



# San Diego Ship Modelers Guild

1492 N. Harbor Drive

San Diego, CA 92101

Note the Updated Logo!

December 2018

NEWSLETTER

VOLUME 46, NO. XII

## 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

Tom Hairston  
address redacted  
phone 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

Best Wishes for a Merry Christmas! Come to the Guild  
Holiday Dinner aboard the Berkeley, Next Meeting  
December 11!



Taken from the *Berkeley* during last year's Holiday Dinner by Rob Wood!

"There is little man has made that approaches anything in nature, but a sailing ship does. There is not much man has made that calls to all the best in him, but a sailing ship does."

- Allan Villiers

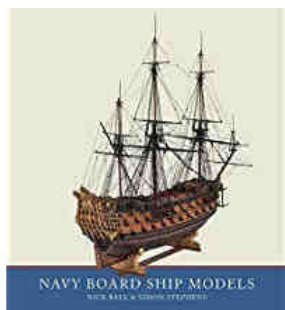
## MINUTES OF 13 NOVEMBER 2018 GUILD MEETING

**First Mate James Pitt** brought the meeting to order at the San Diego Maritime Museum on the Passenger Deck aboard the Steam Ferry *BERKELEY* with nineteen (19) members in attendance. Following a recitation of *The Pledge of Allegiance*, the meeting was joined by visitor **John Walsh** who later told us of his interest in the Guild and ship modeling.

The meeting (seen here with Alex Roel, Royce Privett, David Yotter, Don Dressel, Greg Carter hiding behind a pole, and Mike Lonnecker) got underway with Officer reports before moving to **Show and Tell** **Tom**



**Hairston** presented his build project of an 1803 gunboat, **Royce Privett** updated us with his progress on U.S. Brig *Syren* (1803), and **Don Dressel** showed a new addition to his library, Navy Board Ship Models by Nick Ball & Simon Stephens. Don (and Amazon, too) tells us this book "is visually striking, with numerous color photographs that make it as attractive as it is informative to anyone with an interest in model making or historic ships." **continued next page**



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



<http://sdshipmodelersguild.org/>

**Show and Tell** continued with **Greg Carter** telling us about his progress with H.M.S. *Bounty* and **Karl Zinheim**, in remembrance of **Armistice Day**, brought in a diorama of the attack by U Boat U 9 on three Royal Navy armored cruisers as pictured to the right, known as “The Live Bait Squadron”, on 22 September, 1914. **Show and Tell** ended with **Howard Griffus** showing his finished commissioned model H.M.S. *Bellona*, a wonderful build!



Picture from Windmill Film

**Officer Reports:** **First Mate James Pitt** reported that a donation of \$<redacted> was made to the Guild in the memory of **John Wickman**. At John’s request, it was notable that the donations were made by his many friends and family at the time of John’s memorial service. A response of gratitude was sent in the name of the Guild and Officers to John’s wife, **Judy**. James spoke about the upcoming **Holiday Dinner** and monies were motioned and approved to cater the dinner. An invitation with an RSVP will be sent to the Guild Members by **Editor Guy Lawrie** to help planning. Though the Editor was late arriving to the meeting, James reported the book auction would follow **Show and Tell**.

**Purser’s Report:** **Purser Gary Seaton** reported the guild balance as of 1 November was \$<redacted>. As a follow up, Gary is reporting the November Book Auction mentioned above raised \$<redacted>.

**Log Keeper Tom Hairston and Editor Guy Lawrie** reported nothing new.

**Fair Coordinator Jon Sanford** reported the Guild’s monthly model display outside the Maritime Museum Model Shop is ongoing and he began a sign up sheet for 2019. Seen here to the right as **Chuck Blasco** listens on, Jon explains that the Museum will prepare a plaque for the display model but the builder will need to provide his model in a case. The sign up sheet can be found at the end of the newsletter and anyone who would like to display one of their models at the Maritime Museum of San Diego can contact Jon at [jfsanford@hotmail.com](mailto:jfsanford@hotmail.com) and he will work with you. Jon reported he is searching for plans for a future build of USS *Rattlesnake*. If any of the membership can help him with plans, please contact him.



