



San Diego Ship Modelers Guild

1492 N. Harbor Drive

San Diego, CA 92101

December 2017

NEWSLETTER

VOLUME 45, NO. XII

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Established in 1972 by
Bob Wright and Russ
Merrill

Howard Griffus recommends *Shanties*. One can almost hear the sailors as they toil away hauling line.

Cape Cod Girls

Cape Cod girls ain't got no combs
Haul away, haul away
They brush their hair with codfish bones
And we're bound away for Australia

So heave away, me bully, bully boys
Haul away, haul away
Heave her up and don't you make a noise
And we're bound away for Australia

Cape Cod kids ain't got no sleds
They slide down the hills on codfish heads

Cape Cod girls ain't got no frills
They tie their hair with codfish gills

MINUTES OF 14 NOVEMBER 2017 GUILD MEETING

Guild Master Jon Sanford opened the meeting at the San Diego Maritime Museum on the Passenger Deck aboard the Steam Ferry *BERKELEY* and **Isaac Wills** began by leading a recitation of *The Pledge of Allegiance*. Sixteen (16) guild members were in attendance. In Attendance was our newest member, **Alex Roel**, a novice builder from San Diego. Alex is seen here in his SDSU hoodie helping the crew assembling mini *Star of India* kits for handouts to youth visitors coming by the model shop aboard the *Berkeley*.



Continued on Page 2

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



<http://sdshipmodelersguild.org/>

MINUTES continued -

The meeting proceeded directly to **Show and Tell**. Projects included were **Karl Zingheim's** progress on his *USS Richmond*, **Tom Hairston's** Red Dragon and Viking Longboat, **Royce Privett's** progress on his U.S. Brig *Syren* (1803), **Bob Kyle's** Peterborough canoe, and **Don Dressel's** Egyptian Solar Boat. Pictures and more information can be found in the **Show and Tell** section.

After break, **Guild Master Jon Sanford** conducted an auction of some fine old books (the editor was able to acquire "Romance of the Sea" by Harvard University Professor of Oceanic History and Affairs J. H. Parry, very fine!). Jon then began the meeting's business reports.

Purser's Report: Purser Gary Seaton reported the guild balance as of 1 October was \$<redacted>.

First Mate's Report: Ed Torrence reported that working with **James Pitt**, a sample polo shirt in true blue with a guild logo will soon be available for Guild approval. Look for details in the very near future!

Web Master's Report: Rob Wood reported that the Guild website has been transitioned to Hypergold and content updates are underway. Rob has requested that anyone with a build log for their projects, especially with a photo journal,

contact him at <redacted>. Rob reports how this type of content will direct web searches to the guild website.

Community Group Build Report: Mike Lonnecker handed out the Chuck Passaro designed kits of the Admiral's Barge to participants and **scheduled a meeting at 1:00 PM on Saturday, December 2 at his home. For directions email Mike at wml4@cox.net** Mike and the community build, seen below, are welcoming all members whether building the Admiral's Barge or not to participate with any modeling projects they might have.



Community Build participants from left clockwise: Mike Lonnecker, Doug Yumoto, Steve McGivern, Bob Kyle, Gary Seaton, Guy Lawrie, James Pitt, Jon Sanford, and Kenneth Selzer

continued on Page 3

**Next meeting is
12 December 2017**

**5:30 PM - Social
5:30 Officer's Meeting
6:00 PM Meeting and
Holiday Dinner!
Bring a Model!**

December 2017

S	M	T	W	T	F	S
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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						

Community Build Meeting, 1:00 PM
Contact Mike Lonnecker for directions to his home, wml4@cox.net



Community Group Build Report continued: Left: As Doug Yumoto and Steve McGivern listen in, Mike Lonnecker is discussing the Admiral's Barge and the Community Build meetings. Mike again emphasized that the meetings are **open to all and any model project or topic is open for group discussion**. There was a discussion of what glue choice for the Admiral's Barge and Mike spoke to the benefits of using a white carpenter's glue for most model projects, not the least of which was how mistakes can be dissolved with water or, even more quickly with denatured alcohol.

