



San Diego Ship Modelers Guild

1492 N. Harbor Drive

San Diego, CA 92101

May 2017

NEWSLETTER

VOLUME 45, NO. V

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Established in 1972 by
Bob Wright and Russ
Merrill

MINUTES OF 11 APRIL 2017 GUILD MEETING

“The wind and waves are always on the side of the ablest navigator.”
- Edmund Gibbon

Guild Master Jon Sanford opened the meeting at the San Diego Maritime Museum aboard the Steam Ferry *BERKELEY*. Twenty four (24) guild members were in attendance including two visitors. **Jack**, introduced by **James Pitt**, told us of his interest in modeling from early experience with plastic models and **Michael Boswell** contacted the Guild through the website and dropped in with his curiosity about our guild.

There was not a presentation this meeting; however, it was announced **Ed Torrence** will step in and help coordinate future presentations. **Ed** said he would not look only to our guild for help putting together presentations and demonstrations but that he would be reaching out to other Guilds/Associations for ideas. Your ideas for presentations and demonstrations are welcome! Use your compass to find a contribution from **Chuck Seiler** in this month's *Presentation Report!*

The meeting proceeded to *Show and Tell* and included offerings from **Howard Griffus**, **Liborio Insinga**, **Robert Hewitt**, **James Pitt**, **Ed Torrence**, and **Isaac Wills**. **David Dana** shared his Mississippi River boat *Dr. Franklin* after we missed pictures and a fascinating story in our last newsletter. Thank you **Robert Wood** for using your photographic skills to provide model shots for this and future newsletters!

Purser's Report: **Purser Gary Seaton** reported a positive the guild balance as of 1 April. *The \$20 annual dues have been collected and the active membership roster has been updated. Any concerns can be forwarded to Purser Gary Seaton.*
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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's Report: Editor Guy Lawrie is reporting that copying and mailing newsletters through the U.S. Post is becoming more costly. It is estimated that the yearly expense is in excess of the yearly membership dues. Accepting the newsletter through email eliminates this expense.

Web Coordinator's Report: Web Coordinator Rob Wood has a project underway to refresh our website. His business experience in web design will be put to good use helping him use the website to attract membership and like minded folks to ship modeling. Rob spoke about website content as a strong attractor to interested folks so do not be surprised if Rob reaches out to you for input on this project. As a side note, there were 511 website visits in March, a new high in visits! Visits continue to originate from the NRG website and we have visits from places such as Beijing, Kiev, and Amsterdam in addition to state side cities. **Our guild's presence is more than just San Diego!**

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. Jon Sanford reported that a volunteer sign-up sheet for the Museum's Labor Day Festival of Sail

is being circulated. Volunteers for the event, including the staffing of the SD Maritime Museum Model Shop, will receive a Festival of Sail tee shirt. Our goal is to staff the model shop with two members the days of the festival so put this on your calendar, September 1-4. Should be fun!

San Diego County Fair Report: Coordinator Bill Grolz was unable to attend this meeting but please see the fair sign-up sheet at the back of the newsletter.

Note the **booth setup date is Monday, May 15.**

There will be difficulty obtaining additional passes for the open dates on the sign-up sheet so please speak directly to Bill if you are able to fill some of the open slots. 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 are needed on Saturday, May 13 aboard the Berkeley for help bagging the kits.**

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 the effort to more fully staff the Museum's Model Shop is ongoing and improving. An attendance record was implemented to track museum volunteer hours and is kept in the shop. **Consider volunteering!** As announced last month, John Wickman was presented with the **2016 Cdr. John C. Mathews Award.** See a picture of the presentation in the **Show and Tell** section. The meeting ended.

Next meeting is

9 May 2017

5:30 PM - Social

5:30 Officer's Meeting

6:00 PM Meeting

Bring a Model!

May 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	29	30	31			

Presentation Report



Note: **Chuck Seiler** offered the following report authored by **Bill Thoen**, “Origins of the Compass Rose”.