**Next meeting and the  
Holiday Dinner is  
11 December 2018**

**5:15 Officer's Meeting**

**5:30 PM - Social**

**6:00 PM Meeting**

**Bring a Model!**

December 2018

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2	3	4	5	6	7	8
9	12	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

## Show and Tell

### Armed Launch (1803)

by **Tom Hairston** - Seen here beginning to tell members about his launch pictured below

### Mantua Model 748 Kit (Panart)

Scale 1/17, the model length is 24.6 inches with a height of 18 inches



Tom tells us the kit is made by Panart, part of Mantua Model Group and is an exact reproduction of a 10 meter armed launch used by different navies in the 19th century. Called Armed Launch in English or Lancia Armata in Italian, the kit includes all laser cut pieces, triple walnut-lime wood planking on bulkheads, barrels and brass falconet.

The oars and other parts are made of carved wood and includes bronze cast fittings with a full set of building plans and instructions. Tom notes that after planking most of the bulkheads were removed so that the boat fixtures could be added. The boat does not really have a name, so Tom calls it a gunboat.



Usually these boats were used in coastal patrols or in escort services, but also demonstrated their wartime capacity in surprise actions attacking craft in difficulty, anchored, or at roadstead. Due to their remarkable maneuverability they were also in great numbers employed during landing actions, preceding the main fleet which moved slower and was more vulnerable.



Bringing the story closer to home, Lawrence E. Babits, in a 2006 article found online tells us “wooden gunboats were built in North Carolina during the Thomas Jefferson and James Madison administrations (1803- ca. 1811), and the Confederacy's first year. All of the boats were designed for use in shallow water, propelled by both sails and oars.”

Continuing Babits' article, “the Jeffersonian gunboats were designed for coastal defense and for use on the western rivers. Ultimately, several served in the Mediterranean as well. First authorized in 1803, a total of 177 gunboats were built in many port cities of North Carolina until at least as late as 1811. Ranging from about 50 to over 75 feet long, they generally carried from one to three large guns, plus swivels.” Though largely ineffective during the War of 1812, “at least six gunboats were stationed at Wilmington before and during the war and others served at Ocracoke; after the war, these undistinguished vessels were usually laid up or sold out of service.”





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

by Royce Privett - Seen here beginning to tell members about his progress on *Syren* as Alex Roel, David Yotter, Don Dressel, and Greg Carter listen in

Chuck Passaro designed Kit by Model Shipways MS2260

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



Back in October

2017 as Royce was laying the keel and installing bulkheads for his model he reported the following story taken from the kit. “USS *Syren*, a 240-ton brig, was built by Nathaniel Hutton at Philadelphia in 1803. On September 27th, she set sail for Gibraltar under the command of Lt.

Charles Stewart. *Syren* cruised the Mediterranean during the spring and summer of 1804 and participated in the attacks on Tripoli. She remained there for almost a year after the peace treaty with Tripoli was signed on June 10, 1805. Departing Gibraltar on May 28 of 1806, she reached the Washington Navy Yard in early August, where she was laid up until her reactivation in 1807. During her service in the War of 1812, she was captured by the 74-gun HMS *Medway* after an 11-hour chase.” Wikipedia tells us the British never commissioned her but apparently used her for a year or so as a lazaretto (quarantine ship for maritime travelers). She then disappears from the records.

Royce reports since July pin rails and belaying pins have been added; (28) cleats have been added, (160)



eyebolts were added, and (16) 24 pounders carronades were installed. Additionally, (2) 12 pounders were placed as Royce reports **2 years 3 months and 446 hours working time** on this project! Let us also note as the year draws to a close, **Royce is our longest standing member with 42 years of Guild time!**



## H.M.S. *Bounty*

by Greg Carter - Seen here at last month's meeting introducing himself and his *Bounty* project with Carl Zingheim behind him. Compare the model on the table with the pictures below.

Kit by Sergal (785)

Scale - 1:60



Greg tells us that *Bounty* is his first build and he started the project in October. Sergal reports the model is a single plank-on-frame model using limewood and walnut planking. She is constructed from laser cut poplar, walnut, and beechwood and includes an etched brass transom, cast figurehead, burnished metal helm and four silk flags.