Log Keeper Report: Isaac Wills reported there are ongoing modeling contests and exhibitions that might be of some interest to guild members. For example, the San Diego Secret Society of Modelers will host Winterfest 2018 Scale Model Contest and Swap Meet on January 27, 2018, from 8:00 am to 2:00 pm at the San Diego Air & Space Museum, Gillespie Field 335 Kenney St, El Cajon, Ca 92020. Wooden ship models are accepted and **Robert Hewitt** won "Best of Show" with his HMS *Fly* in a past show! Isaac noted a land-locked replica of RMS *Titanic* is under construction in China. Isaac also postponed a Guild presentation to the Point Loma HS JROTC program until the Spring due to conflicting schedules.



Guild Master and New Business Report: Jon Sanford reported the December meeting will be primarily focused on the **Holiday Dinner** and folks are urged to bring a model, show only, no discussion of the model is required! **Free stuff, including tools and building materials, will be in the Holiday Giveaway!**

Jon reported **Howard Griffus** completed painting 113 miniature *Star of India* ship hulls. On November 25 **John Wickman** brought in additional hulls. With



Jon Sanford, the merry crew seen to the right gathered in the Museum Library completing 218 kits for youth giveaway. From left clockwise around the table: **Karl Zingheim, John Wickman, James Pitt, Howard Griffus, Alex Roel, and Guy Lawrie**. **There is always plenty of room for volunteers!**

Jon reminded us to bring the paper models handed out at the Guild's September Meeting to the December Meeting. These give-away paper models are potential tree ornaments or gifts to young Museum visitors.

Also, San Diego Argonauts will hold their annual "Motor Boat Parade of Lights" on Mission Bay's Vacation Isle Park's San Diego Model Yacht Pond December 16 at 5:00 PM.

Jon gave a photo presentation on his visit to the U.S. Naval Academy Museum in Annapolis, Maryland and then adjourned the meeting. Several pictures have been included on the next page from the presentation giving scant justice to Jon's talk about all that can be seen when visiting this historical museum.

Photos from U.S. Naval Academy Museum by Jon Sanford



L to R: Approach to the U.S Naval Academy Museum; Jon's luck leads to a curator guided tour; Highlight of the tour is the Museum's model shop located in the Museum's basement



L to R: The model shop is fully equipped and supports many workstations for which there is a long waiting period for prospective volunteers; Restoration projects can be very extensive like this of "Old Ironsides"; Restoration projects include items of naval history beyond just ships

Show and Tell

The Chinese Junk

by Tom Hairston (seen here with his models)

Artisania Latina kit 18020 (Red Dragon Junk)

Scale - 1:60

Tom gives us the following writeup for his model. **The Ship Type:** A junk is an ancient Chinese sailing ship design that is still in use today. Junks were developed during the Song Dynasty (960–1279) and were used as seagoing vessels as early as the 2nd century AD.



continued on Page 5

The Chinese Junk by Tom Hairston continued (a modern junk shown below):

The Sail Type continued: They evolved in the later dynasties, and were used throughout Asia for extensive ocean voyages. They were found, and in lesser numbers are still found, throughout South-East Asia and India, but primarily in China. Found more broadly today is a growing number of modern recreational junk-rigged sailboats.



The term junk may be used to cover many kinds of boat—ocean-going, cargo-carrying, pleasure boats, live-aboards. They vary greatly in size and there are significant regional variations in the type of rig, however they all employ fully battened sails. They have incorporated numerous technical advances in sail plan and hull designs that were later adopted in Western shipbuilding. The historian Herbert Warington Smyth considered the junk as one of the most efficient ship designs, stating that "As an engine for carrying man and his commerce upon the high and stormy seas as well as on the vast inland waterways, it is doubtful if any class of vessel... is more suited or better adapted to its purpose than the Chinese or Indian junk, and it is certain that for flatness of sail and handiness, the Chinese rig is unsurpassed."