The compass rose has appeared on charts and maps since the 1300's when the portolan charts first made their appearance. The term "rose" comes from the figure's compass points resembling the petals of the well-known flower. Originally, this device was used to indicate the directions of the winds (and it was then known as a [wind rose](#)), but the 32 points of the compass rose come from the directions of the eight major winds, the eight half-winds and the sixteen quarter-winds. In the Middle Ages, the names of the winds were commonly known throughout the Mediterranean countries as *tramontana* (N), *greco* (NE), *levante* (E), *siroco* (SE), *ostro* (S), *libeccio* (SW), *ponente* (W) and *maestro* (NW). On portolan charts you can see the initials of these winds labeled around the edge as T, G, L, S, O, L, P, and M. The 32 points are therefore simple bisections of the directions of the four winds (but the Chinese divided the compass into 12 major directions based on the signs of the Zodiac). For western apprentice seamen, one of the first things they had to know were the [names of the points](#). Naming them all off perfectly was known as "boxing the compass". There is no absolute standard for drafting a compass rose, and each school of cartographers seems to have developed their own. In the earliest charts, north is indicated by a spearhead above the letter T (for tramontana). This symbol evolved into a fleur-de-lys around the time of Columbus, and was first seen on Portuguese maps. Also in the 14th century, the L (for levante) on the east side of the rose was replaced with a cross, indicating the direction to Paradise (long thought to be in the east), or at least to where Christ was born (in the Levant).

The colors on the figure are supposedly the result of the need for graphic clarity rather than a mere cartographical whim. On a rolling ship at night by the light of a flickering lamp, these figures had to be clearly visible. Therefore the eight principle points of the compass are usually shown on the compass rose in black which stands out easily. Against this background, the points representing the half-winds are typically colored in blue or green and since the quarter-wind points are the smallest, they are usually colored red. **References: Cartographical Innovations: an International Handbook of Mapping Terms to 1900** ed. by Helen M. Wallis and Arthur H. Robinson. - Tring, Herts: Map Collector Publications in association with International Cartographic Association, 1987. - ISBN 0-906430-04-6

The 32 Points of the Compass

<u>Point</u>	<u>Direction</u>	<u>Azimuth</u>	<u>Point</u>	<u>Direction</u>	<u>Azimuth</u>	<u>Point</u>	<u>Direction</u>	<u>Azimuth</u>
0	North	0° - 0'	11	SE by E	123° - 45'	22	WSW	247° - 30'
1	N by E	11° - 15'	12	SE	135° - 0'	23	W by S	258° - 45'
2	NNE	22° - 30'	13	SE by S	146° - 15'	24	West	270° - 0'
3	NE by N	33° - 45'	14	SSE	157° - 30'	25	W by N	281° - 15'
4	NE	45° - 0'	15	S by E	168° - 45'	26	WNW	292° - 30'
5	NE by E	56° - 15'	16	South	180° - 0'	27	NW by W	303° - 45'
6	ENE	67° - 30'	17	S by W	191° - 15'	28	NW	315° - 0'
7	E by N	78° - 45'	18	SSW	202° - 30'	29	NW by N	326° - 15'
8	East	90° - 0'	19	SW by S	213° - 45'	30	NNW	337° - 30'
9	E by S	101° - 15'	20	SW	225° - 0'	31	N by W	348° - 45'
10	ESE	112° - 30'	21	SW by W	236° - 15'			

Show and Tell

Right: Guild Master Jon Sanford presents John Wickman the 2016 Cdr. John C. Mathews Award for his efforts encouraging youngsters into the world of modeling with his SD County Fair small ship give away kits. **Below:** A possible rendition of an updated logo prepared for the guild by Julia Gomez, graphic artist for the Maritime Museum.



Dr. Franklin, a Mississippi Side-wheel Riverboat by David Dana

Scratch Built

Scale - approximately 1/4 inch = 1 foot

David had us revisit his build of the *Dr. Franklin* after bringing his model to the March meeting when the editor was unable to gather pictures and the story of his build. **David** tells the story of his great-great-grandmother touring the old Northwest Great Lakes and upper Mississippi in 1852. Her tour was captured in a *Great Lakes Books* publication, “A Fashionable Tour Through the Great Lakes and Upper Mississippi, The 1852 Journal of Juliette Starr Dana” edited by



David Dana. During her journey she boarded the *Dr. Franklin* on the evening of August 25 to sail from Galena, IL to St Paul, MN, a four day sail up the Mississippi Rivier. The *Dr. Franklin* model is what **David** imagined his great-great-grandmother sailed on. while touring the old Northwest.

