



San Diego Ship Modelers Guild

1492 N. Harbor Drive

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March 2019

NEWSLETTER

VOLUME 47, NO. III

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Established in 1972 by
Bob Wright and Russ
Merrill

At the February meeting Guild member and Historian for the USS *Midway* Museum, **Karl Zingheim**, invited the Guild to attend the Navy History Symposium, "Expanding Naval History", presented by The Western Naval

Historical Association. Our ship modeling craft stands on its own artistic merit but it also serves as a gateway to a narrative of nautical history. The symposium speakers brought to mind the following quote.

"Those who cannot remember the past are condemned to repeat it."

- George Santayana, The Life of Reason: The Phases of Human Progress, pub. 1905-1906



The Navy History Symposium was held at the San Diego Veterans Museum at Balboa Park where seven murals by noted maritime artist Richard deRosset, including the one pictured here, can be found. The model is of USS *Kearsarge* (CV-33) built by Cliff Wierick (AD1, USN Ret.). This museum is well worth a visit!

MINUTES OF 12 FEBRUARY 2019 GUILD MEETING

Guild Master Ed Torrence brought the meeting to order at the San Diego Maritime Museum on the Passenger Deck aboard the Steam Ferry *BERKELEY*. Following a recitation of *The Pledge of Allegiance*, Ed greeted nineteen (19) members including a couple of long serving members who have been unable to attend meetings. **Ed** reported that a new member, **Kim Wilson**, will be coming aboard after completing a move from Utah to San Diego upon retirement. **Welcome aboard, Kim!** The guild looks forward to meeting you soon and hearing about your ship modeling interests!

Before the meeting there is time to catch up with each other! Here, Albert Powell, on the left, and Bob Kyle share a story.



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

Attention on Deck! Guild Officer Election is scheduled for the March Meeting.

Nominating Chairman Mike Lonnecker submitted a slate of nominated folks interested in serving the Guild. An election ballot with submitting instructions is included at the back of the newsletter. The ballot is also attached to the newsletter email in "Word" file format for ease of edit and email return. Note there is space on the ballot for a write-in candidate.

Please consider serving our Guild!

Continuing with the thought of service:

John C. Mathews Award



Included in his remaining duties as Guild Master, Ed Torrence announced **Jon Sanford**, seen here to the left of Ed, as the recipient of the **2018 John C. Mathews Award**.

The **John C. Mathews Award** is the Guild Master's and Guild Officers' recognition for service to the Guild during the previous year. **Jon** was recognized for his many hours of service with the San Diego County Fair's Guild Booth and the Maritime Museum's Model Shop inspiring both young and old with his modeling skills and conversation! Working with **Jon**, one cannot but be surprised when a former student from his days in the education business steps forward and engages **Jon** in a story from days gone by or he uses those same skills to engage a curious young visitor with our ship modeling craft. **Congratulations, Jon!**

Ed continued the meeting by announcing that the guild can look forward to a discussion about lap joint construction **at the March meeting by Mike Lonnecker**. This will be another opportunity to share the art of model construction with a master builder. **Ed** also reported an article is being prepared about the Guild for an upcoming issue of "**Full & By**", the Maritime Museum's newsletter for museum members. Before moving on to this month's talk by **Karl Zingheim**, a break, and then **Show and Tell**, **Ed** called for **Officer Reports**. Following **Show and Tell**, **Ed** adjourned the meeting.

**Next meeting is
12 March**

5:15 Officer's Meeting

5:30 PM - Social

6:00 PM Meeting

Bring a Model!

March 2019

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						

Officer Reports: First Mate James Pitt reported he is still the resource for Guild shirts and name tags. Any who desire a shirt or need a new name badge can contact **James** at <address redacted> for details. It is urged that volunteers for the Museum Model Shop and the 2019 SD County Fair be outfitted with Guild shirts and name tags to support a “Guild Appearance”.

Karl Zingheim and Howard Griffus with Howard's daughter Diana looking on, appear sporty in their Guild apparel!



