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Established in 1972 by
Bob Wright and Russ
Merrill

MINUTES OF 14 MARCH 2017 GUILD

MEETING

Guild Master Jon Sanford opened the meeting at the San Diego Maritime Museum aboard the Steam Ferry *BERKELEY*. Approximately twenty five (25) guild members were in attendance including **Tommy Thompson** who had been unable to attend for some while. In addition, **Jon Sanford** welcomed visitors **Joe Kerliony** who told us of his interest in modeling and **Ashley** who hails from Australia and was in town visiting his father. **Rob Wood** attended and joined the guild bringing his experience in RC scale modeling from the S.D. Argonauts Model Yacht Club. **Rob** also brings experience in web site design and management, model photography, and model restoration work. Welcome aboard, indeed!

The meeting moved to the matter of officer elections and a motion was made for additional nominations to the slate nominated by **Mike Lonnecker** during the March meeting. There were no nominations from the floor and the motion to close floor nominations was made by **Jay MacMaster** and approved by the attending members. A motion for acclimation was made by **Mike Lonnecker** and seconded by **Bob Costa**. The motion was approved by the attending members and the 2017 Officers are listed in the pane to the left.

Following officer elections was a presentation by **Maggie Walton**, Exhibit Designer for the San Diego Maritime Museum, who spoke on a range of topics and brought brownies, too! **Show and Tell** included offerings from **Don Dressel, Dave Dana, Bob Kyle, Robert Hewitt, John Wickman, Jon Sanford, Ed Torrence, Rob Wood, Jay MacMaster, Isaac Wills, and Doug Yumoto**. Pictures and documentation for some of the models were sparse so please forgive the editor if your model was not fully represented.

Purser's Report: Purser **Gary Seaton** reported the guild balance remained positive as of 1 March. **Purser's Report is continued on Page 2**

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



MINUTES continued -

The \$20 annual dues have been collected and the active membership roster has been updated. Any concerns can be forwarded to Purser Gary Seaton.

Editor's and Web Coordinator's Report:

Editor Guy Lawrie was unable to attend this meeting but once again noted that the newsletter welcomes submissions and articles. He reports a small increase in website visits over the previous month with 376 visits in February. It is reported visits continue to originate from the NRG website and we continue to see visits from places such as Beijing and Amsterdam in addition to state side cities. **Our guild's presence is more than just San Diego! Your ship model pictures and documentation help show off our guild!**

Maritime Museum Collection Manager Kevin Sheehan, PhD was unable to attend and will be teaching the next session so will miss some future meetings. It is noted that the elevator to the upper passenger deck is on schedule to be repaired in the second quarter 2017.

San Diego County Fair Report: Coordinator Bill Grolz reported the volunteer signup sheet is coordinated by he and Guy Lawrie, **please contact them to signup for the fair booth.** Please notice among other slots, 1-2 more volunteers are needed to help take down the booth at the fair's conclusion.

John Wickman has once again produced an inventory of hulls for the giveaway kits that are handed out to young fair visitors. These small ship model kits were well received by visitors last year and provide an introduction to ship modeling for young visitors. Volunteers will be called for help bagging the kits in the near future. **ATTENTION on DECK: The entry deadline is April 28 to enter a fair model! Entry information and the signup sheet are attached to the end of the newsletter.**

New Business: Gary Seaton's further investigation of a guild logo update as reported in the last two newsletters is ongoing. **Jon Sanford** reported that an effort to more fully staff the Museum's Model Shop is underway and an orientation to the shop operation was held on 3/18. An attendance record was implemented to track museum volunteer hours and is kept in the shop. **Maggie Walton**, Exhibit Designer, told how museum visitors pass by the shop during the afternoon and often see the shop unstaffed.

John C. Mathews Award

Jon Sanford announced **John Wickman** was awarded the **2016 John C. Mathews Award**. **John** was recognized for his work developing the fair giveaway pieces and instructional guide with the goal of encouraging youngsters into the world of modeling. **Robert Hewitt, Don Dressel, Mike Lonnecker, David Dana, and William (Bill) Norris** were recognized for the years 2003-2015. The plaque will be updated and presented at the April meeting.

The meeting closed with the auction announced last month.

**Next meeting is
11 April 2017
5:30 PM- Social
5:30 Officer's Meeting
6:00 PM Meeting
Bring a Model!**

April 2017

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Presentation Report

Note: The presentation coordinator post remains unfilled and there is not a presentation scheduled for future meetings. However, your ideas for presentations and demonstrations are welcome!