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Dr. Franklin continued- A footnote in her journal describes the Dr. Franklin as “an experienced 156-foot long wooden side-wheel packet with a long history on the Mississippi. In 1848 the Army had contracted Dr. Franklin’s Captain M. W. Lodwick to remove two thousand reluctant Winnebago to Minnesota. Thereafter, Dr. Franklin carried Federal troops to their posts, cattle to feed the troops, Native Americans to treaty conferences, and government annuities to the river tribes. Dr. Franklin also did a boisterous business bringing tools, foodstuffs, guns, whiskey, and other frontier necessities to rival fur-trading and lead-mining companies. The fare for the four-day ride was \$3.10 each plus meals. Within two years (of Ms. Dana’s tour) Dr. Franklin collided with the Galena and sank.”



The Ship: The scale is roughly 1/4 inch to the foot and . It is entirely scratch-built from scraps of wood. The people are HO model Railroad figures. There were no

plans, as in 1852 these boats were “just built” so that’s what **David** reported he did. Parts of internet plans of other boats, lots of pictures, and a book of details called "Steamboat Compendium" guided the construction. Unseen on the first deck are wooden and wire model boilers, pipes and pistons, and crew. Pressing the small stack in front of the wheelhouse lights these up. The light is a “Lego” piece.



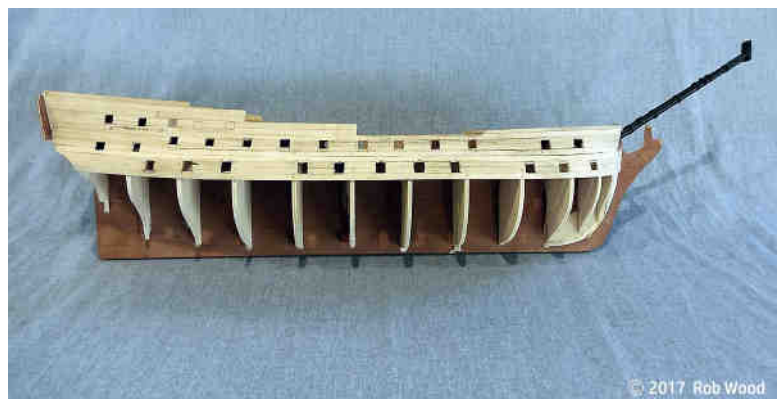
Though Ms. Dana’s journal has a fascinating account of her journey and the wonders of this region of our nation as it is being explored and settled

in 1852, the following might capture a sense of what it was like. “Directly after we got into the river (from Galena, IL), the moon came out in all her splendor & showed us a beautiful wide expanse of water smooth as glass, with rather low, but green & leafy shores, & the engine which ’till then had given but feeble puffs winding slowly through the intricate navigation of Fever river, now came out in all its high pressure noise & bustle, shaking our very souls within us, & I went to bed feeling that I was indeed on the father of waters, & had turned over a new leaf in my existence.”

H.M.S. Bellona, a 74-gun Warship Commission build by Howard Griffus kit by Corel

Scale - 1:100

Howard has just begun work on this partially started commission build already noting problems with the gun ports. Model Expo tells us Corel’s reproduction is based on original plans plus a model thought to have been built in 1778 for King George.



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H.M.S. Bellona continued– From the internet, built to a draft designed by Sir Thomas Slade (who also designed Victory), Bellona was ordered from the Royal Dockyard at Chatham on 28th December 1757 and commissioned on 22nd February 1760. Bellona was the product of a process of evolution which had been ongoing for about 100 years before she was built. The 74 gun ship was the best compromise between the massive 1st rate ships (like Victory) and the smaller, faster and handier frigates. Strong enough to stand in the line of battle, the 74 gun ship was able to outsail anything more powerful and powerful enough to outgun anything faster. The 74 gun 3rd Rate was the smallest ship able to carry a full battery of 32 pounder guns, the most effective cannon in service with the Royal Navy at the time. The Guild anticipates future reports on this build.