Purser's Report: Purser Gary Seaton reported the guild balance as of 1 February 2019 was \$<amount redacted>. **It is time to collect Membership**

Dues! Dues will remain at \$20.00. Gary Seaton accepts checks or cash and they can be brought to a monthly meeting or mailed to: Gary Seaton, <address redacted>. Checks can be made payable to “San Diego Ship Modelers Guild”.

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

Fair Coordinator Jon Sanford had nothing new to report other than asking members to note the Fair schedule that was published in last month's newsletter. There are rules for model submission and he urges Guild members review them and to look at the schedule for critical timing. **Your models are wonderful additions to the Fair's Design in Wood exhibition and contest! They bring surprise and delight to the many fair visitors; so, get your model ready for this year's fair! Time passes quickly!**

Mini-Star of India kits are in production! Not only are these kits used to inspire young visitors to the Fair but they are a tool to engage young visitors that pass by the Museum Model Shop. **Jon Sanford** reported the Guild's monthly model display outside the Maritime Museum Model Shop is drawing the attention from many of the Museum's visitors including younger visitors who are more than happy to walk away with a Mini-Star of India kit to explore their ship building capabilities! The demand for the kits is expanding so **Ed Torrence** constructed a jig to speed construction of the kit hulls and work crews are coming together for assembly of the kits. Anyone interested in helping with kit assembly or displaying one of their models at the Maritime Museum of San Diego can contact Jon at <address redacted> and he will work with you. All are welcomed and urged to participate! The current sign up sheet for the model display can be found at the end of the newsletter. Note that the Museum will prepare a plaque for the display model but the builder will need to provide his model in a case.



Models brought in for **Show and Tell** including such examples as Robert Hewitt's *Galliot Dutch Merchant Ship* first seen in 2017 and those above brought to the February meeting are proof that more than a few of the ship models built by Guild members can proudly be displayed outside the Museum's Model Shop! Add yours!

Karl Zingheim's Introduction to Water and Special Effects

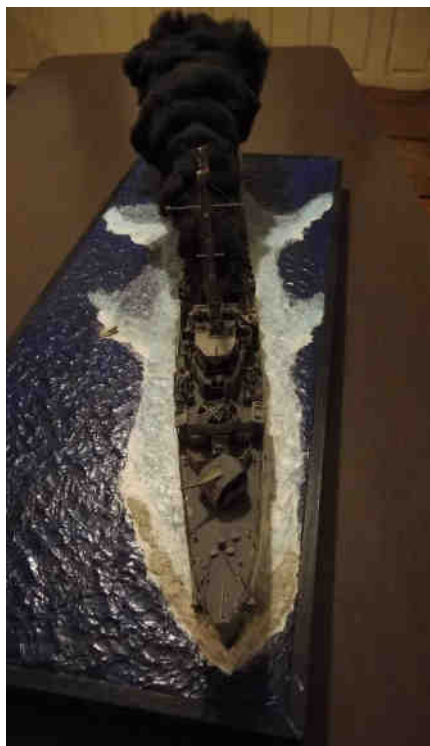
Karl is seen here behind one of the dioramas used in his talk to demonstrate how some simple household techniques can enhance the presentation of a model and excite interest by the viewer the history being displayed and the art of ship modeling.



The following are notes from the editor so if something is missing from **Karl's** talk. **Karl** began his talk by telling us how one of his goals in creating his dioramas is to tell a story from a moment in history and then to share the story with the viewer. For example, the diorama seen in the picture to the left is of the USS *Samuel B. Roberts* (DE-413) at the Battle off Samar during the Battle of Leyte Gulf of October 1944. As Wikipedia reports the action and is quoted here,

"*Roberts* participated in an unlikely victory in which a relatively small force of U.S. warships prevented a vastly superior Japanese force from attacking the amphibious invasion fleet off the large Philippine island of Leyte." The diorama captures *Roberts* engaging the Japanese heavy cruiser *Chōkai* by charging toward her. The commanding officer, Lieutenant Commander Robert W. Copeland, USNR., announced "We're making a torpedo run. The outcome is doubtful, but we will do our duty." As the diorama illustrates, **"With smoke as cover, *Roberts* steamed to within 2.9 mi of *Chōkai*, coming under fire from the cruiser's forward 8 in guns."** Though *Roberts* was eventually sunk, *Chōkai* was severely damaged and also met her doom. After the battle, *Samuel B. Roberts* received the appellation "the destroyer escort that fought like a battleship".

