



San Diego Ship Modelers Guild

1492 N. Harbor Drive

San Diego, CA 92101

August 2019

NEWSLETTER

VOLUME 47, NO. VIII

GUILD OFFICERS

Guild Master

[James Pitt](#)

guildmaster@
sdshipmodelersguild.org

First Mate

[Ed Torrence](#)

firstmate@
sdshipmodelersguild.org

Purser

[Jon Sanford](#)

purser@
sdshipmodelersguild.org

Newsletter Editor

[Guy Lawrie](#)

newsletter@
sdshipmodelersguild.org

Log Keeper

[Tom Hairston](#)

logkeeper@
sdshipmodelersguild.org

COMMITTEE CHAIRS

Web Master

[Alex Roel](#)

webmaster@
sdshipmodelersguild.org

Presentation

Coordinators

[Ed Torrence](#)

[Frank Dengler](#)

presentations@
sdshipmodelersguild.org

Established in 1971 by
Bob Wright and Russ
Merrill



A Dog Day of Summer by the
Maritime Museum!

As the “Dog Days of Summer” come upon us we can enjoy model ship building and be reminded of another quote found in Milton Roth’s “Ship Modeling from Stem to Stern”:

“A life spent in making mistakes is not only more honorable but more useful than a life spent doing nothing.” -
George Bernard Shaw

MINUTES OF 9 JULY 2019 GUILD MEETING

Guild Master James Pitt 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*, **James** greeted eighteen (18) members including new member **Brenda Nickerson**, who found the Guild at the San Diego County Fair. **Brenda** told the membership about her wide ranging interest in crafts including lapidary (for more information, go to sandiegolapidarysociety.org). To the right, **Brenda** talks with **Howard Griffus**, perhaps about “first projects” as she shares her choice for a first project, a Model Shipways kit of pilot boat *Phantom*.



Following a Guild decision to make an additional donation to the museum, **Purser Jon Sanford**, seen here with **Maritime Museum Vice President Susan Sirota**, donated \$200 to the *Star of India* Restoration Fund. The Guild’s donation was matched by another donator, which resulted in a \$400 total donation.

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



<http://sdshipmodelersguild.org/>

Meeting Minutes continued: James continued with the business portion of the meeting and called for the following Officer Reports. In the absence of **First Mate Ed Torrence** and **Log Keeper Tom Hairston**, **Isaac Wills** stood in for log keeping duty.

Purser's Report: Purser Jon Sanford reported the guild balance as of 9 June 2019 was \$<redacted> including income from recent meeting auctions. The Guild's support of the museum and the restoration of the *Star of India* is ongoing with the donation reported on the previous page and the donation reported in the June newsletter. Jon spoke about the need for Guild members' staffing of the Museum Model Shop and support for the "Model of the Month" exhibit outside the shop's door. **Volunteers are always welcome! Additionally, Guild Members are urged to consider becoming a member of the Maritime Museum of San Diego!** This is a wonderful way of showing the Guild's support for Museum activities.

Editor Guy Lawrie reported no updates to the editor post.

Fair Coordinator's Report: Jon Sanford provided a final report for the San Diego County Fair, Design in Wood, 2019. Alex Roel proved an inspiration to both aspiring and novice ship modelers by entering his first completed model, a shadow box display of *Phantom*, as seen below. His efforts should encourage Guild Members to enter a model in next year's fair! For more information about Alex' model, visit sdshipmodelersguild.org and choose the "Build Gallery".



Alex was awarded "**Best Scale Model Ship Award**" by the Maritime Museum of San Diego and **Second Place**, Design in Wood exhibit (Scale Model category) at the 2019 San Diego County Fair! Jon Sanford was



awarded **Third Place**, Design in Wood exhibit for his Norden Fishing Boat, pictured to the right! **Well done, indeed!**

John continued his report with the following summary of other highlights from the fair.



- **Bill Grolz'** demo, "Build the Titanic", counted 25 wooden models built by children, perhaps encouraging some youngsters onto a path of model building!
- **Howard Griffus'** ship *Freya*, displayed in a small light bulb and seen in the June newsletter, was a source of delight and amazement to fair visitors!

Continued next page

Next meeting is

13 August

5:15 Officer's Meeting

5:30 PM - Social

6:00 PM Meeting

Bring a Model!

August 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 | |
| | | | | | | |

Fair Coordinator Report continued with more fair highlights:

- Approximately 500 *Mini-Star of India* model kits were passed out to children visiting the Guild's fair booth and their excitement was contagious to volunteers and visitors alike!
- **Diana Griffus** and **John Walsh**, two of the Guild's newest members, built their first model demonstrating the fun of ship modeling!

John Sanford also catalogued some of the most asked questions/comments.

- Where's the toilet?
- You must have a lot of patience!
- What type of wood do you use?
- I have an old wooden ship my father or uncle or grandfather built years ago. It's broken.

