



San Diego Ship Modelers Guild

1492 N. Harbor Drive

San Diego, CA 92101

June 2018

NEWSLETTER

VOLUME 46, NO. VI

OFFICERS

Guild Master

Ed Torrence
address redacted
phone redacted

First Mate

James Pitt
address redacted
phone redacted

Purser

Gary Seaton
address redacted
phone redacted

Newsletter Editor

Guy Lawrie
address redacted
phone redacted

Log Keeper

Isaac Wills
address redacted

SPECIAL ASSISTANTS

Web Master

Robert (Rob) Wood
address redacted

Presentations Coordinator

Ed Torrence
address redacted

Established in 1972 by
Bob Wright and Russ
Merrill

“A person who works with his hands is a laborer.
A person who work with his hands and his brain is a
craftsman.

A person who works with his hands, his brain and his heart
is an artist.” - Louis Nizer

This quote is offered by Jon Sanford and can be found at The Miniature
Engineering Craftsmanship Museum located in Carlsbad, CA

MINUTES OF 8 MAY 2018 GUILD MEETING



Guild Master Ed Torrence gaveled the meeting to order at the San Diego Maritime Museum on the Passenger Deck aboard the Steam Ferry *BERKELEY* before **Tom Hairston** led twenty (21) members, one (1) returning members, and two (2) guests in a recitation of *The Pledge of Allegiance*. **Left: San Diego Bay from the Berkeley on meeting day Below: The crew settles**

in as the meeting gets under way

Ed first introduced two fellow modelers who traveled from the Phoenix, AZ area, **Frank McMahon** and **Dan Sweeney**.

Frank shared his background as an accomplished wildfowl carver (see Ward World Championship Wildfowl Carving Competition 2008 results) and how he became interested in scratch building

ship models because of the intellectual challenge involved in the work. See **Frank's** skipjack *Kathryn* in the **Show and Tell** section. **Dan** told us how he found a willing mentor in **Frank** when he became interested in building ship models after his time in the USMC.



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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 -

Ed also introduced us to a former Guild member, **Frank Dengler, CDR, USN (Ret)** seen here to the right, who is renewing his interest in the Guild as his distinguished naval-centered career winds down. During **Show and Tell** **Frank** shared several photos of his scratch built ship models including the USS *Brinkley Bass* (DD-887) aboard which he served. Frank told an amusing sailor’s tale about her being named for Lieutenant Commander Harry B. (Brinkley) Bass (1916–1944), who was killed in action when his plane crashed in combat during the invasion of southern France on 20 August 1944. The Guild welcomes Frank back and looks forward to viewing his models and hearing a tale or two from him. **Ed** reiterated his goals from May’s Guild meeting including maintaining basic housekeeping such as assuring a U.S. Flag is displayed at our meetings and Show and Tell Information Sheets are available. Ed spoke about information management (this can sometimes be thought of as “telling our Guild story”) and action was initiated to document the Guild’s history and gather together the newsletter archive for the website.



Ed concluded the Guild Master’s report with a brief discussion about the upcoming presentation to the Point Loma High School Navy Junior ROTC Program. **Report: Ed Torrence** and **James Pitt** were the Guild representatives this year and they brought in a few of their models to illustrate why they enjoy building historically accurate vessels of all kinds with the hope to inspire the young men and women in the program to do the same. Following the May 15 presentation, **James Pitt** reported approximately 100 students (about a 50/50 gender mix) were addressed over 4 classes. Each class began with the students being called to attention by their JROTC LCDR (the LCDR were also mixed gender), role call, and a recitation of their General Orders and then the Guild was introduced. Soon to be a high school and NJROTC graduate, Guild Log Keeper **Isaac Wills** began each class presentation with a PowerPoint on the types of ship modeling with a short history and lots of photo examples. LCDR (Ret) Ed Torrence, seen here at the front of the classroom, presented his extensive display of models and demonstrated commercial enhancements to kit models and scratch built models.



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Note Earlier Officer Meeting Time

Next meeting is 8 June 2018

5:15 Officer's Meeting
5:30 PM - Social
6:00 PM Meeting

June 2018

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

Community Build Meeting, 1:00 PM aboard the Berkeley upper passenger deck!