Though the 1962 epic historical drama movie, "Mutiny on the *Bounty*", starring Marlon Brando captured a certain flavor of the story, Greg told us that *Bounty* was built in England in the 18th Century. Wikipedia has a lengthy piece on H.M.S *Bounty* that provides an in depth look at her history for those who are interested in a more complicated story that goes beyond Bligh's gratuitous cruelty. Greg told the story that though *Bounty* was originally built to transport breadfruit trees to the West Indies from Tahiti as a food source for the slaves located there, under the command of Bligh the crew mutinied and sent Bligh and several of his crew off on their own in a small lifeboat. Bligh's second in command, Fletcher Christian, took command and sailed to Tahiti while Bligh and his small crew were set off on what would become a 3,000 mile odyssey. Though Bligh makes it home, this is a story that ends in tragedy.



## Honoring Armistice Day - Fate of “The Live Bait Squadron” North Sea, 22 September 1914

by Karl Zingheim - To the right Karl begins to tell the tragic story of three large but old British cruisers exactly seven weeks from the start of WW I that cost the lives of 1,459 British sailors

### Primarily Scratch Built Models and Diorama

Scale 1:350



Closely listening to Karl's story are Robert Hewitt, Doug Yumoto, Bob Kyle, and Howard Griffus



September 22, 1914 off the Hook of Holland in the North Sea . In this diorama, Karl captures the action between the British armored cruisers *Aboukir*, *Hogue*, and *Cressy* against the German submarine U-9. To the left, note the torpedo runs and *Hogue* being struck. These old but cleaned up cruisers of the Bacchante class were considered totally unfit to take part in modern warfare at sea and because of this they were soon given the rather wry but spot-on surname “**The Live Bait Squadron**”, first within the Navy and later, after the disaster, also in popular speech. Together with sister ships they were

assigned to a patrol unit of the North Sea fleet, making up the 7th Cruiser Squadron of the Southern Force.

The cruisers were on routine patrol to protect cross-Channel shipping, especially since the British Expeditionary Force was hotly engaged in Belgium by then. A recent gale had driven the smaller destroyers into port, so the cruisers were underway without benefit of a screen, moving in line abreast. The U-9 got inside the formation and torpedoed the guide, *Aboukir*. Seen here in the diorama, *Aboukir* is keeled over. Most of those on board however didn't have a ghost of a chance when the ship exploded. They went down with the burning and sinking cruiser.



Since submarine attacks were a novelty then, the cruiser captains presumed a floating mine, adrift in the post-gale chop, exploded against the *Aboukir*. The other two cruisers slowed and carefully approached the *Aboukir* from ahead to avoid running afoul of other mines. They stopped to launch boats to recover the *Aboukir*'s crew. The U-9 took advantage of this to reposition for another attack, and fired two torpedoes into the *Hogue*. The sudden loss of the torpedoes' weight up forward caused the U-9 to broach slightly, removing all doubt about what was attacking the cruisers.



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### Fate of “The Live Bait Squadron” continued:

The *Hogue* was now fatally stricken, and so the *Cressy* desperately tried to get underway on to evade, but the U-9 was eventually able to line up for a killing shot on the third cruiser. One by one, the three cruisers sank, taking with them to the grave 1,459 souls.



The diorama depicts the torpedoing of the *Hogue*, which happened just as the *Aboukir*'s upturned hull finally entered the water column. The *Cressy* also stands by, not yet torpedoed. The models are 1/350 Combrig three-funneled County-class cruisers modified to resemble the slightly longer *Cressy* class with four funnels. Crew figures are from the Fujimi sets. The choppy water is Celluclay, the froth from the foundering *Aboukir* is polyfibre stuffing saturated with acrylic tube paint, and the torpedo blast column is Halloween artificial spider webbing.

The loss of three ships to a single submarine, two of them while stopped to pick up survivors, led to a hard rule to avoid stopping to rescue survivors in future submarine actions while subs were about. This applied to both Battles of the Atlantic, WW I and WW II. Convoy speeds were already determined by the slowest ship; however, merchantmen were notorious for poor station-keeping, and frequently wandered away from formation in poor visibility or rough weather. During WW II, U.S. mariners died at a rate of 1 in 26, which was the highest rate of casualties of any U.S. service.