To the right, **Karl** tells us that in the past he has used foamboard as the base of his projects. He now more commonly uses Gatorboard which is much stiffer than foamboard but can still be worked with hobby tools. To model water features he employs CelluClay which is more traditionally used to model soil. By increasing the water



content of the relatively inexpensive CelluClay compared to modeling clay, it can be spread evenly across the board in a rather thin layer. Though CelluClay has a more granular texture than modeling clay, that property can easily model a seascape of rough water. If modeling clay is employed it should be noted that it has a tendency to crack and might require servicing with a filler. Regardless, **Karl** warns us that moist material will have a warping effect on the underlying board so the board must be tightly secured flat. Since wave patterns are determined by wind direction and wake patterns are determined by the action being depicted, it is important to research the scene before laying the CelluClay which will be shaped by simply moving one's fingers across it. Experimentation with this technique is strongly suggested before tackling a project! Again, research is basic to determine how the effect appeared in reality! **Karl** advised the use of a brush to apply color and he reported he has success with Krylon gloss paints that are available in a wide variety of sea colors. Note the sea effect in the picture to the left built with the above technique.

Karl Zingheim's Introduction to Water and Special Effects continued:

Karl explained that he thought of a display of a model that goes beyond a natural appearance as a “special effect”. For example, below left, *Roberts* is depicted generating smoke from her stacks and stern compared



to the armored cruiser *Aboukir*, below right, being struck by a torpedo fired by a German submarine off the Hook of Holland in September 1914.

It cannot be overstated that research and careful consideration of the effect to be modeled is essential to an effective visualization. Notice how the smoke from the *Roberts* takes on a “roiled, cloud-like” appearance and compare it to the more “directed, stream-like” appearance



of the torpedo strike on *Aboukir*. Both of these effects require the construction of an “armature” to support the effect and care needs to be taken to construct the support appropriate to the desired effect. The smoke from the *Roberts* required more of a shelf-like support for the “roiled” effect while the torpedo strike on the *Aboukir* required a vertical support. **Karl** advised selection of the effect material also requires careful consideration. He found cotton foam such as that used to stuff pillows or toys can be found at craft stores. It can be spread and manipulated to appear as clouds or smoke and if black smoke is the desired effect, it can be found in black around Halloween. Also found at craft stores around Halloween is artificial spider web that can be stretched to show a water feature that moves in a forceful single direction, e.g. a torpedo strike or mine explosion.



Karl continued by noting that often where there is smoke, there is fire. This requires illumination and he demonstrates here with a diorama depicting USS McFarland (AVD-14), seaplane tender (destroyer), being attacked and hit by Japanese dive bombers in October of 1942 during the Guadalcanal operation. Wikipedia reports the depicted action in the following. “On 16 October, *McFarland* was unloading cargo and embarking wounded personnel in Lunga Roads when she was attacked by nine dive bombers. While the first seven scored

no hits, **the eighth hit a gasoline barge in tow alongside the tender's starboard quarter.** The blazing barge was cut loose as the ninth plane made its run. At least one bomb hit *McFarland's* stern, knocking out her rudder and steering engine.” **Karl** added that after she had been towed to Florida Islands in the Solomon Islands, she was moored to the beach in the upper channel of Tulagi harbor and the channel was later called McFarland Channel. **Karl** used simple indoor Christmas lights for the light source saying LED bulbs generally do not generate sufficient light to illuminate the effect and overcome ambient lighting. However, the builder should keep heat generation in mind when using light sources. Crumpling and re-crumpling simple kitchen wax paper and shaping the result in the shape of the bulb supplies the base for adding color to the effect. Select bright and appropriate colors and even use fluorescent paints to accent the effect. As **Karl** concluded by saying, **seen here with James Pitt,** effects just help tell a story and research is the key!