James spoke to the classes about his model of a Greek galley and talked about placing himself into the model so as to see the project from that immersed point of view and a short discussion on scale. The students then were given an opportunity to work in small groups building a “Mini-Star” model like given away at the fair. The Guild hopes to continue this outreach to Point Loma H.S.’s impressive NJROTC program with other interested Guild Members. As a closing note, the Guild wishes Isaac Wills and his teammates **Good Luck!** during their participation in the 8th International Sea Perch Challenge held at the University of Massachusetts Dartmouth.

The meeting proceeded to the following Officer and Special Assistants Reports before moving to a meeting break, and **Show and Tell**. The



meeting closed with an auction of the kit shown here. **Jon Sanford** reported that the proceeds from the auction were being donated to the Maritime

Museum since the kit was donated to them. Jon managed an auction sale of \$<redacted>.

Show and Tell included the previously reported slides shown by **Frank Dengler**, then **Royce Privett**’s progress report on his U.S. Brig *Syren* (1803), and **Tom Hairston**’s report on his French tuna boat *Marie-Jeanne*. **Doug Yumoto** showed his Maine lobster smack *Muscongus Bay*, **Frank McMahan** spoke about his *Kathryn*, **Karl Zingheim** told us about how “Legacy Week” aboard the USS *Midway* Museum (Karl is the museum’s History Director) slowed his modeling of The Battle of Jutland (1916). **Jay MacMaster** displayed his American brig USS *Lexington* (1776), **Alex Roel** provided an update on his NY pilot boat *Phantom* and **Howard Griffus** showed his “fair project”, Dutch galleon *Roter Lowe*.

First Mate’s Report: **James** reports the shirt vendor has completed all the orders we have submitted and distributed a portion of his inventory to those who had orders in. If you ordered a shirt and have not received it, chances are it is now in his care. He may be contacted directly by text or voice at <redacted> for arrangements or for further order information. Nice shirts with a good look and very appropriate for Guild meetings, Museum Model Shop staffing, and San Diego County Fair volunteers!

Purser’s Report: **Purser Gary Seaton** reported the guild balance as of 1 May was \$<redacted>. Gary has updated the Guild roster and is planning on adding a Guild Master signature card to the Guild bank account.

Editor’s Report: **Editor Guy Lawrie** reported no outstanding issues with the newsletter. The “Show and Tell Information Form” was modified with some suggested questions for consideration when completing background for the actual ship and model detail information. Something is better than nothing, so help tell your model’s story!

Log Keeper Report: **Isaac Wills** was unable to attend this meeting.

Web Master’s Report: **Rob Wood** reported he is making progress on the updated website and requested support for content. Guild historical information is being gathered and forwarded to Rob. Rob took many of the fine pictures shown in this newsletter. Thank you!

Community Build Report: **Build Coordinator Mike Lonnecker** and **Build Log Keeper Steve McGivern** were unable to attend the meeting on May 5. **Jon Sanford** and **Guy Lawrie** were the only Royal Barge Circa 1700 builders to show up though **Alex Roel** also joined us. Hardly an auspicious meeting since Guy is still getting his project underway but never the less, Jon discussed his progress on the build and it is hoped participation is better in the future.

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Community Build Report continued: While waiting for the community build meeting to begin, **Joe Renteria** stopped by the Museum Model Shop seen below with **Jon** and *Royal Sovereign*.



As reported in previous newsletters, Jon is restoring HMS *Royal Sovereign* for Joe. Joe's remarkable life and service has been well documented and for those remembering our nation's service members during the period Memorial Day through July 4, go to www.navy.mil/ah_online and search "From Behind the Lens".

