



San Diego Ship Modelers Guild

1492 N. Harbor Drive

San Diego, CA 92101

February 2017

NEWSLETTER

VOLUME 45, NO. II

OFFICERS

Guild Master

Jon Sanford
address redacted

First Mate

William (Bill) Norris
(Resigned following move
from San Diego)

Purser

Gary Seaton
address redacted

Newsletter Editor

Guy Lawrie
address redacted

Log Keeper

Bob McPhail
address redacted

SPECIAL ASSISTANTS

Web Coordinator

Guy Lawrie
address redacted

Presentations Coordinator

Unfilled

Established in 1972 by
Bob Wright and Russ
Merrill

Attention on Deck!

It is that time to elect Guild Officers. Mike Lonnecker is putting together a list of those folks interested in serving the Guild. If you are interested in any Officer assignment, please contact Mike. His email is <redacted>

Please consider helping our Guild!

MINUTES OF 11 January 2017 GUILD

MEETING

Guild Master Jon Sanford opened the meeting at the San Diego Maritime Museum on board the Steam Ferry *BERKELEY*. Twenty (20) guild members were in attendance. Jon Sanford welcomed presenter **Joe Frangiosa Jr.** before the meeting moved directly into his presentation and **Show and Tell**. Please see the following photos of the presentation by **Joe**, who is a museum staff member and the owner of the La Jolla **Nautical History Gallery & Museum**. **Joe** presented one of his craft models of a side-paddle steamer circa 1860. **Joe's** presentation demonstrated a remarkable facility to utilize diverse materials to build models displaying changes in nautical technology from the "Age of Sail" to the time of aircraft carriers. Found in the **Show and Tell** section are offerings and pictures of a half hull model of the circa 1825 New York pilot schooner *Brothers* built by **Dave Yotter** and, in progress, the *RMS Titanic* plastic model kit by **Isaac Wills**. Also, see **Bill Grolz's** English Pinnace circa 1750-1760 built from a Model Shipways kit and **Jon Sanford's** restoration project of a galleon. The value of **Jon's** galleon started a discussion among the guild members about the galleon's resemblance to some examples of votive ship models. Sometimes called "church ships" these were almost always gifts to the church, typically from wealthy ship owners, or from crews surviving a wreck. It was discussed that votive ships can often be quite valuable though **Jon's** galleon is clearly not one of those!

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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 -

Editor Note: A Wikipedia search tells us Votive ships are relatively common in churches in Scandinavian countries. They are known also to exist in Germany, the United Kingdom, Spain, and are very common in France. The practice of displaying model ships in churches stems from the Middle Ages and appears to have been known throughout Catholic Europe. The church room can traditionally be seen as a ship, as is evident in the English word *nave* and the Norwegian *skip* and in Christianity, the ship journey can be a metaphor for (pre-death) life, ending in a safe haven in heaven. The oldest known remaining votive ship is a Spanish ship model from the 15th century.

Purser's Report: Purser Gary Seaton reported the guild balance as of 1 January remains in the green. **Everyone is reminded that 2017 Dues are now being collected. If you have not already paid your \$20, please remit check payable to "San Diego Ship Modelers Guild (or SDSMG)" as soon as possible. Dues can be mailed to**

Purser Gary Seaton at <redacted>

. Or, come to the meeting and take care of it then!

Editor's and Web Coordinator's Report:

Editor Guy Lawrie once again noted that the newsletter welcomes submissions and articles.

Web Coordinator Guy Lawrie reported an approximately 20% drop in website visits over the previous month with 391 visits in December. More than 50% of our visits originate from the NRG website and we continue to see visits from places such as Beijing, Amsterdam, and Paris. **Our guild's presence is more than just San Diego! Your ship model pictures and documentation help show off our guild!**

Presentations Report: As previously noted, Jon Sanford arranged for Joe Frangiosa Jr. of the Nautical History & Museum in La Jolla to come to our January meeting. The search continues to fill the Presentations Coordinator position and there is not a presentation scheduled for future meetings at this time. However, your ideas for presentations and demonstrations are welcome!

Maritime Museum Collection Manager Kevin Sheehan, PhD was unable to attend but it is noted that the elevator to the upper passenger deck is scheduled to be repaired in the first quarter 2017.

San Diego County Fair Report: Coordinator Bill Grolz reported meetings are getting underway and a volunteer signup sheet is being coordinated by Bill Grolz and Guy Lawrie. See last page for current signup sheet. **Volunteer** for the Fair!

**Next meeting is
14 February 2017**

**5:30 PM- Social
5:30 Officer's Meeting
6:00 PM Meeting**

Bring a Model!

**Bring a Tale, Taller the
Better!**

**Auction Feb meeting! See
pictures back of newsletter!**

February 2017

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				

New Business: A possible rendition of an updated logo has been prepared for the guild by Julia Gomez, graphic artist for the Maritime Museum. The picture next to the logo depicts the *San Salvador* as it is seen when approaching the *Berkeley* from the North.