Show and Tell

USS *BARTON* (DD 722)

by Frank Dengler

Scratch built using the hull of Bluejacket Shipcrafters
USS *KIDD* (DD 661)

Scale 1:192

Editor note: Following is a direct copy of Frank's documentation for the *Barton* including preservation of his line spacing. All pictures are Frank's except the one above right. A copy of the report form is emailed along with the March newsletter to help **Show and Tell** contributors document their models in a similar fashion.



Model of USS *BARTON* (DD 722) from Port Quarter
(Glass Case Removed for Photograph)

1. Ship's History

a. Type/Class: Destroyer / ALLEN M SUMNER (DD 692)

b. Namesake: The ship is named for RADM John

Kennedy Barton, USN, who was born in Philadelphia, PA on 7 April 1853 and graduated from the U. S. Naval Academy (USNA) in 1873. He served in the USN aboard steam / sail sloops USS *BENICIA*, *SARANAC*, *MARION*, *SHENANDOAH*, and *ESSEX*, the steam tug *PALOS*, the gunboat *CASTINE* (PG 6), the cruisers *NEWARK* (CL 1) and *Columbia* (C-12), and the battleship *KENTUCKY* (BB 6). He became Fleet Engineer in 1903. He taught at the USNA. He became Engineer-in-Chief and Chief of the Bureau of Steam Engineering and held a post on a Naval Examining Board. He retired in 1908 and died 23 December 1921.

c. Shipbuilder & Location: Bath Iron Works, Bath ME

d. Date Commissioned/In-Service: 20 Dec 43 (First of the DD 692 Class)

e. Characteristics: Displacement 3218 Tons, Length: 376' 6", Beam: 40' 10", Draft: 14' 2", Armament ⁽¹⁾: 6 x 5"/38 guns (3 x Mk 38 twins) controlled by a Mk 37 Gunfire Control System (GFCs), 12 x 40 mm/56 (1.57") guns (2 x Mk 1 twin, 2 x Mk 2 quad) controlled by 4 x Mk 51 GFCs, 11 x 20mm/70 (0.79") guns (11 x Mk 2 or Mk 4), 2 x Mk 14 quintuple torpedo tube mounts for Mk 15 torpedoes controlled by 2 x Mk 27 directors, Mk 9 and Mk 14 depth charges (6 x Mk 6 depth charge projectors (DCP) "K-Guns", 2 x Mk 9 depth charge roller racks), Engineering: 60,000 SHP; 4 B&W 565 psi, 850° F boilers, 2 GE Geared Turbines, 2 screws, Speed, 36.5 Knots, Range 3300 NM at 20 kts, Crew 336 (1) *Additional data can be found at <http://www.navweaps.com/> and <http://www.dd-692.com/asw.htm>*

f. Operations: *BARTON*, painted in Measure 31 blue camouflage, provided anti-submarine warfare (ASW) and naval gunfire support (NGFS) for the "D-Day" amphibious assault on German forces in Normandy, France 3 - 26 Jun 44, rescuing 31 soldiers from the sinking Landing Craft Tank (LCT)-2498. The destroyer exchanged fire with four 280mm/11-inch guns of Battery Hamburg at Fermanville on 25 Jun 44 as part of the effort to capture port facilities in Cherbourg at the northern tip of the Cotentin Peninsula necessary to sustain allied force. Several ships were hit, but fortunately rounds that struck *BARTON*, *LAFFEY* (DD 724), and *TEXAS* (BB 35) were duds, probably sabotaged by Czechoslovakian forced laborers.

USS *BARTON* (DD 722) by Frank Dengler continued:

- f. Operations continued: Later in 1944, BARTON was repainted in tri-color “dazzle” camouflage and transferred to the Pacific Fleet to provide NGFS, ASW, and anti-aircraft (AA) support for landings in the Philippines at Ormoc (Nov - Dec 44), Mindoro (Dec 44), and Lingayen Gulf (Jan 45). In 1945 BARTON supported landings on Iwo Jima and Okinawa (Mar - Jun 45), as well as 5th Fleet raids on Honshu and Nansei Shoto (Feb - Mar 45) and 3rd Fleet raids on Japan (Jul 45). Sometime in 1945 BARTON was repainted in Measure 22 “lower hull blue, gray above” camouflage.

