



# San Diego Ship Modelers Guild

1492 N. Harbor Drive

San Diego, CA 92101

July 2018

NEWSLETTER

VOLUME 46, NO. VII

## OFFICERS

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### Newsletter Editor

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### Log Keeper

Isaac Wills  
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## SPECIAL ASSISTANTS

### Web Master

Robert (Rob) Wood  
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### Presentations Coordinator

Ed Torrence  
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Established in 1972 by  
Bob Wright and Russ  
Merrill



"I wish to make no connection with any ship that does not sail fast; for I intend to go in harm's way." - John Paul Jones, Letter to Le Ray de Chaumont (16 November 1778), as quoted in *The Naval History of the United States* (1890) by Willis John Abbot, p. 82 (from Wikipedia)

**Happy Fourth of July!**

## MINUTES OF 8 JUNE 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 **Isaac Wills** led sixteen (16) members and four (4) guests including a family of three in a recitation of *The Pledge of Allegiance*. Visitor **Anita Karasek** brought in her model of *Constitution* and visitors **Dave** and **Michelle Holt** brought in their unique model of a galleon wired for lighting. Both models were brought in for restoration and repairs. Pictures and contact information can be found at the beginning of the **Show and Tell** section and if interested in one of these restoration projects, contact the model owner directly.

The meeting proceeded to Officer and Special Assistants Reports before moving to a meeting break and **Show and Tell**. In addition to the two referenced models above, **Frank Dengler** brought in his USS *Grayson* (DD 435), **Royce Privett** gave an update on his US Brig *Syren* (1803), and **Tom Hairston** told us about his first model, the clipper *Cutty Sark*. Closing **Show and Tell**, **Don Dressel** showed his confederate privateer *Jefferson Davis*, **Karl Zingheim** told about his Civil War figures, **Jay MacMaster** showed his artistic ability with his painting "Safe Harbor", and **Gary Seaton** showed his Community Build model, Royal Barge Circa 1700.

**First Mate's Report:** **James Pitt** reports the shirt vendor has completed all the orders and he is holding any shirts that have not been picked up.

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



<http://sdshipmodelersguild.org/>

**First Mate's Report continued:** James 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 June was \$<redacted>. Gary has updated the Guild roster and is arranging for a Guild Master signature card on the Guild bank account.

**Editor's Report:** Editor Guy Lawrie was unable to attend this meeting.

**Log Keeper Report:** Isaac Wills gave a brief preview of his scheduled July Meeting presentation on his trip into the Boston area to take part in the 2018 International SeaPerch Challenge where his team from Point Loma High School's JROTC program took an Honorable Mention. Isaac was also able to take advantage of tour opportunities in the Boston area including a tour of USS *Constitution*. Isaac's July presentation should be interesting!

**Web Master's Report:** Rob Wood was unable to attend this meeting.

**Community Build Report:** Build Coordinator Mike Lonnecker and Build Log Keeper Steve McGivern were unable to attend the meeting on June 2. Gary Seaton was able to report four members were in attendance aboard the *Berkeley*, and that this attendance level may not be sufficient to warrant meetings aboard at the Maritime Museum through the busy Summer months. Gary reported that the builders in attendance were at similar points in the build.

**Fair Coordinator and Museum Report:** Fair Coordinator Jon Sanford was unable to attend this meeting. Bill Grolz reported the following model awards for the 2018 San Diego County Fair Design in Wood competitive exhibit. Look for more detailed pictures of these fine models in the July newsletter.

**1st Prize : Don Dressel for *Halifax***



**Next meeting is  
10 July 2018**

**5:15 Officer's Meeting**

**5:30 PM - Social**

**6:00 PM Meeting**

**Bring a Model!**

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July 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	31				

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

**Fair Coordinator and Museum Report  
continued:**

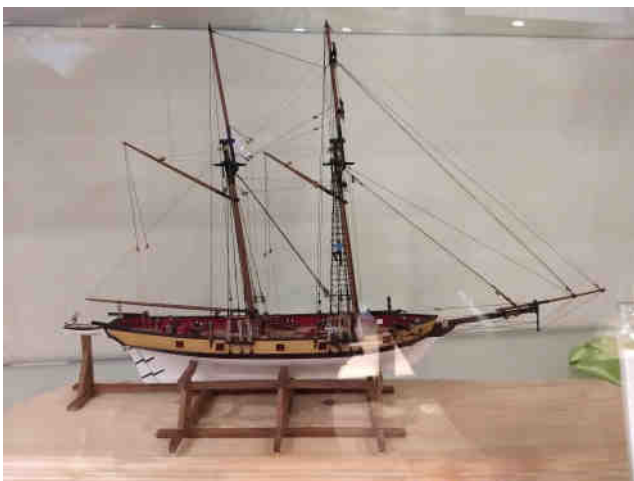
**2nd Prize : David Yotter for *Bluenose***