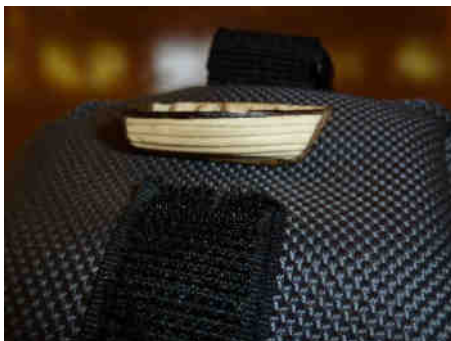


Above: David Dana holds *H.M.S. Bellona* showing deck progress by Howard Griffus



Left: Howard Griffus speaks about the challenges of building *H.M.S. Bellona* as Liborio Insigna looks on. Note the bell-shaped glass display case sitting on the table between them.

Below: Housed under bell-shaped glass, “Vikings on the Rocks” was built by Liborio Insigna to display a Viking longboat.



Left: Here Insigna shows another of his miniature builds, this one of a ship's boat of no particular designation

Herring Buss, a 17th Century Dutch Fishing Vessel

by Robert Hewitt

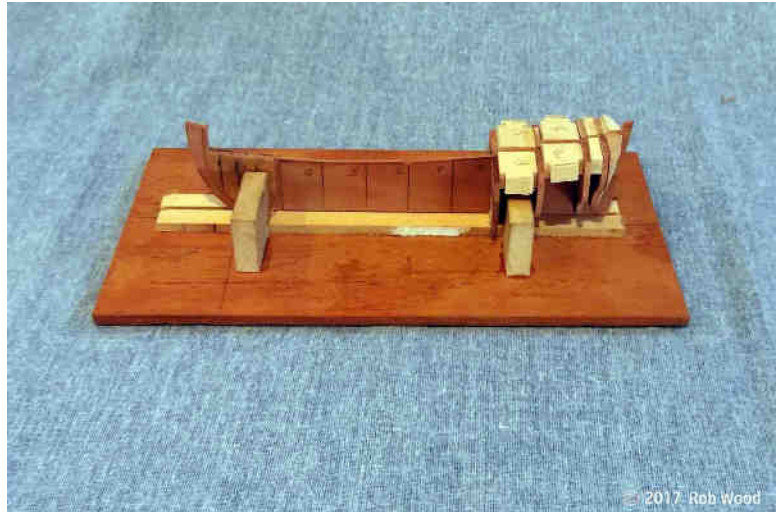
Scratch built

Scale - 1/16 inch = 1 foot

Article by Robert Hewitt

The Ship

From the sixteenth century on, hundreds of busses fished for herring. Herring was the number one food for the Dutch people. Gibbing and curing preserved the fish. Herring was very important for trade and the economy.



Catching herring was done with a drift net. A rectangular net was hung in the water like a curtain. When the fish pass by they get stuck in the net. The mesh was calculated for the size of the fish desired; their gills get caught in the net. The net is hauled on the deck with a large capstan over wooden rollers on the bulwark. The fish are removed from the net, gibed, salted and packed in barrels.



The model

The plan is from an eighteenth century technical drawing in Ab Hoving's book, "17c Dutch Merchant Ships. The .05 thick pear wood keel piece is cut-out from the plan just below the deck level. The grain of the wood is parallel to the waterline. A .025 wide rabbit is cut in both sides. A separate stem piece is made with the grain perpendicular to the waterline. The stations are marked on the keel piece.

The building block is a flat piece of scrap wood with two strips sandwiching the keel piece. The thickness is just above the rabbit cut. Two blocks are located between two stations and the keel piece is held in place with wood screws.

The bulkheads are made by gluing two pieces of pear wood and a paper cut-out of each station. Basswood spacers are fitted between bulkheads. The spacers are notched to accept frames for the bulwarks.