BARTON participated in Operation Crossroads nuclear weapons tests at Bikini Atoll in 1946. She was placed out of commission in 1947 and moored in reserve at San Diego. Recommissioned in 1949, BARTON was transferred to the Atlantic Fleet and made two cruises to the Caribbean and one with the 6th Fleet in the Mediterranean.

Before BARTON deployed for operations with Task Force 77 off Korea in 1952, the Mk 22/12 radar on her Mk 37 GFCS was replaced by a Mk 25 auto-tracking radar, the aft quintuple torpedo tube mount was

replaced by another Mk 2 quad 40mm gun mount, the original SC/SR air search and SG surface search radars mounted on a pole mast were replaced by AN/SPS-6 air search and AN/SPS-10 surface search radars on a tripod mast, and 2 x (1 x Mk 10, 1 x Mk 11) Hedgehog mortars for launching 24 x Mk 6 7.2” ASW projectiles ahead of the ship were installed on the 01 level forward. On 10 Aug 52 BARTON exchanged gunfire with a battery on Hodo Pando Island and was hit suffering 1 killed in action (KIA) and 2 wounded in action (WIA). On 16 Sep 52 BARTON struck a mine suffering 5 KIA and 7 WIA. She returned to Norfolk in Dec 52.

From Jan to Aug 54 BARTON completed another tour with the 7th Fleet patrolling off Okinawa and Taiwan and returning to Norfolk via Kenya, South Africa, Brazil.

Before 1955 BARTON’s 40mm gun mounts and their Mk 51 GFCSs and 20mm gun mounts were replaced with 3”/50s (2 x Mk 33 twin mounts controlled by a Mk 56 GFCS with a Mk 35 radar aft and 2 x Mk 34 single mounts controlled by 2 x Mk 63 GFCSs with Mk 34 radars forward.

In 1956 BARTON was among ships standing by to evacuate Americans during hostilities between Israel and Egypt. In 1957 BARTON escorted USS CANBERRA (CAG 2) carrying President Dwight D. Eisenhower to Bermuda for a meeting with British Prime Minister Harold Macmillan. In 1958 BARTON rescued crewmen from the sinking Panamanian merchant ship, SS ELEFTERIO. In 1962, BARTON supported the recovery of Project Mercury Astronaut COL John Glenn, USMC, the first American to orbit the Earth and later that year was part of the force implementing President John F. Kennedy’s response to the Soviet Union’s placement of nuclear weapons in Cuba. In 1963, BARTON hosted Vice President Lyndon B.

Johnson and visited Copenhagen and Helsinki in conjunction with a Scandinavian good will tour.



USS *BARTON* (DD 722) “as built” with enclosed bridge and 2 x quintuple torpedo tube mounts on 29 Dec 43 from <http://www.navsource.org/archives/05/pix1/0572217.jpg>



Model of USS *BARTON* (DD 722) from Port Beam (Glass Case Removed for Photograph)

USS *BARTON* (DD 722) by Frank Dengler continued:

- f. Operations continued: Through the latter 1950s and early 1960s, BARTON's remaining quintuple torpedo tube mount, DCPs, one depth charge roller rack, single Mk 34 3"/50 mounts, and Mk 63 GFCs were removed and 2 x triple Mk 32 torpedo tubes for Mk 44 or Mk 46 ASW homing torpedoes, updated electronic detection and countermeasures systems, and "Fanfare" towed homing torpedo decoys were installed, resulting in the configuration depicted in the model.

As cruise missiles, jet aircraft, and submarines put BARTON's sensors and weapons at increasing detection and engagement disadvantages, the 21 year old destroyer became flagship of Reserve Destroyer Squadron (DESRON) 30 in 1965. Operating out of Philadelphia, PA, BARTON embarked reserves and conducted training cruises to ports like Fort Lauderdale, Port Everglades, West Palm Beach, Miami, Kingston, San Juan, Freeport, Grand Bahamas; Bermuda; Halifax, Quebec, Montreal, Cleveland, Norfolk, and Guantanamo Bay. Frank Dengler cruised to Halifax aboard BARTON in 1966.