**3rd Prize : Jon Sanford for Long Boat  
(English)**



**4th Prize : Isaac Wills for Top'sl Schooner**



**Honorable Mention : Robert Hewitt for Viking  
Ship**



**More Fair pics of sharing modeling with young  
and older visitors!**





## Show and Tell

### **USS Constitution**

#### **A Request for Restoration Assistance**

**By Anita Karasek**

Contact at [alove941@gmail.com](mailto:alove941@gmail.com), 619 300-3302. Ms Karasek reports this scratch built model was built by her father. She said most likely the model was built based on a "Popular Mechanics" article on how to build the model.



### **A Galleon Wired for Lighting**

#### **A Request for Repair Assistance**

**By Dave and Michelle Holt**

Contact at 858 207-8230. This model was owned by Theresa Holt of Julian and was in the Holt family for approximately 50 years. The model is equipped with electric lights below decks.



## USS *GRAYSON* (DD 435)

by **Frank Dengler** seen here with Howard Griffus and Royce Privett listening in

### Original Scratch Built Model

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



Left: 1:192 Model of Destroyer USS *GRAYSON* (DD 435)

Solid wood hull, superstructure hollow with open water tight doors revealing interior

Below: *GRAYSON* U. S. Navy 9 June 1942  
Photo from Navsource.org at <http://www.navsource.org/archives/05/pix1/0543503.jpg>

*GRAYSON* was a GLEAVES Class destroyer built by Charleston Naval Shipyard. It was named for President Woodrow Wilson's physician RADM Cary Travers Grayson, MC, USN (1878-1938). It was commissioned 14 February 1941 and became the flagship of Destroyer Squadron 11 on Neutrality Patrol and convoy duty in the Atlantic from August 1941 until escorting the carrier USS *HORNET* (CV 8) to the Pacific in May 1942 and during its launch of 16 B-25 bombers led by LTC James Doolittle, USAAF, to attack Japan on 18 April 1942. *GRAYSON* subsequently escorted USS *ENTERPRISE* (CV 6) and *HORNET* during the U. S. Marine Corps. landing on Guadalcanal 7 August 1942. *GRAYSON* shot down 2 Japanese aircraft attacking *ENTERPRISE* 24 August 1942 and damaged a 3rd. *GRAYSON* was reassigned to escort USS *SARATOGA* (CV 3) and severely damaged the Japanese submarine I-9 on 25 August 1942. *GRAYSON*, with USS *GWIN* (DD 433) and tug USS *SEMINOLE* (AT 65), located the tug USS *VIREO* (AT 144) and the fuel and ammunition barges she was towing to Guadalcanal after aircraft from the Japanese carrier IJN *ZUIKAKU* sank *VIREO*'s escort USS *MEREDITH* (DD 434) 15 October 1942. The ships picked up *MEREDITH*'s survivors, escorted *SEMINOLE*, and *GRAYSON* towed *VIREO* to Espiritu Santo. *GRAYSON* sank 4 Japanese landing craft evacuating troops from Kolombangara on night patrols 30 September to 3 October 1943. *GRAYSON*'s 1942 exploits are described in "Condition Red" by the ship's Commanding Officer CDR Frederick J. Bell, USN who retired as a Rear Admiral. *GRAYSON* provided gunfire support for the assault on Pityliu Island in the Admiralties 30 March 1944, directed Combat Air Patrol (CAP) for landings at Tanahmerah Bay, New Guinea 22 - 24 April 1944, and provided gunfire support for assaults on Biak Island 27 May 1944 and Noemfoor Island 2 July 1944. *GRAYSON* joined Task Force 38 and screened carriers during strikes on the Palau Islands in September 1944 and strikes on Okinawa and the Philippines in October 1944. *GRAYSON* rescued 194 men from the torpedoed USS *HOUSTON* (CL 81) 15 October 1944 and escorted the damaged cruiser to Ulithi Atoll, Caroline Islands.