Sail plan (model shown below right): The structure and flexibility of junk sails make the junk fast and easily controlled. The sails of a junk can be moved inward toward the long axis of the ship, allowing the junk to sail into the wind. The sails include several horizontal members, called "battens", which provide shape and strength. Junk sails are controlled at their trailing edge by lines much in the same way as the mainsail on a typical sailboat, but in the junk sail each batten has a line attached to its trailing edge where on a typical sailboat a single line (the sheet) is attached only to the boom. The sails can also be easily reefed and adjusted for fullness, to accommodate various wind strengths. The battens also make the sails more resistant than other sails to large tears, as a tear is typically limited to a single "panel" between battens. The main drawback to the junk sail is its high weight caused by the heavy full length



Rob Wood

battens. With high weight aloft and no deep keel, junks were known to capsize when lightly laden due to their high centre of gravity. The top batten is heavier and similar to a gaff. Junk sails have much in common with the most aerodynamically efficient sails used today in windsurfers or catamarans. The sail-plan is also spread out between multiple masts, allowing for a powerful sail surface, with a low center of effort which reduces the tipping moment. The standing rigging is mainly absent.

continued on Page 6

The Chinese Junk by Tom Hairston continued (model below):

Flags: Flags were hung from the masts to bring good luck and women to the sailors. A legend among the Chinese during the junk's heyday regarded a dragon which lived in the clouds. It was said that when the dragon became angry, it created typhoons and storms. Bright flags, with Chinese writing on them, were said to please the dragon. Red was best, as it would induce the dragon to help the sailors.

Construction: Classic junks were built of softwoods (although of teak in Guangdong) with the outside shape built first. Then multiple internal

compartment/bulkheads accessed by separate hatches and ladders, reminiscent of the interior structure of bamboo were built in. Traditionally, the hull has a horseshoe-shaped stern supporting a high poop deck. The bottom is flat in a river junk with no keel (similar to a sampan), so that the boat relies on a daggerboard, leeboard or very large rudder to prevent the boat from slipping sideways in the water. Ocean-going junks have a curved hull in section with a large amount of tumblehome in the topsides. The planking is edge nailed on a diagonal. Iron nails or spikes have been recovered from a Canton dig dated to circa 221 BCE. For caulking the Chinese used a mix of ground lime with Tung oil together with chopped hemp from old fishing nets which set hard in 18 hours. Junks have narrow waterlines which accounts for their speed in moderate conditions. The largest junks, the treasure ships commanded by Zheng He, were built for world exploration in the 15th century, and according to some interpretations may have been over 120 metres (390 ft) in length, or larger, based on the size of the rudder post that was found.

Another characteristic of junks, interior compartments or bulkheads, strengthened the ship and slowed flooding in case of holing. Ships built in this manner were written of in Zhu Yu's book Pingzhou Table Talks, published by 1119 during the Song Dynasty. Again, this type of construction for Chinese ship hulls was attested to by the Moroccan Muslim Berber traveler Ibn Batutta (1304-1377 AD), who described it in great detail. Although some historians have questioned whether the compartments were watertight, most believe that watertight compartments did exist in Chinese junks. All wrecks discovered so far have limber holes; these are different from the free flooding holes that are located only in the foremost and aftermost compartments, but are at the base of the transverse bulkheads allowing water in each compartment to drain to the lowest compartment, thus facilitating pumping. It is believed from evidence in wrecks that the limber holes could be stopped either to allow the carriage of liquid cargoes or to isolate a compartment that had sprung a leak.

The Model: This kit was sold by the Artisanía Latina company of Spain and is a plank on bulkhead construction. It was completed in November of 2015 after two months of construction. The sail color was changed from white to red on the advice of family and friends.



Rob Wood

The Gokstad Viking Ship (a rendering to the right)

by Tom Hairston

Kit purchased from Daniel Dusek, Czech Republic

Scale - 1:35

Tom gives us the following writeup for his model. The Viking society which flourished from around 789 until 1066 was built around their ships, which were bigger, lighter and faster than any before. These vessels had been perfected over many years, with the power to brave the vicious storms of the Atlantic Ocean, but also the sleek construction to skim through shallow rivers. These powerful and efficient ships enabled their mighty passengers to create colonies all over the world, and the building and maintaining of these vessels became the basis of Viking society.

A Viking longboat was found in 1880 in Gokstad, Norway, in a burial mound in a field. The ninth-century ship was powered by sail and/or 32 oarsmen. Early on this type of ship was used in single or small numbers for trading expeditions or raids, but as time went on fleets of up to 250 of these ships were used. This ship was built in the mid to late ninth century. These ships were clinker built, which means that the planks that formed the strakes of the hull were overlapped and tied together, rather than being attached to the frames edge to edge like later ships were built. This method of planking made the ship lighter and more flexible in rougher seas. Lashings as well as rivets and roves (similar to a bolt and nut) held the planks together and to the frames.