Fair Coordinator and Museum Report: Fair Coordinator **Jon Sanford** reported the "Fair Sign Up Sheet" for volunteers has been filled but he noted that many of the time slots are filled by the same members and that if anybody would like to step up and fill a slot, they should contact him. The fair booth was setup as scheduled, below: **Bill Grolz** (right) and **Jay MacMaster** (center) recruited a Design in Wood official to help setup new track lighting rails. Jon reminds us that the Guild's supply of "Mini-Star Model Kits" is limited and not to give them all away to young visitors in the first week! Jon is securing a new table to replace the unstable small card table used in previous fairs/booth schedule and with a supply of purchased small ship models, Wednesday youth build nights are ready to go! **EVERYBODY HAVE FUN AT THE FAIR BOOTH THIS YEAR!**



Show and Tell



U.S. Brig *Syren* (1803)

by **Royce Privett** seen here on the left sharing a story with Tom Hairston

Plank-on-bulkhead kit by Model Shipways

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

Royce reports progress on his Chuck Passaro designed kit, USS *Syren*, a 240-ton brig that Royce reported its history on in our October 2017 newsletter and last seen at our November 2017 meeting. Since that time, Royce reports adding the following items to his Basswood, beech, and walnut built model.

1. The transom has been planked and painted red
2. The rail cap has been added to the transom. **continued next page**

Below: November 2017 meeting



U.S. Brig *Syren* (1803) by Royce Privett, continued

3. The hull was planked and finished
4. The bulwarks have been planked and painted red
5. The cap rail was installed on the transom
6. Decking is installed
7. Operational rudder and tiller were fashioned and installed
8. Companion way was installed with ladder to below decks
9. Cap rail was installed on the bulwarks
10. Cap stand was assembled and installed
11. Four hatches were assembled and installed
12. Charlie Nobel was fashioned and installed
13. Shot racks were completed with shots and installed

The Guild looks forward to hearing the next progress report on this build!

below: May 2018 Meeting



Marie-Jeanne

by **Tom Hairston** - seen here to the left of his model displayed in his custom made case

Artesania Latina plank on bulkhead kit

Scale 1:50

Tom told the members about the *Marie-Jeanne* kit being



purchased by a friend. When his friend found the kit too advanced for him, Tom volunteered to build it for him. In August of 2012 Tom finished the project and mounted the boat in a display case then gave it back to his friend. Tom told the members *Marie-Jeanne* was a tuna boat from the French harbor of Concarneau and was part of the fishing fleet which sailed from 1900 till 1950. She fished for tuna between June and October sailing as far as the coasts of Mauritania. The outings could take two months, as tuna is found in the high seas far from any coasts. The general trend towards engine propulsion contributed to the disappearance of these elegant fishing boats, which often sported colorful sails.



Muscongus Bay (Maine) Lobster Smack

by **Doug Yumoto** - seen here talking about only the second model he ever built with the crew looking on

Midwest Products kit #MID951

Scale ?, Overall Length: 15 1/2"

Doug reports his lobster smack was the 2nd model he built. He believes this is a great entry level kit and the kit used a few sheets of wood for the hull. **Doug** was not satisfied with this appearance of the hull and he modified the kit by planking the hull. The kit featured balsa, basswood, and mahogany



parts and included all fitting and rigging materials including sailcloth.

As reported by The Ancient Mariner website, Muscongus Bay Lobster

Smacks were built from the 1860s to the turn of the century. These small sloops could be easily worked by two men. Noted for their speed, these hardy and seaworthy craft were used along the Maine coast for catching lobster and transporting them from islands to central shipping ports.



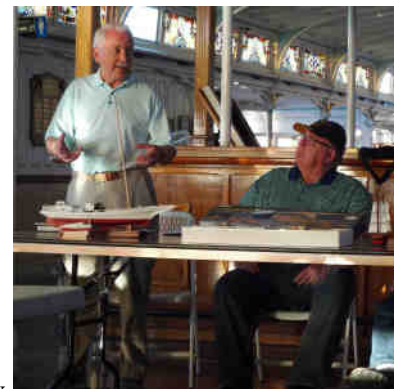
Kathryn, a Chesapeake Bay Skipjack (in progress)

by **Frank McMahon** - seen here telling about his skipjack with Dan Sweeney looking on

Scratch Built, Build Log maintained on Model Ship World, <https://modelshipworld.com/index.php?/topic/15453-skipjack-kathryn-by-mahuna-132-based-on-haer-drawings/>

Scale 1:32

Frank spoke about how he enjoyed the lines of a skipjack (see pictures below of *Kathryn* under sail and working) and reported his progress on the build. The following is taken directly from the build log's information page referenced above. "I've always liked the lines of the Skipjack oyster dredging craft from the Chesapeake Bay. A couple of years ago I found drawings of the Skipjack *Kathryn* on the HAER website, and thought this would be an interesting build."