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**USS *Grayson* by Frank Dengler telling her story:** GRAYSON served as a radar picket against “Kamikazes” and other aircraft from November 1944 until May 1945. GRAYSON underwent a refit to enhance its anti-aircraft capability from June to August 1945 and was in Pearl Harbor, HI in route to further combat when the Japanese surrendered. GRAYSON received 13 World War II Battle Stars and was named in a Navy Unit Commendation for Task Force 38. GRAYSON was the only one of the ships assigned to Destroyer Division 22 in 1942 to survive World War II. As a result of seeing a photo GRAYSON in a book he was given for his 16<sup>th</sup> birthday, Frank made a model of GRAYSON circa 1971, purchased GRAYSON’s compass binnacle from Sothern Scrap Materials, Kenner, LA circa 1975, and made this second model in 2014, depicting the ship in June 42, painted in Measure 12 “Dapple” camouflage after the “Doolittle Raid”. This model corrects an error in the first model resulting from an assumption that since the photo he originally saw of GRAYSON’s port side (below) shows a 26-foot motor whaleboat in davits, the ship would have had the same configuration to starboard. In fact, GRAYSON had a 20mm gun mount opposite its only whaleboat. Photos of GRAYSON from the National Archives also enabled the second model to accurately depict the ships’ starboard camouflage pattern.

## U.S. Brig *Syren* (1803)

by Royce Privett seen here with the crew

### 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 June newsletter. Since that time, Royce reports adding the following items to his Basswood, beech, and walnut built model.

1. Holes have been drilled for the masts.
2. Quarter badges have been added. They were fakes and served no purpose other than to make the ship appear larger from a distance.



3. Gunport lids have been added with eyebolts and rings. Only the lower half of the lids were permanent and hinged. The upper half of the lids were stored and only put in place during heavy weather.
4. Numerous eyebolts and rings are installed.
5. Port and Starboard boarding ladders are in place.
6. Port and Starboard fenders and chest trees are in place.
7. Port and Starboard channels have been added.

## Cutty Sark

by Tom Hairston - seen here with his model and custom made walnut case

### Solid Hull Kit of unknown origin

Scale estimated at 1:196



Tom told about *Cutty Sark* being designed by Hercules Linton and built in 1869 at Dumbarton, Scotland, by the firm of Scott & Linton, for Captain John "Jock" "White Hat" Willis expressly to out sail the clipper *Thermopylae*. Her planking, deadwoods, stem and sternpost were of

American rock elm, secured by brass bolts to an internal iron frame. Her length was 212 feet 5 inches with a draft of 21 feet and a deadweight of 921 tons. The *Cutty Sark* was launched on 22 November 1869, and after Scott & Linton was liquidated she was completed by William Denny & Brothers for John Willis & Son.

She was named after *Cutty Sark* (Scots: a short chemise or undergarment), the nickname of the fictional character Nannie Dee in Robert Burns' 1791 poem *Tam o' Shanter*. She is also represented as Nannie Dee by the ship's figurehead, a stark white carving of a bare-breasted woman with long black hair holding a grey horse's tail in her hand. In the poem she wore a linen *sark* that she had been given as a child, which explains why it was *cutty*, or in other words far too short, for her. The erotic sight of her dancing in such a short undergarment caused Tam to cry out "Weel done, Cutty-sark", which subsequently became a well known catchphrase.

*Cutty Sark* was destined for the tea trade, then an intensely competitive race across the globe from China to London, with a substantial bonus to the ship to arrive with the first tea of the year. In the most famous race, against *Thermopylae* in 1872, both ships left Shanghai together on 18 June, but two weeks later *Cutty Sark* lost her rudder after passing through the Sunda Strait, and arrived in London on 18 October, a week after *Thermopylae*, a total passage of 122 days. Her captain chose to continue this race with an improvised rudder instead of putting into port for a replacement, yet was beaten by only one week. In 1890, she was taken out of the tea races and cut down to save money for general cargo carrying. She recovered her reputation under Captain Richard Woodget, winning the wool race 10 years out of 10 (and beating *Thermopylae* every time they met). She posted Australia-to-Britain times of as little as 67 days, and in one instance out sailed the fastest steamship there was then, RMS Britannia.

In the end, of course, clippers lost out to steamships, which could pass through the recently opened Suez Canal and deliver goods more reliably, if not quite so quickly, which proved to be better for business. The *Cutty Sark* was sold in 1895, 1916, and 1922. In 1953 she was moved to a special dry dock at Greenwich. The skipper on this occasion was 83-year old Captain C.E. Irving, who had sailed the world three times in her before he was 17. Thereafter the entrance tunnel to the dry dock was filled in, the river wall rebuilt and the work of re-rigging began. The foundation stone of the dry dock was laid by The Duke of Edinburgh, patron of the Cutty Sark Preservation Society.