Presentation

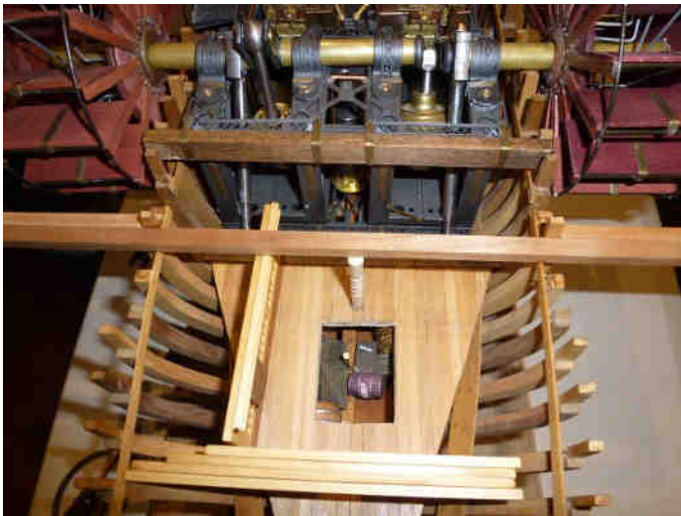
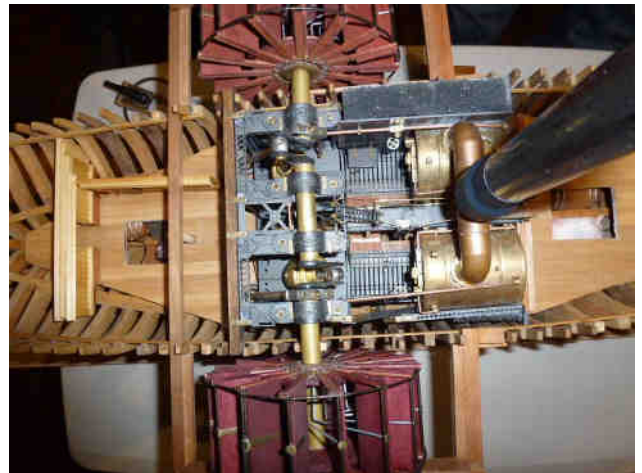


Joe Frangiosa Jr. speaks about his craft model of a circa 1860 side-paddle steamer. Though the model is not of any particular historical ship, it represents technological advances taking place during that period of naval history. **Joe** told us about his experience serving first in the U.S. Navy and then retiring from the U.S.M.C giving him a strong interest in historical research to accomplish the details and stories that can be found in each one of his models. **Joe** specializes in handmade one of a kind history displays. He will produce any structure, concept or idea from the research of texts, drawings or photographs into a three dimensional format. Any time period or item of interest is possible. The ships and cases are handmade utilizing poplar and basswood. Other materials, such as brass/aluminum tube, jewelry pieces, plumbing pvc, and leather eyelets, to name a few, are used to accent and detail the construction. Other examples of **Joe's** impressive work can be found at the **Nautical History Gallery & Museum**, located at 1012 Pearl Street, La Jolla, CA 92037 or on the following

website. **Joe** can be contacted at 619-366-2469 or from the website www.nhgallery.org. Enjoy the photos on the following page and note the details.



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Show and Tell



Guild Master Jon Sanford gets the meeting underway as the crew stands by. Note the restoration galleon in the picture on the right.

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Isaac Wills shared progress on his *RMS Titanic*, a Revell 1:570 plastic model kit. Notice Isaac's custom stand above and hull stiffeners inserted below deck on the right. Working on the paint!



English Pinnace circa 1750-1760
by Bill Grolz

**Model Shipways Kit, Instructions
and model prototype prepared by
Chuck Passaro**

Scale: 1/2" = 1'



The pinnace was used as a means of transport for a ship's captain or other officers. It was not intended to be used to perform any other task. Tasks such as transporting water and other stores were normally left for the larger and heavier built boats like the longboat or launch. It was

basically an officer's private transport. It was designed to be rowed although larger pinnaces could be sailed. It wasn't very seaworthy and was designed for primarily shore duties. After all, the officers needed a stylish way to get from their anchored ship to the dockyard. As such, the decorations were usually added much later at the officer's and captain's own expense.

The pinnace was almost indistinguishable from what were called barges during this same time period. These were lightly built, carvel planked boats designed for rowing as well. The pinnace and the barge were very long boats in comparison to their beam. What determined their designation was merely the number of oars. Any boat with these distinct characteristics that had more than ten oarsmen was called barge while those designed with fewer were referred to as a pinnace. Note: the above was taken from kit instructions authored by **C. Passaro**.