### H.M.S. *Bellona*, a 74-gun Warship

**Commission build by Howard Griffus** - Seen showing the finished *Bellona* project with Bob Kyle looking on

**kit by Corel # SM54**

**Scale - 1:100**



Howard Griffus reported a completed commission build of H.M.S. *Bellona* for a client in Walnut Creek, CA. The project was begun on 25 March, 2017 and completed 13 November, 2018. Build time was 944 hours. He reported he worked on the model 3 to 4 hours a day and that included the work reading and translating the Italian nomenclature throughout the instructions! Howard reported many hours were spent researching where kit parts go and reshaping parts that did not fit. He was also challenged with figuring out assemblies when there were no instructions at all, especially when castings and supplied parts varied as to scale! The build sequence in the plans and instructions were inaccurate and required many additional hours of work taking the build apart and rebuilding the ship with parts that were left out of the instructions and building sequence. Beyond that, he reported that he spent many hours in researching and modifying the build to bring it into historical accuracy.

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### H.M.S. *Bellona*, a 74-gun Warship continued:

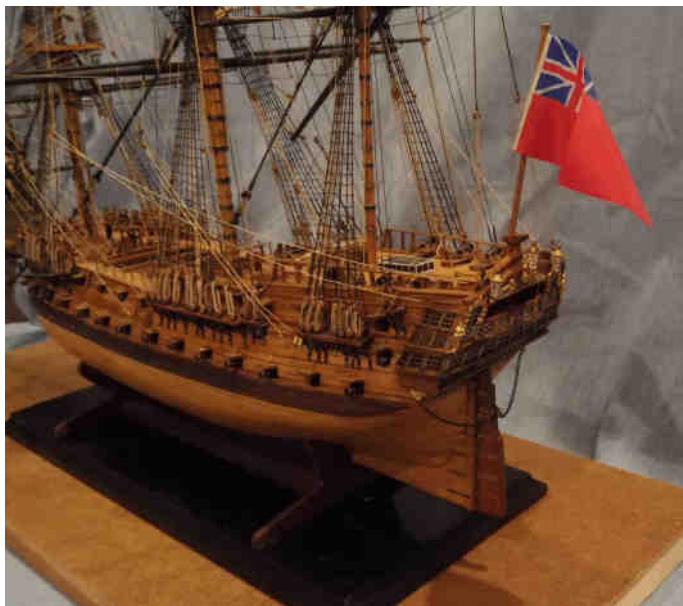


Left: *Bellona* as seen at the April 2018 meeting

Right and pictures below: *Bellona* as seen at the November 2018 meeting



Howard tells us *Bellona* was one of the most famous ships in the British Navy. Launched in 1760, she was a British design based off of a French 74-gun ship. Gathered from internet searches, *Bellona* was 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 and the 74-gun ship was the best compromise for speed and armaments between the massive 1st rate ships (like *Victory*) and the smaller, faster and handier frigates.

*Bellona* was in active service until 1771 when she was paid off and put into storage, usually the end for a ship. Seven years later though she was taken from storage rebuilt and fitted with 6 carronades, the latest in naval armament. She was coppered at this time, one of the first British ships to receive the hull-protecting layer. Until 1783 she cruised in the North Sea and the West Indies, and participated in reliefs of Gibraltar. *Bellona* went on to serve Britain in

Europe, back in the West Indies, and the Baltic before she finally retired in 1814. After serving some 54 years, she was broken up, an amazing length of service for a wooden ship of that era.





## Bonus Feature

**Tom Hairston** took pictures while on a sail aboard the Maritime Museum's Tall Ship *Californian*, a replica of a gold rush era revenue cutter and the Official Tall Ship of the State of California. It just so happened that on November 17 the world's oldest active sailing ship, *Star of India*, put to sea.



*Star of India* under sail



She was joined by the Maritime Museum's replica of Cabrillo's ship *San Salvador* which was the first European ship to enter San Diego Bay in 1542



And *America*, a replica of the first vessel to win America's Cup joined the sail. What a day!



On the following pages Rupert Morgan (who the heck is this fellow?) is bringing the membership Part 2 of his *Nautical Research Guild 2018 Conference Report*

Rupert tells us Specifics on the program can be found on the NRG website and I am sure Mike (Lonneker) will share details of future events. I DO want to say that while the official presentations were good, I got the most out of the technical sessions and discussions between modelers in general.

# Nautical Research Guild

## 2018 Conference Report-Part 2

by Rupert Morgan



NRG Director and SDSMG Member **Mike Lonnecker** coordinates the arrival of new models.



Igaging Depth Gauge as demonstrated by NRG Director **Kurt Van Dam** during seminar on "Table Saw Techniques". Good for making lap joints. (Not actual photo of seminar.)