Under the deck of the ship were spaces where tools, weapons, cargo and other things could be stored. Removable planks in the deck gave access to things stored below. Stones were used for ballast in the area near the keel.

The tops of the stems were usually adorned with the head and tail of a dragon or similar display. They were removable so that they would not be lost in heavy seas. The decorations for the Gokstad ship have been lost to antiquity.

The actual ship is currently being displayed in the Viking Ship Museum, Oslo, Norway.

The Replicas: The excellent nautical ability of the ship was demonstrated in the year 1893 when a replica was built by Magnus Anderson who took a journey from Norway to the USA. Total length of the ship was 24 meters. A second replica was built in 1949 and sailed by a Danish crew to Kent in England. It is now on display on the cliffs above Pegwell Bay, Kent.

The model (above right): The kit for the model was purchased from Daniel Dusek, Czech Republic. The scale of the model is 1/35th. It was finished in Mar, 2017 with about five months of work. The display case is made from poplar wood from Lowe's and glass from Don's Mobile Glass.



Rob Wood



U.S. Brig *Syren* (1803)

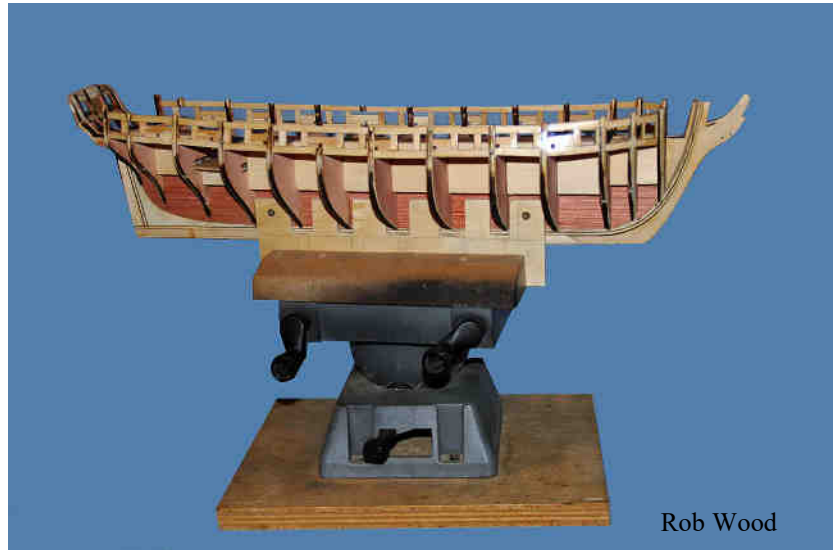
by Royce Privett

Plank-on-bulkhead kit by Model Shipways

Scale - 1:64, 3/16 inch = 1 foot

As Don Dressel listens in, Royce reports progress on his Chuck Passaro designed kit, USS *Syren*, a 240-ton brig that Royce first reported on in our October newsletter.

Below: September 2017 meeting



Above: November 2017 meeting

Royce reports he has incorporated basswood, beech, and walnut in his build and he has added stern frames and gun ports. Additionally, both port and starboard gun ports have been framed with sills and lintels. We look forward to seeing progress during future meetings!



USS *Richmond* (1860)

by Karl Zingheim

Scratch Built

Scale - 1:96

Karl brought us up to date on progress with his future diorama and tells us he is now shifting his focus to Mobile Bay and the action *Richmond* saw there. Karl is scratch building *Richmond* using styrene sheet with wood stiffeners. To quote Admiral Farragut, "Damn the torpedoes ... full speed ahead!" When building his diorama it is difficult to reflect that during her service in the Civil War, 33 sailors and marines earned the Medal of Honor serving aboard the *Richmond*.

