see of his ship. 1890's because research into the display case revealed "Gold Dust" soap label from that time period.