- g. Fate: BARTON was decommissioned on 30 Sep 68 and sunk as a target 8 Oct 69.

- h. Awards / Accomplishments: Barton received 6 Battle Stars for World War II service and 2 Battle Stars for service in the Korean Conflict.



USS *BARTON* (DD 722)) in DESRON 30 during the 1960s as depicted in the model from <http://www.navsource.org/archives/05/pix1/0572208.jpg>

2. Model Fabrication

- a. Materials: The wooded hull was adapted from the hull for the Bluejacket Shipcrafters USS *KIDD* (DD 661) fitted with 2 x 4-bladed props and 2 x rudders used by DD 692 and DD 710 Classes rather than 2 x 3-bladed props and 1 x rudder used by DD 445 Class destroyers. Other parts were made of sheet plastic, cast resin, brass, and paper, e.g. ship's call sign signal flags and ensign.
- b. Scale: 1:192
- c. Era of Configuration Depicted: Circa 1966
- d. Model Construction Period: ≈6 months

**Model of USS *BARTON* (DD 722) Under Construction
(Search Radars Subsequently Replaced)**



USS *BARTON* (DD 722) by Frank Dengler continued:

e. Techniques: I reproduced plans by photo-copying and enlarging drawings from “Sumner-Gearing-Class Destroyers: Their Design, Weapons, and Equipment” by Robert F. Sumrall. As with previously presented models I: (1) Collected reference photographs of the ship’s configuration, including some taken when I served aboard, (2) Fabricated the superstructure from plastic sheet so open water-tight doors and portholes and painted interior decks and bulkheads would give the impression of a habitable ship, (3) Included a plaque on the base so viewers would understand and appreciate the historical significance of the ship and its crew, (4) Made prototype parts, covered them with Room Temperature Vulcanizing (RTV) rubber to form molds, filled molds with two-part epoxy resin, and duplicated assemblies like the 5”/38 and 3”/50 gun mounts shown in the construction photo below.



Model of USS *BARTON* (DD 722) from Port Bow (Glass Case Removed for Photograph)

f. Issues & Solutions: Deck tread was difficult to apply to previous models given it had to be painted or applied after decks and adjacent structures had been painted and potential obstacles, like bitts and gun mounts, had been installed to avoid incursions. Although strips of fine grit sandpaper had been suggested, it appeared to be too thick to simulate painted deck tread surfaces. On the *BARTON* model deck tread was simulated by printing black strips on heavy paper, cutting the strips out, using ink markers to color the white paper edges, and attaching the strips with white glue.

**HMS *Roebuck* (1774)**

by Don Dressel - Seen here sharing his *Roebuck* with Bob Kyle

Scratch Built based on 1:48 scale plans by Harold Hahn and instructions that Harold Hahn included with his book Ships of the American Revolution and their Models

Scale 1:64

Don tells us that one of *Roebuck*'s claims to fame was her capture of the Continental frigate *Confederacy*. Wikipedia

reports while *Roebuck* was cruising with HMS *Orpheus* off the Delaware on 14 April 1781, they captured the 36-gun frigate while she had been on her way from the West Indies to Washington with supplies for the continental army. Taken into service as HMS *Confederate*, she became, at that time, the largest 36-gun ship in the Royal Navy. Further, it is reported in Wikipedia *Roebuck* was the prototype of the *Roebuck-class* ships; two-deck, fifth-rates designed to operate in the shallower waters of North America. She was designed by renowned naval architect, Sir Thomas Slade in 1769 and as built, *Roebuck* was 140 feet 0 inches long at the gundeck, had a beam of 37 feet 9 1/2 inches, and a depth in the hold of 16 feet 4 inches. *Roebuck* was built with two rows of windows in the stern, giving the illusion of an extra deck but behind was a single-level cabin. This design was eventually phased out, with most of the *Roebuck-class*, after HMS *Dolphin*, featuring a traditional frigate-style stern.