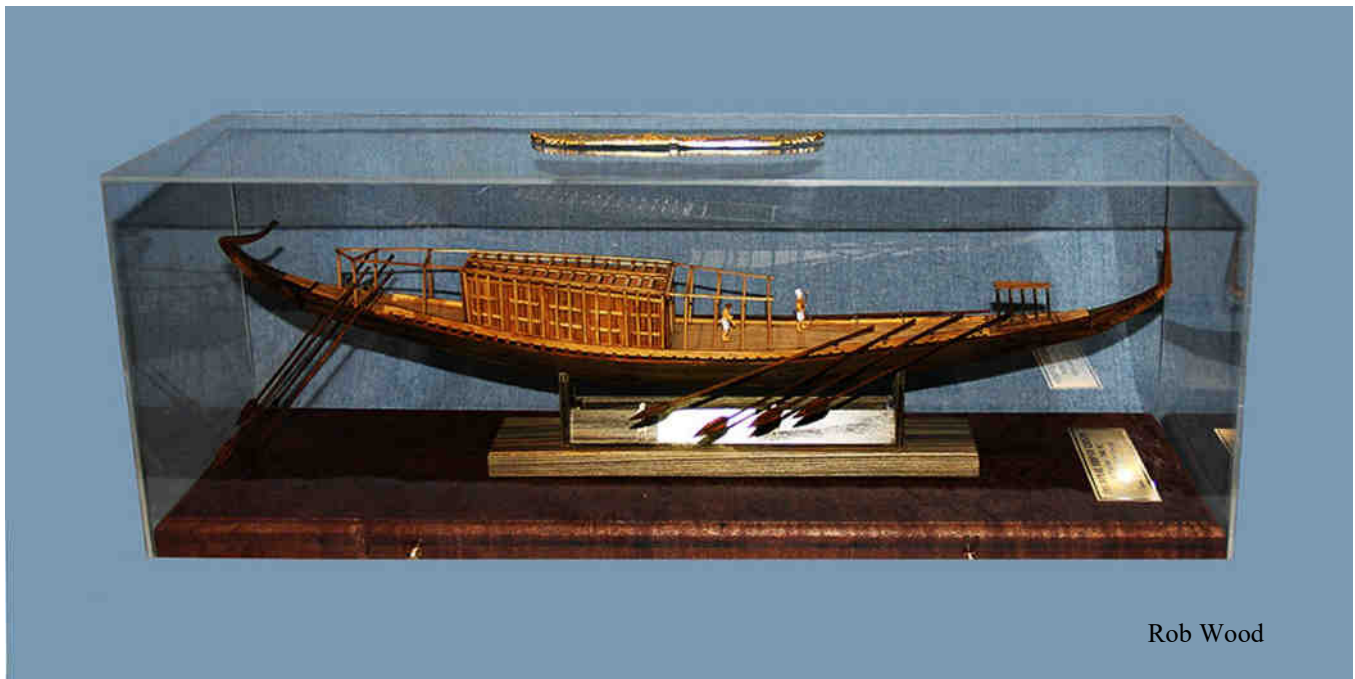
Egyptian Solar Boat

by Don Dressel, (here to the right with Royce Privett and David Yotter)

Kit by Woody Joe (Japanese)

Scale - 1:72

Don gives us the following write-up: The Egyptian Solar Boat kit by Woody Joe is in 1/72 scale. It was a fun build, as are all the Japanese Woody Joe kits. The building board is very well thought out and working with the Japanese cedar wood is a pleasant experience, as it smells very nice when you cut and sand it. All the parts went together very well. The only problem I had was working with CA glue, which I do not like to do. Therefore, I built the model using Titebond glue, which requires a little thought on how you are going to hold the parts together for the glue to set.



Rob Wood

The model (above) is based on the Ship of Cheops, the pharaoh of Egypt, whose pyramid the actual boat was buried next to in a pit. The boat was in pieces in the pit and took quite awhile to put back together, many of the wooden "pieces" having instructions written on them as to their placement. It was a GIANT jig-saw puzzle, which was solved by Ahmed Youssef Moustafa who solved the riddle. More information can be obtained on the real ship in the book The Boat Beneath the Pyramid by Nancy Jenkins.

The kit model itself is all in Japanese, but the detailed photo's and plans for constructions are very good. The only pit-fall to be wary of is not to glue something together that should not be glued together.

Compare Don's model to the shape of The Gokstad Viking Ship by Tom Hairston on Page 7 and the pictures on the next page.