During the meeting **Jon** led an after action report to determine thoughts on "what to improve".

- Have a checklist on setting the booth up and closing at the beginning and end of the day.
- Set a ration of the *Mini-Star of India* kits to hand out daily with the use of a "ready" box.
- Have a booth "welcome sign" that invites visitors to ask questions. Often when a booth volunteer is working on a model, their concentration is firmly focused on the model and a booth visitor is not noticed.

Closing his report, **Jon** tabulated the fair booth volunteers' hours, not including the many hours **Jon** donated as the Fair Coordinator. **Jon has the Guild's appreciation for the hard work!**

Fair Days: June 1st through July 4th **Days Volunteered:** 26

Booth Setup / Take Down Crew: Sanford, MacMaster, Lawrie, Grolz, Hairston, H. Griffus

Member Volunteer / hours worked / Model worked on

Sanford / 98 hours / *Pinta* and its small boat

Wills / 40 hours / *HMS Diligence*

Griffus, H. / 111 hours / *Red lion*

Lawrie / 48 hours / *Gertrude, Flying Fish*

Pitt / 86 hours / *John Alden, Bounty Jollyboat*

Grolz / 139 hours / *Royal Barge, Philadelphia, VA. Sloop*

Hairston / 11 hours / ?

Roel / 38 hours / *Titanic* lifeboat

Griffus, D. / 40 hours / *Dinghy*

Hewitt / 38 hours / *Buss 1598*

McPhail / 18 hours / *Launch, Gun Station*

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Fair Coordinator Report continued with tabulation of fair volunteer hours:**Member Volunteer / hours worked / Model worked on****Walsh** / 51 hours / *Bounty* jollyboat**Torrence** / 35 hours / Gun Station**MacMaster** / 33 hours / *Syren***Very Well Done, All! Mission Accomplished!****Web Master's Report:** Web Master Alex Roel reported the following activity on the web page.**Completed Activity:****Website Traffic**

| MONTH | DAILY VISITS |
|------------|--------------|
| June 2019 | 58 |
| May 2019 | 55 |
| April 2019 | 53 |

1. Updated following pages:

- home page on Website (recurs every month, 1st of the month)
- "San Diego County Fair"
- "Awards"
- "Past Newsletters"

2. Added new pages:

- "Trafalgar Project" under the Voyages menu
- "Model Types" under Scuttlebutt menu

3. Uploaded 2019 Member Roster to "Sea Locker" page.

4. Uploaded **Mike Lonnecker's** articles to "Documents" page.

- "Basic Tools for Ship Modeling"
- "Power Tools for Ship Modeling"

5. Coordinated release of updated home page with release of Newsletter: basically, the idea is that Members will come to know that the arrival a new Newsletter ALSO means that the Website's home page has been refreshed at the same time. Currently, the Editor and Webmaster are targeting the 1st of every month for our dual release.

6. **Jacki Jones** (former Guild Master) contacted me to say she had been on the Website and noticed that we were missing some historical issues of our Newsletter. She and another Member, **Chari Wessel**, scanned and forwarded about ten issues that we had been missing. They have been added to the "Past Newsletters" page.**Continued next page**

Web Master Report continued:**Activity in Progress:**

1. **Members!** As a Member benefit, your SDSMG Website will soon be featuring a new place to advertise your services and/or finished builds for sale to the general public. Note that sales would be a private matter between buyer and seller and not warranted by the Guild. Provide your business card and your build's photo and the following information to webmaster@sdshipmodelersguild.org for inclusion on the new "Models for Sale" webpage:
 - Model name
 - Scale
 - Kit or scratch
 - Overall size
 - Price
 - Description / Materials
2. Research by the Web Master into various historical Guild projects is ongoing. These projects would find a Website home on the "Voyages" menu along with the new "Trafalgar Project" page. Research includes **Jon Sanford** helping on a proposed "Mini-Star Project" page; the Web Master making contact with **Howard Griffus** about the "USS San Diego Project" page; and a search for contact information for the "San Salvador Project" page.

If any member has any input regarding the website they can contact [Alex](#) at webmaster@sdshipmodelersguild.org and he can help you. Members are urged to take a look at our website found at www.sdshipmodelersguild.org and to explore some of the tabs.

Presentation Coordinators Report: Following is the second part of an ongoing article by **Mike Lonnecker** and a search for future presentations are underway. **Frank Dengler** has proposed several paths to spread awareness of the Guild including helping Navy/Marine Corps personnel gain access to the Guild's Website through the Navy/Marine Corps Intranet (NMCI). Our Guild Website can now be found through the NMCI Art/Culture category. **Bravo Zulu, Frank!** **Frank** has also worked to build upon the Guild's new and improved business card by producing a professional brochure that coordinates with **Alex Roel's** business card motif. **Frank**, not yet quite finished, steered the Editor towards the Navy's Wave-winds Magazine to determine the feasibility and opportunities to increase the Guild's profile with San Diego's military personnel. Look for more to come on these efforts to raise the Guild's profile.