On her lower gun deck, *Roebuck* carried twenty 18-pounder guns. Her upper deck originally had twenty-two 9 pounders but these were later upgraded to 12 pounders. There were two 6-pounder guns on the forecastle but the quarterdeck was devoid of armament. When fully manned, *Roebuck* had a complement of 280.

HMS *Roebuck* (1774) by Don Dressel continued:

Don reported that after working on *Roebuck* on and off for a number of years, he is currently working on her interior following the completion of the basic outer hull planking. The picture to the right (with **David Yotter** looking on) shows the **Harold Hahn method of construction**. **Don** reports this method has the advantage of allowing access to the interior of the model in addition to the model's exterior while construction is underway. See the pictures below.



Don reports the materials used up to this point in construction include woods of boxwood, ebony, holly, pau marfim, and pear. The keel, stem, sternpost, and frames are constructed from maple. The figurehead is hand carved from boxwood and **Don** is in the process of making the necessary armament and constructing interior furniture to outfit the gun deck. Very impressive project, **Don!**



USS *Constitution* (1797)

by RG Head, PhD - Seen here standing behind *Constitution* prior to the meeting getting underway speaking with Royce Privett

Model Shipways Kit (Model Expo MS2040)

Plank-on-Bulkhead

Scale 1:76

The following information on the model reported in the January newsletter is taken directly from Model Expo's site description of the model. In summary, the kit is based on the 1927 Navy drawings, photographs and documentation used during the 1993-97 restoration. Basswood planking strips cover the plank-on-bulkhead construction hull and self-adhesive copper tape for hull plating is supplied. The kit features high quality fittings and photo-etched brass sheets for life-like detail. Over 50 cannon, carronade and gun barrels duplicate original armament. Four-hundred yards of rigging line in six diameters is also supplied. Model Shipways includes eight sheets of detailed plans and a 48 page step-by-step instruction manual by Ben Lankford.



USS Constitution (1797) by RG Head, PhD continued:

In the picture to the right, **RG** might be talking to **David Yotter** about some of the challenges he is facing while attempting to tackle this project and maintain the model's historical accuracy. His research is revealing details that he is correcting as he builds. He is undertaking a laborious plate at a time copper plating of the hull, below left, and he is modifying the model to accommodate the crew's sleeping space on the main deck, below right. **RG** reports he is not satisfied with the rigging thread



supplied with the kit and intends to construct his own rope for rigging to maintain rope scale and appearance. **RG** closed his talk by talking about an upcoming trip to the East Coast that will include a visit to the *Constitution* to further familiarize himself with her.



Tom Hairston, left, and Jon Sanford, right, each brought the same model for *Show and Tell*! Here we go!

Armed Pinnace "Lancia Armata" 1803 or Armed Launch, British Royal Navy 1803

by Tom Hairston & Jon Sanford

Panart kit by Mantua Model Group

Triple Plank-on-False Frame

Scale 1:16



Both **Tom** and **Jon** supplied a historical reference for their armed launches but to simplify the narrative for the editor and since it appeared their references were drawn from Panart's documentation, the following is directly copied from Panart. "This model is an exact reproduction of a 10 metre long armed launch, which was used by different navies during the 19th century. These launches were armed with naval guns of different calibre and type; in the bow section a cannon or carronade was installed whilst in the stern two more light, small cannons were placed to be aimed by hand.

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

The bow cannon, placed on a wooden structure, attached to the first benches, slid back and forth, recoiling on two slits made on the two carrying guides and was maneuvered by two forward and aft placed tackles. The marksman occupied himself to raise the cannon while the helmsman was responsible to align the bow at the target."

Armed Pinnace "Lancia Armata" 1803 or Armed Launch, British Royal Navy 1803 by Tom Hairston & Jon Sanford continued:

Panart description continued: "Mast and sail were lowered on the benches during these surprise actions and the oars were used to proceed in order to delay as long as possible the interception from the part of the enemy."

The Panart kit features the following: A triple plank on frame hull construction, building plans with general details, English instructions, walnut and lime planking, wooden masts and spars, brass and walnut fittings, Sailcloth, rigging cord and silk flag. All sheet ply sections are laser cut for accuracy."