"*Kathryn* was built at Crisfield, Maryland in 1901. *Kathryn* is fairly large for a Skipjack, measuring 50 feet long and 16 feet 8 inches wide. The HAER documentation includes the information that was provided for the nomination of *Kathryn* as a National Historic Landmark, and indicates that *Kathryn* is the oldest of the true "skipjacks" - the two-sail bateau built expressly for the oyster trade."



Kathryn, a Chesapeake Bay Skipjack by Frank McMahon, continued



“*Kathryn*’s hull is a modification of the standard hard chine skipjack design. The hull has the same general form as the standard skipjack with a sharp convex bow, beamy midsection, and counter stern. The difference is that *Kathryn* is planked fore-and-aft with a rounded chine rather than having a hard chine and being planked athwartships in a herring-bone pattern. Only a small number of skipjacks have been identified with the same construction – the *Susan May* (1901) and *Maggie Lee* (1903) among them. *Kathryn* carries the traditional Chesapeake longhead or clipper bow with a straight raking stem.”

“*Kathryn* underwent a major rebuild in 1954, which included the deck and siding, but retained her original form and many of her original oak timbers. The HAER documentation was recorded as *Kathryn* existed in 1995. Some modifications had been made to *Kathryn*’s outward appearance, mainly the addition of a ‘doghouse’ or companionway above the main cabin, and the replacement of the forepeak hatch with one of a lower profile.”



“In 2011 *Kathryn* struck a buoy during the annual skipjack race off Deal Island, Maryland. “Stoney” Whitelock, the current owner and captain, said “When I hit that buoy, that was no big deal, but I found out there was no nails holding the planks onto some of the frames, they were eaten away. Almost all of the frames at some point were rotten.”



“A major construction project was launched to rebuild *Kathryn*, starting in 2011 under the guidance of Mike Vlahovich – a master shipwright and founding director of the Coastal Heritage Alliance. The project was funded through grants and private donations, and much of the reconstruction work was performed by volunteers.”

“*Kathryn* was relaunched during the end of September 2015, and worked the 2015 oyster season. I was able to spend a short time on board *Kathryn* during October 2015 as she was docked at Deal Island before the oystering season.”



USS *Lexington* (1776)

by Jay MacMaster - Seen here with the hat flanked on the left by Karl Zingheim and on the right by Bob Kyle and Alex Roel

Kit bashed from C. Mamoli No. MV48

Scale 1/100



Jay tells us that he took only the frame from this kit of an American brig. He used the plans even though they required research and modification to perform such work as properly taper masts and yards. Jay used no paint on the model relying on African Ebony, Indonesian Boxwood, Holly, Alder, African Mahogany, and African Bloodwood to color the brig. Wikipedia tells us *Lexington* (1776) was originally named the *Wild*

Duck when she was purchased for the Maryland Committee of Safety in February 1776. She soon got underway for the Delaware Capes and reached Philadelphia, Pennsylvania 9 March with a cargo of sorely needed gunpowder for the patriot forces. Four days later the Marine Committee purchased *Wild Duck* and renamed her *Lexington* after the Battle of Lexington (the first battle of the American Revolutionary War). *Lexington* took part in numerous engagements in 1776 with British and Tory forces taking several prizes. She sailed for military supplies and ran blockades during 1776 but British frigate *Pearl* overhauled the brigantine just short of the Delaware Capes 20 December and captured her. The commander of the frigate removed *Lexington's* officers, but left 70 of her men on board under hatches with a prize crew. But by luring their captors with a promise of rum, the Yankee sailors recaptured the ship and brought her to Baltimore. By early 1777 *Lexington* sailed for France and after porting in early March at Bordeaux, she saw action in the seas between France and Ireland taking several prizes.