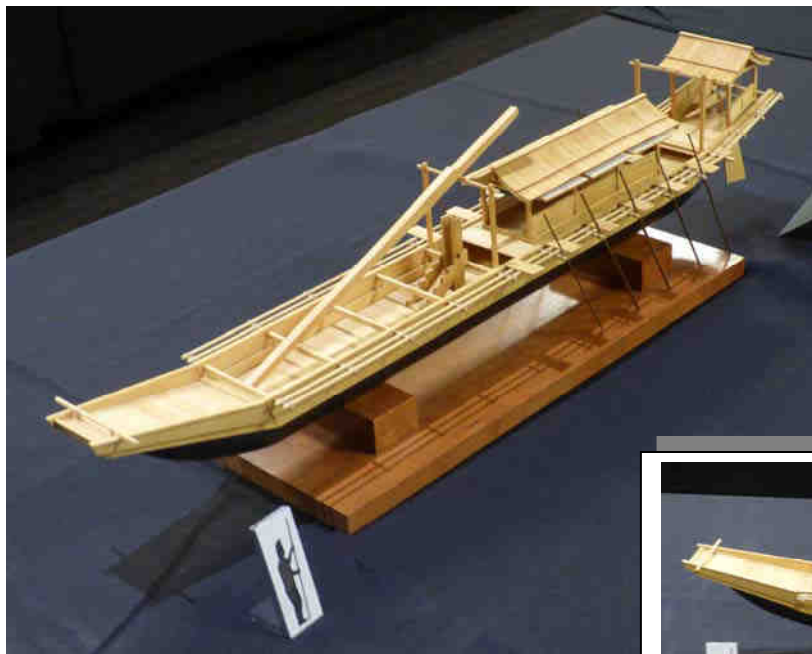
### ***The Royal Ship of Cheops***

**1680 BC    1:72    Kit by Woody Joe (Japanese)  
Don Dressel**

Based on the kit "The first solar boat" by Woody Joe and modified using Information obtained from the book The Ships of the Pharaohs by Björn Landström, the Royal Ship of Cheops was never painted but taken apart and stored in a vault (pit) next to one of the pyramids in Cairo, Egypt. The actual boat is now on display in a building next to the pyramid where it was found. The original use of the boat was to carry the pharaoh Cheops in the afterlife and was probably never actually used in real life.



Gunboat SPITFIRE used by American forces at the battle of Valcour Island, OCT 1776. By **James B. Rogers**. Similar to gunboat PHILADELPHIA by Guildmembers **Dave Yotter** and **Chuck Seiler**. PHILADELPHIA is in the Smithsonian. SPITFIRE is still at the bottom of Lake Champlain.



**KAMAKURA PERIOD TRADE  
BOAT**

CIRCA 1200 A.D.

By Clare Hess

1/50 Scale—Scratch Built

Traditional Japanese "Sea Boat" used on protected waters for passengers and goods. The hull is Semi-Structured style with a dugout-type lower hull to which beams and planks were added to give greater capacity.



**HMS "Sussex"**  
3rd Rate, 70 Gun, Two Decker  
c. 1693 Scale: 1/6"=1"  
by Gus Agustin





**DAUPHIN ROYAL**

1668-1669

By Tony Devroude

Scratch Built

1/4" = 1'0" (1:48)

Model in progress



Gus Agustin carvings



**Gus Agustin** miniature. My apologies to Gus and the readers. He had several more models, but the reflection of the quarter obscured them all. ☹

# **- Model of the Month- MMSD** **2019**

Month	Name	Model's Name
JANUARY:	Jon Sanford	1805 British Armed Launch (Mantua-Panart Kit), 1:16 Scale (Italy)
FEBRUARY:	*	
MARCH:	Howard Griffus	
APRIL:	Don Dressel	
MAY:	Gary Seaton	
JUNE:	Bob Kyle	
JULY:	Tom Hairston	
AUGUST:	Mike Lonnecker	
SEPTEMBER:	Alex Roel	
OCTOBER:	Guy Lawrie	
NOVEMBER:	Royce Privett	
DECEMBER:	Karl Zingheim	
* Open, any volunteer?		
** Model must be in a case and delivered to museum by GUILD Meeting on 2nd Tuesday of assigned month		
*** Questions, Contact Jon Sanford, <redacted> or <redacted>		