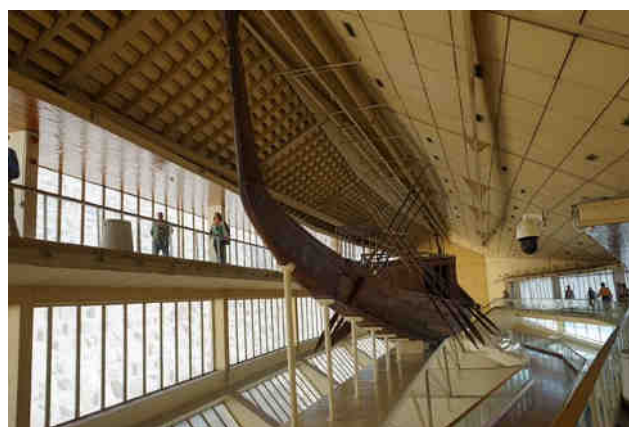
continued on Page 10

Egyptian Solar Boat continued

Bonus from member **John Clark** who was recently visiting Egypt and sent these pictures of the original. The Woody Joe kit appears to compare favorably!



John added: "Visiting Cairo today. Here is a ship found next to the great pyramid dating to 2600. Cedar planks from Lebanon! To be held together using rope lashings. The ship was stored in an under ground sealed pit to be assembled in the after life. Instructions were included on each piece in hieroglyphics together with some beautifully made rope for assembling the vessel."



Jon further added "the archeologists prepared a model to be sure they fully understood what was to be done when constructing the boat. The other comment is that the lines somewhat look like a Viking ship although the Egyptian vessel dates to 2600BCE!" The model is shown in the two pictures below.



Peterborough Canoe

by **Bob Kyle**, here to the left while taking notes at the Community Build meeting. Bob can often be found on Wednesday mornings staffing the Museum Model Shop, stop in and visit.

The model below is built from an out of production Midwest kit that was distributed by BlueJacket



Rob Wood



Bob tells us that his interest to build this model grew from a boyhood memory of when his parents would Summer vacation into the Peterborough, Ontario vicinity, most likely to earn a respite from he and his brother! They would return with tales of their canoeing

adventures. Inspired, indeed! The Canadian Canoe Museum, Le Musée Canadien du Canot, located in Peterborough, Ontario Canada might provide an answer to the question, “What really is “a Peterborough canoe?” There was a time in the late 19th century and the early part of the 20th when the term “a Peterboro” might have meant almost any wooden canoe in the traditional Canadian style. That is to say, one resembling the woodland canoe which the (native) people had perfected “long before the white man and long before the wheel” as Gordon Lightfoot says in the Canadian Railroad Trilogy. The term “Peterborough” and its short form “Peterboro” to mean “wooden canoe” came into use because much of the evolution from bark canoe and native dugout to the carpentered canoe built with European woodworking skills took place in or near the city of Peterborough, Ontario. Not unnaturally, people took to calling canoes from anywhere in the area “Peterborough canoes.” This tendency was especially pronounced among American sporting enthusiasts of the late 19th century, some of whom were avid canoeists but also authors, editors or publishers of books, newspapers or magazines in which this usage was perpetuated and its scope enlarged.

Quite literally, the Peterborough Canoe Co. rose from the ashes – those of the Ontario Canoe Co. which had been set up in 1883 by J.Z. Rogers across the river from Peterborough. When the Ontario Canoe Co. burned in May of 1892, Mr. Rogers moved the company into town and re-instituted it as the Peterborough Canoe Co., one imagines to capitalize on the name that books and journals were helping to popularize. From 1893 until its demise in 1961 the Peterborough Canoe Co. became something of a national institution in Canada.

Over the years, the company sent out from its red brick factory at 290 Water Street vast numbers of skiffs, launches, runabouts, cruisers, dinghies, dories and all manner of associated equipment such as paddles, oars, skis, toboggans, sleds and even duck decoys. The cedar-strip runabouts themselves became so closely identified with the company that for a time – perhaps in the 1950’s - people might say that the family had bought “a new Peterborough” and mean that it had bought a wooden outboard runabout pure and simple.



Think about

(Bob Kyle making progress on a project in the Museum Model Shop and representing the Guild to Maritime Museum visitors!)

Helping Out

(James Pitt and Jon Sanford working on a restoration and sharing a tale!)



In the Museum Model Shop!

(and while there, take a visit to the Museum's exhibit "Rum: Sailors, Pirates, and Prohibition"!)