Guildmaster Jon Sanford arranged for the March meeting to host a guest speaker even though **she brought the brownies!** **Maggie Walton**, Exhibit Designer for the San Diego Maritime Museum, has organized and designed many of the exhibits at the museum including [Steering Small – The Wonders of](#)

[Nautical Models](#) where visitors “enter the world of small ships and experience the wonder of the modelers craft”. This exhibit which is scheduled to be closed early this year, features models built by **Dr. William Brown** and our own guild mate **Robert Hewitt**. To the right, she talks about the latest edition of the museum’s [Mains’l Haul](#), the only peer-reviewed



North American journal devoted to the Pacific’s maritime heritage. She stands in front of the exhibit, [It’s a Sailor’s Life for Me](#). The 52nd edition of [Mains’l Haul](#) focuses on **Dr. Brown’s models** with model photographs taken by her husband, a professional photographer. **Maggie** spoke about her background and how she thought it unusual that she would become interested in things maritime after spending her



youth spent in land locked South Dakota where her interests were focused on Native American arts and crafts. After finding herself in San Diego and having time for a hobby, she joined the sail crew of the *Star of India*, the San Diego Maritime Museum’s oldest floating and sailing iron hulled windjammer in the world. While sailing on the *Star of India* eighteen times, she volunteered to design the majority of the museum’s exhibits between the years 1986-2005. For example, she and her daughter were extras in the late 1990’s movie *Titanic* with many adventures and

followed that with a museum exhibit featuring that doomed ship. It was during this time that she participated in the project to acquire *HMS Surprise* from FOX Entertainment when the ship was going to be sold to Disneyland following filming of the movie “Master and Commander”. After assuming the post of Exhibit Designer for the museum, **Maggie** worked on any number of interesting projects and noted that almost every exhibit has at least one model associated with it. A new exhibit, [Swift Boats at War](#), will replace [It’s a Sailor’s Life for Me](#) in April and a reunion of the Swift Boat Sailors Association will be celebrated April 27-30 with the exhibit opening for the association and museum members on the 28th with a general public opening on the 29th. **Maggie** closed with a discussion of museum model preservation and how she will work with the guild to have any models restored that the guild notices in disrepair. Editor’s note: See **Show and Tell** pictures by **Rob Wood** of *Shamrock Bay* and lead bloom damage.

Show and Tell

Logo Update: 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.