Tom reported a bit more detail by noting following hull construction, most of the bulkheads were removed in order to complete interior details and that he began construction in July 2018 completing his launch in January 2019. **Jon** reported the kit assembly instructions were in Italian but the in-scale drawings were of very good quality. **Jon** further reported he scratch built most of the wooden fittings using mahogany,

walnut, and basswood. While working 1-4 hours daily, he took about a year to complete his launch. It was a bit entertaining to listen to these two accomplished ship modelers comparing their launches and their differences. Really, does the editor need to reference size comparisons even though the fellows were comparing the beams of their models and choice of sail color? **Tom's** launch, above, sported a colorful blue sail while **Jon's** launch, right, hoisted a more traditional white sail.



HMS *Bounty* (1787)

by Howard Griffus - Seen here standing with his daughter Diana

Billing Boats, Denmark, Kit BB492

Plank-on-Bulkhead

Scale 1:50

Billing Boats supplied the following historical narrative concerning the *Bounty*. "Among all those recorded through naval history, that of the *Bounty* is certainly the most notable example of rebellion which involved the entire crew of a warship on the high seas. The *Bounty* set sail at Spithead, England and was bound for Tahiti in the South Sea Islands to load samples of the bread fruit tree, on which the English authorities placed high hopes. They in fact intended to transplant it to the West Indies to feed the workers of those colonies, mostly Negro slaves, at a cheap price."

HMS *Bounty* (1787) by Howard Griffus continued:

Billing Boats description continued: "The commander of the ship and of the expedition was William Bligh. Aboard besides the 46 men of crew, was also a botanist. In April 1789 the ship had already completed the first part of her mission and with her precious cargo she was sailing before the wind when suddenly, off the Friendly Islands, the crew mutinied. They were instigated and led by Fletcher Christian, the executive officer, who dissented from the captain. Bligh was set adrift in an open boat 30 miles from Tofua with 17 loyal members of the crew. The mutineers returned to Tahiti where they embarked supplies and cattle and then left the Islands. However, they soon returned and 14 of them landed to remain on the Island and find a new way of life. The remainder set sail again with some natives and 12 women in search of a safer place to live. They indeed found it and settled a Pitcairn Islands after stripping the *Bounty* of all useful



material. Today the fairhaired descendants of the colony founded by Fletcher Christian and his companions still live on that island. Bligh and the others spent 40 horrible days in the boat and exhausted by hunger, thirst and privations: they eventually reached Timor and subsequently returned home."

Billing Boats classifies this kit for the "experienced" builder and **Howard** reported the model gathered dust for many years as an unfinished waterline model. He said he restarted work in November 2018 by finishing masting and rigging and adding sails. **Wonderful work, Howard!**



Some Additional Meeting Pictures



Article 3.4, SDSMG Bylaws January 2016

3.4 Election of Officers. The Guild master shall conduct an election yearly. In January the Guild Master shall appoint a nominating chairman who shall report nominations at the February meeting. Nominations from the floor shall also be taken. Ballots with the nominees shall be published in the newsletter prior to a vote at the March meeting. All votes received by mail, electronically, by phone and those given at the meeting will be tabulated to determine the winners. Mail, email and phone votes shall be made to the log keeper. In the event of a close election, telephonic votes will be verified. The elected slate of officers shall take office at the March meeting.

San Diego Ship Modelers Guild

2019 Officer Elections

Ballot

The Ballot includes space for a write-in candidate and you may vote by mail, email, telephone, or in person at the March meeting. Voting will be tabulated by Log Keeper Tom Hairston and can be submitted in any one of four ways: Come to the March meeting and cast your vote! Mail completed ballots to <address redacted>. Email ballot to <address redacted>. Telephone Tom at <phone redacted>.

Officer Post	February Nominations	Yes	No	Write in
Guild Master	James Pitt			
First Mate	Ed Torrence			
Log Keeper	Tom Hairston			
Purser	Jon Sanford			
Editor	Guy Lawrie			

The ballot will be sent as a separate word file for email purposes along with the March newsletter.

- 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, <phone redacted> or <address redacted>		