Sadly, she found herself in the harbor of a Brittany fishing village throughout the summer, hemmed in by British warships. However, France, under strong British diplomatic pressure, ordered the American ships out of French waters 12 September. *Lexington* got underway the next morning but made little headway

because of light wind. She lay becalmed near Ushant on the morning of 19 September when British 10-gun cutter *Alert*, commanded by John Bazely, came into view. In the ensuing fight, *Lexington's* rigging was seriously damaged precluding flight. When the American brigantine ran out of powder her Captain reluctantly struck his colors.



Phantom New York Pilot Boat

by Alex Roel Picture at the start of the meeting shows Alex on the right with Karl Zingheim standing, Jay MacMaster and Bob Kyle

Model Expo solid hull kit No. MS2027

Scale 1:96 1/8 in = 1 foot

Alex reports this is his first build and at one of his first SDSMG meetings he raised the topic of what project he should take on. Don Dressel recommended *Phantom* as a good first model and here we are! The build was started December 18, 2017. Alex tells us he quickly learned he did not care for carved hull models: while the hull came roughly pre-carved he did not enjoy the additional carving that was necessary and so he relied mostly on shaping the hull by sanding.

Coppering the hull required a number of “restarts” and this resulted in a shortage of copper strips. Fortunately Isaac Wills came to Alex’s rescue by providing him with spare material from Isaac’s build of the *Phantom*.



Alex reports he did not like that the instructions suggested ignoring the detail of the cockpit deck being 1 foot lower than the rest of the aft decking so he cut out the cockpit area to lower it appropriately. Also, the kit came with strips of pre-cut grating material but the scale was much too large. Since the area of grating in the cockpit was small he chose to make his own grating closer

to scale. Hours of work later, he had his grating but also learned how difficult it is to scratch build grating at 1/8” scale!

Alex said he used the scribed decking supplied with the kit but did not like the kit suggestion of laying it down “as is” based on the centerline of the boat. The plans show the fore deck as parallel planking aligned with the centerline and nibbed along the waterways. The plans also show the aft deck as planking following the curve of the bulwarks and tapering to meet at the centerline. Alex reports he choose to separate the planks from the scribed decking and lay them according to the plans, not the instructions.

The instructions called for thinning the bulwarks as close to 1/32” as practical so he thinned them to 1/16” and called them “good”. Alex said that he thought taking them down more than that would have made them too fragile to work with on his first build.

Alex reported that after putting in so many hours of work, he found the prospect of drilling holes for scuppers, hawse lines, masts, et cetera somewhat intimidating. He procrastinated for a few days then took the plunge and reports that after drilling away it was not as hard as he feared.

Alex reported scratch building much of the deck furniture was fun and he was pleased with the resulting companionways, skylights, and the wheel house. ALMOST DONE, Alex!



Roter Lowe, a Dutch Galleon

by **Howard Griffus** standing with Bill Grolz on his left and Guy Lawrie on the right

kit by Mamoli #MV19 (out of production)

Scale - 1:55

Howard tells us he started building *Roter Lowe* at the San Diego County Fair three years ago and only works on it at the fair. His reported purpose is to let visitors to the Guild's fair booth follow its progress year to year. Howard said that the model's very large scale, 1 inch = 4.5 feet, lends the model to plenty of detail. Modeler's Workshop's website reports the galleon *Roter Löwe* was built in the Netherlands in the 1597 and was bought in 1601 by the Council of Königsberg on account of the Elector of Brandenburg. It was in service as a vedette-boat in Pillau from 1602 to 1605 under captain Peter Hintze's command. The sizes of the *Roter Löwe* are unknown, however, on the ground of the tonnage of 240 tons and the construction methods at that time, it was possible to reconstruct a ship having a length of 28 meters from prow to stern and a width of about 8 meters. Equipment: 12 iron guns on the lower deck – 4 guns to launch stone balls on the deck and 2 other for the retreat – 4 culverins. Crew: estimated at 30 hands.



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It is always fun to man the Guild fair booth with Howard and enjoy his interaction with the many visitors who come to the booth year after year!



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