Galliot Dutch Merchant Ship
by Robert Hewitt

Scratch Built

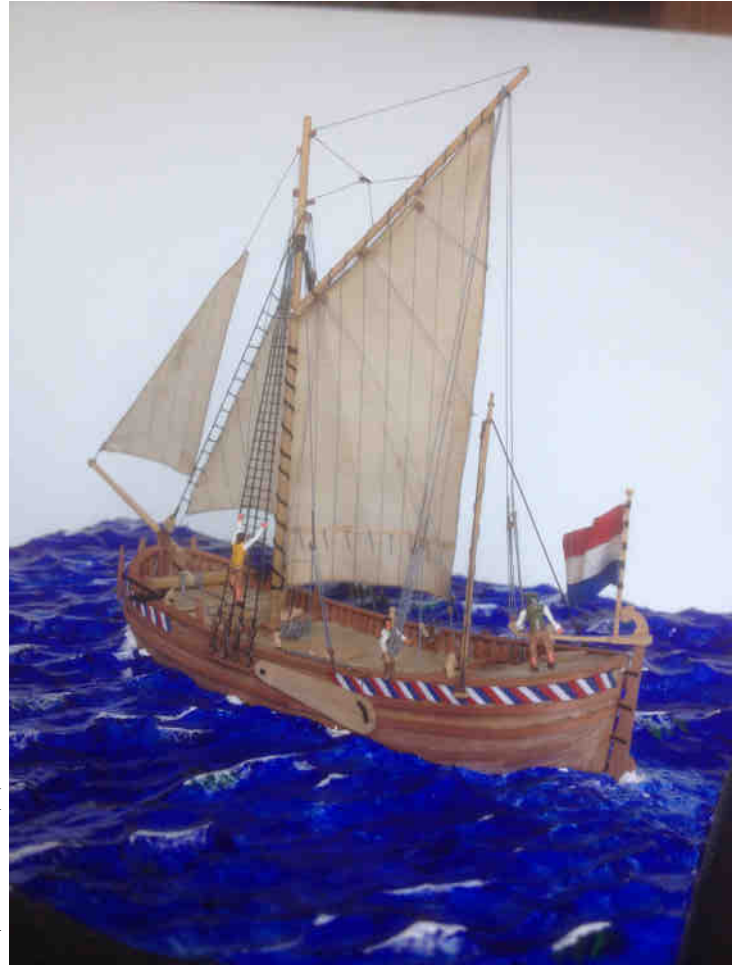
Scale - 1:192, 1/16 inch = 1 foot

The Ship: I decided to build this ship after purchasing the book, “17th Century Dutch Merchant Ships by Ab Hoving. Galliot were small coastal traders developed in the early seventeenth century and lasted to the late nineteenth century. Most were between seventy to ninety feet long and reached one hundred and thirty feet in the nineteenth century. A versatile ship, they were flat bottomed with extreme bows and sterns to carry a maximum load. Most carried two masts, but some larger examples were “ship rigged”, carrying three masts. In the pen painting “Battle of Scheveningen” July 31st 1653, there is a drawing of Willem van de Velde’s own galliot which was used while he sketched the fleet during the battle. I chose a bulkhead style of construction for this model. The center keel piece is solid, not slotted. Three pieces of pear wood make up the keel. The center piece, the keel with a slot, and the stem piece with the wood grain perpendicular to the horizon. It is placed upright on its building stand. There are four blocks placed between stations to hold the keel upright. Only one screw was needed to hold the keel in place. There is a stop along the length on each side of the keel piece just above the keel slot. The keel tapers toward the stern, so a tapered wedge is positioned to keep the bulkheads perpendicular to the horizontal.



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Galliot continued - The model was a San Diego County Fair project, and I was able to finish the bulkheads and spacers in the first few days. The deck was completed by the end of the week. I spent the off week to sand the deck and prepare planking. I finished the planking the following week. The rudder and tiller have a strange arrangement with a clover carved in the tiller. The flag pole rests against the clover and is attached to the tiller. The red, white and blue chevrons on the sides of the ship are made of .005 inch thick strips of pear wood. The strips were painted, cut in a jig and glued in place. The model was mounted in a carved sea, so a crew was needed. The usual method I use is to make a crew member is to start with a copper wire frame, which includes twenty to twenty-two bending and cutting operations. The wire frame is then coated with gesso and painted. This works well for scales of 1"= 20 feet and smaller. For this model I thought I would try carving the figures. I have carved figure heads for British warships including an elephant head, but never a crew member. A six foot sailor at this scale would be 3/8" (.375")



tall. I used pear wood instead of the usual boxwood and found it to be easier to carve but not as sharp in detail. I marked the height, 3/8" on a piece of pear wood .09" x .188" x 4" long. Pencil marks were then made for the head, shoulders, waist, groin, and knee. A saw cut was made from the foot to the groin. The feet and legs were carved next. The butt, waist and shoulders are shaped next. A stump is left for the arms and the head carved but left on the stick. The whole affair rounded off and sanded or filed smooth and then cut off of the stick. The arms are carved separate. The hand is a round ball carved in the wood. The arms are glued to the body. A brass ring is glued to the head of one figure to simulate a hat brim. All are painted with Floquil enamel paint except for the brown trousers, which are unpainted pear wood.

The two anchors are made of ebony and pear wood for the stocks. The shank is made rectangular. The two arms are ebony pieces glued together, then carved to shape, separated and glued to the thicker portion of the shank. The arms are placed slightly above the end of the shank to simulate a crown. The flukes are .005" thick. The pear wood stocks are glued to the thinner portion of the shank. Then the two stock pieces are glued to each other at the ends. A blackened brass ring is glued to the shank.

The ship is finished and in it's case. The sea is carved tupelo wood. A mini grinding tool, (We Cheer) and an oblong cutting bit was used to form the waves. Bullet nosed sanding caps were used to smooth out any rough edges. Gesso was applied as a sealer. The painting was done with acrylic artist paint. Ultra marine blue, permanent green light and titanium white were used out of the tube without thinning. Two coats of acrylic high gloss varnish were then added.

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Galliot continued - The masts, yard and bowsprit are carved from boxwood. The rigging is copper wire rolled straight between two glass plates and painted grey using floquil enamel. An unusual item in the rigging is the double vang attached to the yard. The sails are of rice paper. The outline is traced from the plans and pencil lines are drawn on both sides of the sail to represent the panels. The shape is formed over sculpy clay molds.

Cigarette paper is used for the flag. The outline is traced on the paper and the colors are painted with acrylic paint on both sides. The outline is trimmed with a scissors. The flag is folded in tight triangles starting at the top of the hoist working outward. Three to four folds are made, and then a clamp or weight is used to crease the flag. The flag is placed on a glass plate hoist side down. The flag is gently soaked with an eye dropper. The creases will unravel into nice radii with portions sticking to the glass. The desired shape is obtained by forming along the creases with round toothpicks. Allowed to dry overnight the flag will hold

its shape. The model is finished with a glass case and a picture frame base.