Following **Show and Tell**, **James** adjourned the meeting.

The following fills the page with Meeting Pictures just because some folks show up with a smile!

Left to Right, David Yotter, Don Dressel, James Pitt, Karl Zingheim, Bob McPhail, Frank Dengler, Alex Roel



Presentation

The following article is *Reprinted with the permission of the Nautical Research Guild* in the upcoming editions of the newsletter. In this newsletter, Mike Lonnecker's article on power tools explores rotary tools, disc sanders, table saws, and drill presses. The full article exploring more power tools can be found on the Guild Website by simply "clicking" on **Scuttlebutt > Documents > Presentations / Articles**.

POWER TOOLS FOR SHIP MODELING

By Mike Lonnecker

When starting out to build ship models, one starts out purchasing hand tools to construct a first model, probably a kit. As one's skills progress and projects become larger and more complicated one tends to look to power tools as a way to make construction easier and faster. Power tools are not the nirvana of ship modeling and scratch building. Like a hand tool each power tool requires its own set of skills and practice to safely produce parts. Unless one is a trained machinist learning to make setups and to manufacture the intended part will require a great deal of study and trial and error. Safety and using the proper tool for the job are paramount.

Below I will discuss several of the most useful power tools for a modelers shop. The discussions will point out how each tool might be used to help produce a ship model. The list is by no means a complete one. As with hand tools I highly recommend that you don't rush out and buy a shop full of tools. Work on your project until a need is visualized, do your research and learn as much as you can about the operation of the tool and what is available and what it is capable of, then make an informed purchase.

The list below will make mention and/or show pictures of some specific brands and models of machines. This is by no means an endorsement of that specific machine, but is just my way of illustrating some of what might be available, and ways that it might be used. Do your own research and determine what best fits your need and budget. Discussions of the tools is in no particular order or preference for purchase.

ROTARY TOOL. The Dremel tool is the standard of this category. This is a hand held motor that spins cutting tools to perform all kinds of cutting, carving, grinding, routing, sawing, sanding and drilling operations using interchangeable collets and chucks. The accessories for rotary tools are endless. Cutting, grinding, routing/shaping, sanding disks, sanding drums and saw blades are available in all kinds of sizes and shapes. Additional accessories include many fixtures that use the rotary tool as a power source. These include but are not limited to routing tables and bases, drill presses, right angle drives, flex cable drives, etc. These tools are available as plug in and cordless. Another form of the rotary tool is the remote motor with flex shaft driven hand piece. One popular brand is made by Foredom. Accessories are similar or interchangeable with the dremel style tool. One might also consider some of the smaller less powerful hand held tools intended for light carving duty. These turn at RPM's equal to Dremel style tools but don't have the power or torque.



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Dremel Rotary Tool

Power Tools by Mike Lonnecker continued with Rotary Tools:



Rotary tools with a flex shaft driven hand piece are much lighter and smaller in the hand and are much easier to control than a single piece rotary tool. An example are those made by WeCheer. Safe use is fairly intuitive. Always wear safety glasses when using and carefully control the tool to prevent injury.

Rotary Tools from WeCheer

DISK SANDER. A disk sander is a machine with a vertical disk with a sheet of self-stick sand paper applied and spun by a motor. The disk is mounted next to a table to support the part being sanded. They are available in disk sizes from the 6 inch table top variety to 12 inch or larger industrial type. The table top type is our subject here. The disk sander is one of the most used power tools in my shop. Producing parts to make exact fits for joinery or to each other is much better achieved by sanding than by cutting with blade or saw. The sanded edges and corners are left sharp and with proper set up multiple parts of exact size, length, angles and shape can be easily achieved. Outside curves, such as those of a hull frame can also be sanded very accurately. It seems that almost every part I make ends up at the disk sander. It can be used to sand wood, softer metals such as brass or aluminum and plastic. Some features of the disk sander that one should look for are a good sturdy disk. The disk must be true and capable of maintaining its shape under use. A billet and machined disk will probably outperform one that is stamped from sheet metal. The disk table must also be substantial to hold its shape over time and operation. The table should have a tilt feature that can be securely locked at precise angles. The table should also include a miter gauge that is adjustable for angle. These features will allow the cutting of vertical and horizontal angles at the same time. Self-stick sandpaper disks are available in grits from 80 to 600. I find grits of 180 and 200 to be the most useful. Safety is again safety glasses and keep your fingers away from the spinning disk.