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Pilot Schooner *Brothers* by Dave Yodder The following is authored by Dave Yodder. The work functions of the maritime pilot go back to Ancient Greece and Roman times when incoming ship's captains employed locally experienced harbor captains, mainly local fishermen, to bring their vessels safely into port. Eventually, in light of the need to regulate the act of pilotage and ensure pilots had adequate insurance, the harbors themselves licensed pilots for each harbor. Although licensed by the harbor to operate within their jurisdiction, pilots were generally self-employed, meaning that they had to have quick transport to get them from the port to the incoming ships. The first pilot to the incoming vessel typically got the job. Early boats were developed from cutters and yawls, and latterly into the specialist pilot cutters or schooners.

In his "**Search for Speed Under Sail**", H.I. Chapelle describes the New York Pilot Boat *Brothers* as 71 feet on deck, 18 feet molded beam, 6'4" depth in hold, drawing 8'6" aft and 4'9" forward. The schooner had a lively sheer with a raised quarterdeck rail aft, a pilot house and a sunk-cockpit, a straight keel with much drag, a well curved raking stem rabbet, a strong rake in post, a round tuck and a square stern with upper and lower transoms. The mid-section was formed with strongly rising straight floor carried well out, a high easy bilge and a short quick tumble home. The entrance was moderately long, sharp and convex. The run was long and very fine with a straight quarter beam buttock line.

The half hull model of *Brothers* was made to the same size as the plans of *Brothers* drawn in the Chapelle book resulting in a scale of 1:113.6. The contrasting lifts are built parallel to the keel and consist of mahogany and alder. There is a contrasting walnut (**Dave** believes) boot top at the waterline and then solid mahogany topsides. Half hull models are carved to the inside of the planking. **Dave** then added a full width stem, stern post and keel of cherry resulting in an exposed rabbet. The spars were made from lemon. The backboard is cherry. The hull and spars are elevated off the backboard with a thin spacer adding a little depth to the presentation.

Bonus item on display at the SD Maritime Museum



This is a model of *HMS Surprise* constructed from many thousands of Legos. An unusual craft material utilized by software designer **Eric Johnson** from Seattle. **Eric** has generously donated the model to the San Diego Maritime Museum, which will display it prominently aboard the museum's ferryboat, *SS Berkeley*. The model took 10 months to build, June 2014-March 2015, and consists of approximately 15,000 Lego pieces and 60 action figures. Cost of materials, which were purchased through the

secondary market, was around \$2400. Sails are made out of blackout fabric, rigging cotton line. There was no glue used in the construction, and **Eric** reported the most difficult part of building this model were the masts and rigging. If the masts and decking are removed, the interior of the ship is authentically recreated within the hull. Plans used were of the *HMS Surprise (Enterprise)*.

Auction Items for the February 14 Guild Meeting



B24D Liberator Kit 2003, Guillows, All parts and plans included (dirty box)



Model Hulls, 1. Sailboat, partial 2. Katy of Norfolk, Pilot boat, Model Shipways, incomplete 3. Canoe solid hull

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Auction Items for the February 14 Guild Meeting, Cont.



Constantine's Rare Collection of World's Fine Woods, 50 in a box



Model 4, Old, well made, wooden Pond Yacht with lead ballast (see above picture for another view of model)



Revell's, Harbor Tug Boat, Plastic, All parts and plans included



USS SSN 21, Seawolf, Pre-made, Mini plastic model

Fair Sign-up Sheet -2017

San Diego Ship Modellers Guild

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

Fair set up

Fair take down July

Fair set up

1 Lawrie

2

3

4

5

note: Ed Torrence needs dates

Fair take down

1 Lawrie

2

3

4

5

Friday June 2

Fair opens 1600

Saturday June 3

1

2

3

Friday June 9

Thursday June 8

Wednesday June 7

Tuesday June 6

Monday June 5

Sunday June 4

1

2

3

1 Lawrie

2

3

1 Dana

2

3

Exhibits Closed

Exhibits Closed

1
2
3

Friday June 16

Thursday June 15

Wednesday June 14

Tuesday June 13

Monday June 12

Sunday June 11

1

2

3

1 Lawrie

2

3

1 Dana

2

3

Exhibits Closed

Exhibits Closed

1
2
3

Friday June 23

Thursday June 22

Wednesday June 21

Tuesday June 20

Monday June 19

Sunday June 18

1

2

3

1 Lawrie

2

3

1

2

3

1
2
3

Exhibits Closed

1
2
3

Friday June 30

Thursday June 29

Wednesday June 28

Tuesday June 27

Monday June 26

Sunday June 25

1

2

3

1 Lawrie

2

3

1

2

3

1
2
3

Exhibits Closed

1
2
3

Sunday July 2

Monday July 3

Tuesday July 4

1

2

3

1

2

3

1

2

3