Nina, Columbus Caravel by Don Dressel

Amati Kit

Scale - 1:65

Don brought in his *Nina*, one of the projects he is currently working on. The effort is to build the model using the materials supplied in the Amati kit only, but that effort has already been slightly diminished due to the necessity to replace the bow area of the stem with holly. The stand is also added and is already installed. There was just enough material supplied to install the railings. Don is still considering if he wants to install the belying pins supplied in the kit or not – he is not sure belying pins were used at the time of Columbus's voyage.



The big plus to the Amati kit is that the sails are provided already made for the model, which will make it look very attractive, once completed. The rigging is also of interest. No deadeyes or channels! The plans supplied with the kit show four cannon on the deck, but the kit only comes with two, so one cannon port, port and starboard, was eliminated. Grating material from the kit was used for the gratings even though it was technically too large. The rudder was fun to construct and the petals and gudgeons supplied in the kit were used. The ships "boat" has yet to be installed, but then the masting and rigging will start.

Endeavour J Class

by Ed Torrence

Amati Kit, 1700/50**Molded resin hull****Scale - 1:80**

Ed told of his progress from the March meeting on the racing yacht *Endeavor*: Since the previous meeting I finished the hull, laid the underdeck and planked the surface, built and installed the deck houses and fittings, installed the mast and started the rigging. I'm in a hurry to finish it so I can give it to my son for his birthday in April. The following report from **John Wickman** tells about his racing yacht, *Rainbow*, which was the winner of the 1934 America's Cup Challenge. I am told it was unusual to have a sail boat shown at the meeting so it was even more unusual to have two members presenting sailboats and then to have the winner and challenger from the same race was just incredible. Also both were "reclaimed" models in that we each got our kit from another modeler who had either never started the project or done very little on it.

***RAINBOW*, America's Cup Defender 1934**

by John Wickman

Kit, Midwest Products Co. Inc., kit date 1992**Scale - 1:20**

The *RAINBOW* was a 12 meter (39.2'), beam 6.4 meters (21') with a 65' mast, of riveted aluminum and steel. Main boom could be curved to improve sail performance, and she carried 7,555 square feet of sail (excluding the spinnaker). She was challenged by the British "*Endeavour*" who won the first 2 races, then lost the next 4, and the challenge. The "*RAINBOW's*" skipper was Mr. Harold S. Vanderbilt, so I assume funding was no problem. The *RAINBOW* was scraped in 1940.

The America's Cup was first sponsored by the Royal Yacht Squadron in 1851. The race course was from the south coast of England around the Isle of Mann, and of course won by the Yacht *AMERICA*, a replica of which is usually moored along side the San Diego Maritime Museum's *Berkeley*. *RAINBOW* was the 15th defender of the CUP. The USA successfully defended the cup until 1983 after which the Cup was

captured over the years by several nations including Australia, New Zealand, and Switzerland until USA's *ORACLE* captured the Cup in 2013.

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RAINBOW continued - The plans are at points confusing, but very detailed in most aspects. The plan booklet calls for use Cyanoacrylate (super glue) to bond the wooden pieces, ie ,the bulkheads to the keel. This caused some alignment problems of bulkheads to keel, which I had to overcome. The hull finish was a new experience for me in attempting to produce a highly polished hull' The kit called to use *Hobbyoxy Formula #2 Epoxy Resin*, which I could not find. I ended up using *MINWAX High Performance Wood Filler* that uses an Epoxy base. The working time was only about 5 minutes but the result was



fairly good in producing a fill material that sanded smooth. I used blue edging tape for the water line which was removed immediately after spraying paint to prevent weeping of the paint under the tape.



The challenge that remains is the sails, which will be a new effort to me. My questions are how to mark the sail seams that will hold up when I spray the sails with clear finish to allow for a wind filled sail look.

La Canadienne, Canadian Coast Guard Schooner, a Model Restoration by Rob Wood

Rob tells a very interesting story about his model seen here in the hands of Jon Sanford. Rob believes his story illustrates just one of the important services an organization like the Ship Modelers Guild can provide:

rescue and restoration of important historic ship models: A few months ago, I answered a Craigslist ad that offered a wooden ship model kit, various tools, ship modeling magazines, and an old (but broken) wooden sailing ship model. I visited the sellers home, and purchased the items. When I got home, I decided to carefully clean decades' worth of grime, and a quarter inch of dust from the ship model. (See photos) Gradually, what was revealed was a very old, hand-carved model made of beautiful hardwoods, and - amazingly - the name of the model builder - **E. Leclerc** - etched in awl pricks on the side of the hull, along with the name of the subject ship, *La Canadienne*.