**The Model:** This model and its display case were built in 1966 by Tom Hairston. It was the first ship model he built and the only one for many years. It survived several moves around the state with the glass never being broken. The kit is considered appropriate for a beginner.





## USRC *Jefferson Davis* (1853)

by Don Dressel - seen left with his model and below

### BlueJackett Ship Crafters kit #1051

Scale 7/32", Overall Length: 35 1/2"

Don talked about *Jefferson Davis*, a Baltimore Clipper in 7/32 scale, that he built in 2005. It is unrigged, as he took the model to Japan for one of the ROPE exhibitions. The kit is mostly basswood of high quality. As he

remembers, it was a really fun model to build, but there was a LOT of saw dust while making the

model. The frames come prepared in the kit, but you have to form and shape them. The kit is still available from Bluejacket for \$390.00 or finished for \$4400.00. Bluejacket

states: "*Jefferson Davis* was one of the most famous of the small patrol vessels, used both off our Atlantic and Pacific coasts. She is one of the Campbell class of 14 revenue cutters. The class is described as being the "ultimate Baltimore clipper" square topsail

schooner. This is a model for the experienced modeler. The rugged 1/4" basswood frames are closely spaced as in actual ship construction, showing plenty of bearing surface for a smooth planking job. The frames are pre-beveled to ensure easy clamping and a fair lay to the planking. A beautiful impressive model."



### Model of the USRC *Jefferson Davis*, Coast Guard Museum/Northwest, Seattle, Washington

A Wikipedia search (not to be confused with a Confederate privateer by the same name) reveals the following. The ship, a topsail schooner, was built by J.M. Hood of Bristol, Rhode Island for US\$9,000. One online Coast Guard source describes her as a 90-plus foot vessel with 150 short tons displacement; exhibit text at the Coast Guard Museum/Northwest describes her as a 94 ft 8 in vessel with 177 short tons displacement, 23 ft 1 in beam, and 9-foot draft, with six 12 pounder guns. After surviving a hurricane in 1853 with slight damage, the ship put into Charleston, South Carolina for repairs, then sailed around Cape Horn and arrived at San Francisco in

July 1854 to serve on the West Coast. Continuing up the coast to arrive in Port Townsend, Washington September 28, 1854, *Jefferson Davis* became the first cutter stationed north of San Francisco. Under Captain William C. Pease, *Jefferson Davis* participated in the suppression of a Native American uprising in Olympia, Washington in 1855, during the Puget Sound War. Later, in Bellingham, Washington, the entire crew except for the captain deserted to join the Fraser Canyon Gold Rush. One Coast Guard source says *Jefferson Davis* was converted to a "Marine Hospital Boat" in 1862; however, other sources (including exhibit text in the Coast Guard Museum/Northwest) say that it was sold that year to Grennan & Craney Co. of Utsalady, Washington for US\$2920. According to one of the latter sources, Grennan & Craney Co. "refitted and sent her to China, carrying as cargo a flat-bottomed sternwheeler, which was to be supplied with the engines from Tom Wright's old *Enterprise*, dismantled on the Chehalis." Coupeville, Washington, on Whidbey Island was named for Captain Thomas Coupe, once *Jefferson Davis*'s sailing master.





## Civil War Figures

by Karl Zingheim

Karl is seen here holding figures that will more than likely be used in one of his intriguing historical dioramas. The scale is unknown (there is a penalty for the Editor not attending meetings) but we look forward to seeing more of Karl's project in the future!



## Safe Harbor A Painting by Jay MacMaster

Among Jay's notable talent as a modeler (think his Fair visitors' favorite HMS *Surprise*),

fabricator, and general tinker "Artist" can be added. Jay created this painting of a Danish galleon as inspiration for a family member. If any have further interest in this creation, please contact Jay at [jwmacmaster@gmail.com](mailto:jwmacmaster@gmail.com)



## Royal Barge Circa 1700

by Gary Seaton

Syren Ship Model Company kit  
#QABK01

Scale 1/2", Overall Length: 18"

Gary showed his progress on the Community Build model. With flooring, planking, and the flying transom in place, Gary is beginning the more decorative aspects of the model. As Chuck Passaro tells us on the Syren website, "Flags are included as well. This is an advanced level kit for more experienced builders. There are many small and

delicate parts and features on this true plank on frame project." A fun build! Good Luck, Gary!