I plan to display the ship in a fishing mode, so a crew of twelve to fifteen figures will be needed. Each figure is 3/8 "tall. There will be four on the capstan along with net hauling and mast and yard stowage.

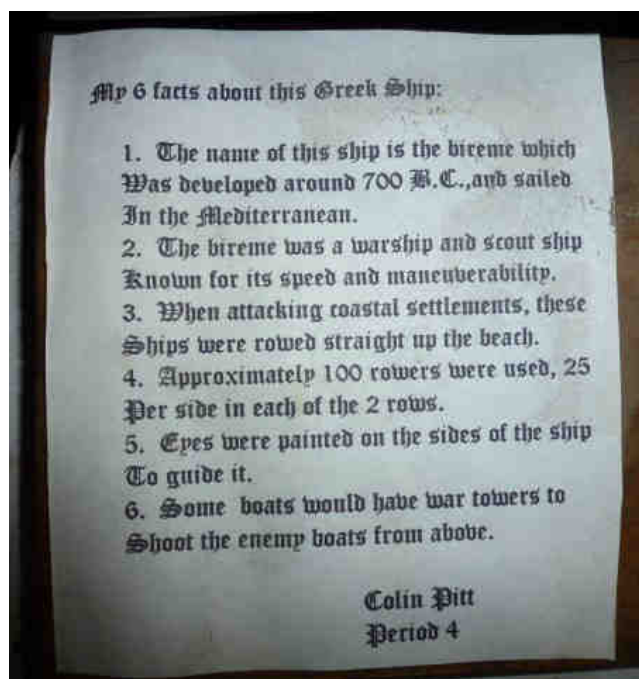




model making. Though the information sheet attached to the model identified the ship as a bireme, James corrected us to unireme based on the number of oars for this ancient warship. An enjoyable story, **James!**

Unireme by James Pitt

James showed one of his first builds, a family school project, that helped trigger his interest in



Above: A Russian Submarine, C-56, by **Isaac Wills** and
Below: a longboat from Isaac's plastic kit of *Soliel Royal* that was significantly modified from its plastic origin

Below: As **Ed Torrence** worked hard on his J-Class yacht *Endeavour* to give to his son in April as a birthday gift, sails are being hoisted! It has been a pleasure to report on Ed's progress with this build over the last few newsletters!

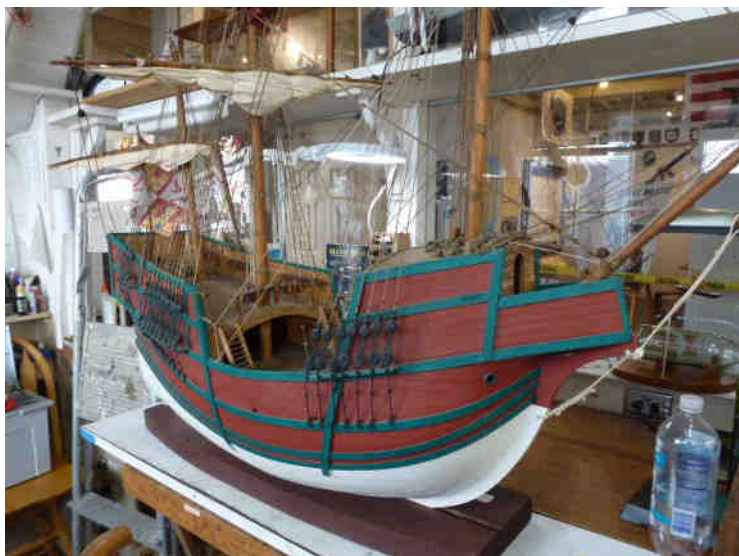




Think about

(Bob Kyle making progress on a project in the Model Shop)

Helping Out
(Jon Sanford brings restoration work, this from Cabrillo National Monument, and just wait to discover the work Rob Wood is lining up!)



In the Model Shop

(with Bob Duncan who tells a fine tale of the P-51 Mustang as he works on *La Santa Maria*)