A Google search revealed that E. Leclerc (Eugene Leclerc, 1885 - 1969) was arguably the most famous Canadian scale model ship builder of the 20th century. The model is of the Canadian Coast Guard schooner *La Canadienne*, which was the sole purpose-built naval vessel in the Canadian navy in 1858, designed to protect Canadian fishing grounds.

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La Canadienne, continued - The model was built approximately 80 years ago. With the generous help of fellow modelers met on Facebook, I have studied the existing work of the Leclerc shop, and am determined to restore the model to its original condition, including re-rigging it as it would have been done by Leclerc. Fortunately, enough of the original standing and running rigging lines remain to act as a guide. So far, I've cleaned dust and grime off the deck and cabin, cargo hold covers, fittings, etc., using only moistened cotton swabs. I brought the model to the March Guild meeting to get advice on how to proceed, and have purchased several types



and diameters of miniature rope from the Syren Ship Model Company.

This model is important, historically, because it represents a genre of scale wooden ship model building rarely restored: folk art. Folk Art ship models were often carved by sailors onboard ships, or retired on shore, who often found themselves with lots of idle time on their hands. Eugene Leclerc made his living from the sea until his leg was crushed in an accident. He was given



the job of lighthouse keeper, and decided to build model ships as a hobby. His first model was *La Canadienne*, quite possibly this particular model!

Visitors to his lighthouse marveled over his craftsmanship, and soon began to request that he make models for them. Eventually, his wife and children were enlisted to help produce models, and thus, the family ship model business, Bateux Miniatures, was established in the province of Quebec. The business is still in operation in Saint-Jean-Port-Joli, managed by Eugene Leclerc's grandson, Luc Leclerc.



Visit the Leclerc website for a look at some of their fine models, at

<https://bateauxminiatureslucleclerc.wordpress.com/historique/>

Shamrock Bay, Museum Model by Rob Wood

Rob offers his observations on damage to one of the museum models as a point for further discussion: Here's a shot I took of the bow of the 1:96 escort carrier, *Shamrock Bay*. You can see that the mooring bitts on either side of the anchor winch are almost completely gone. The infection has spread to the anchors and other



parts as well. My lens is able to catch things the naked eye might have trouble seeing. All of the numbered parts show signs of “lead bloom”, in varying states of advancement. **Rob** offers this explanation of “lead bloom”: it's a particular problem with cased ship models that feature lead parts (typically anchors, bitts and other cast items). The lead oxidizes, mixes with carbon dioxide in the case, forms acetic acid which in turn actually transforms the lead into a white powder (lead carbonate). The problem is accelerated in wood or plexiglass cases with little or no out air circulation, and if left unaddressed, ultimately results in the complete disintegration of the part. Worse, one affected part will affect all of the other lead castings in the case.

Rob continues with his thought that dealing with this issue presents technical as well as ethical challenges. Once the disintegration begins, there's no way to stop it, short of (a) hermetically sealing the case, and removing the carbon dioxide from the air inside it, or (b) removing the model from the case. Brushing the lead carbonate off the affected parts on a regular basis will slow down the process, since the lead carbonate itself generates acetic acid, which in turn creates more lead carbonate, until the affected part is gone. Insuring that the air inside the case is replaced at least once or twice a day will also retard the disintegration process.

The drastic - though guaranteed - fix is to make molds of the parts that still have structural integrity, and cast replacements out of Britannia metal (pewter), which is what the USN model shops use these days. In cases where the part is too far gone to make a mold of it, purchasing a commercially available non-lead part in the appropriate scale, or making a plug and mold from scale drawings, is about all that can be done. The downside of this approach is that the original builder's work is now gone, and suddenly there is an ethical dilemma to grapple with.



To the left: **David Dana** shows off his *Mississippi River Boat* and Below: **Bob Kyle** prepares to talk about his half hull model that started as a \$2.00 auction item.



Below: **Jay MacMaster** shows his brig *USS Syren* though the sailors appear a bit confused



***Violeta*, a Scratch Craft Build
by Jon Sanford**

I have a very good friend who has a 49' Grand Banks Trawler (See picture to the right of the *Violeta*). I always told him that one day I was going to make him a model of it, but never got around in doing it. At a recent estate sale, I bought a crystal candy dish of a boat's hull which was similar in design to his boat. So I now plan to use this hull and build the super structure above it. Should be fun to do, if not different.





Think about
(Jon Sanford in the Model Shop)

Helping out
(Bob Kyle in the Model Shop)



In the Model Shop
(with John Wickman and visitor)