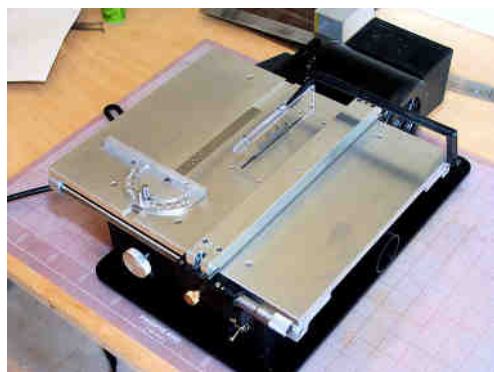


Byrne's Model Machines
Disk Sander

TABLE SAW. The table saw is similar to the disk sander as they are available in various sizes. Blade diameters of table top models range from 4 inches to 12 inches or larger for commercial cabinet saws. The table top type with 4 inch saw blade is most suitable for our modeling work. The table saw can be used to cut material to width or length and to cut grooves and dadoes. Wood or plastic such as Plexiglas can be cut. By changing the saw blade to a cutoff or abrasive wheel, soft metals and fiberglass can be cut. Most of the table top models can produce very accurate cuts and are a must if you want to produce your own strip wood. There are two types of table saws available, tilting arbor and non-tilting. The tilting arbor allows the blade to be tilted up to 45 degrees for angle cuts. Both types allow the blade to move up and down to control depth of cut. An example of the tilting arbor type is the offering from Micro Mark. Byrnes Model Machines offers an excellent non-tilting arbor saw. Arbor diameters vary from model to model requiring blades be specific to that model. Blades are available in lots of kerfs (blade thickness) and tooth types. Kerfs can be had .020 inch for slitting blades up to .050 or .060 inch for some carbide toothed blades.

Continued next page

Power Tools by Mike Lonnecker continued with Table Saws:



**Byrne's Model Machines
Table Saw**

Table saw accessories are manufacturer specific and include sliding tables, tilting tables (to make up for fixed arbor), miter gauge and fence extensions, micrometer control of fence location, etc. Safe operation is critical and is the same if whether you are operating a full size cabinet saw or a table top model. Even the small table top models can cause severe injuries. Guide books from your local library or woodworking store are good sources for safe operation and tricks for producing parts. An adult education class at your local high school or college is also a good source. Please study and learn safe operation of your saw before trying to produce any parts.

DRILL PRESS. The drill press has a vertical spindle driven by a motor. Rpm of the spindle is controlled by a variable speed motor or moving a belt between pulleys. The spindle holds the drill for drilling in material mounted or clamped to the table below. The spindle can be lowered by use of a handle to drill at a controlled rate and depth. The spindle can hold drills of various sizes in a chuck. Chucks come in various sizes depending on the size of the drill press and the size of hole desired. The depth of the throat can control the size of material that can machined. The primary function of the drill press is to drill holes at right angles to the table. Holes at an angle can be achieved by tilting the table. For safety and accuracy material should always be held in a drill vice clamped to the table or clamped directly to the table. Drill press can be purchased in small desktop models up to large floor mounted models. In most models the table can be moved vertically along a column to accommodate materials of various thicknesses. A sanding drum can also be chucked up to do light sanding.



Delta Floor Mount 18" Drill Press

Show and Tell

Maritime Museum of San Diego Model of the Month



Note: Anyone interested in displaying one of their models at the Maritime Museum of San Diego can contact [Jon](mailto:Jon@sdshipmodelersguild.org) at purser@sdshipmodelersguild.org and he will work with you. All are welcomed and urged to participate!

S.S. Portland

by Tom Hairston

Kit: BlueJacket Ship Crafters

Scale 1/8" = 1 foot

Continued next page

Show & Tell continued with Museum Model of the Month, S.S. *Portland* by Tom Hairston:

The Ship. The steamship *Portland* was launched in October of 1889 for the Portland Steam Packet Company of Portland, Maine, and her maiden voyage was early in 1890. This particular ship was one of many in the steam transportation trade. It was an ocean going side-wheeler with a walking-beam type of steam engine. Maine merchants had only two choices of transportation to Boston in those days, either an all day trip in a stage, or three and a half relatively comfortable hours aboard a steamer, with the possibility of a return trip on the same day.

The *Portland*, pictured here in a painting, was 291 feet in length, 41 feet, 3 inches in beam, and drew 15 feet of depth. It had four decks for passengers, including the kitchen and dining room located beneath the freight deck. It was reported as having handsome furnishings of the finest materials.



The *Portland* served for nine years between Portland and Boston without any remarkable events. But on the night of November 26, 1898, she sailed from Boston and was caught in the worst gale and snow storm in recent history. Captain Blanchard had run north and nearly cleared the Massachusetts border when the storm was so bad that he turned south to go back to Boston. Later he had turned north again and attempted to ride out the storm by facing into the north east wind. She went down with all hands and passengers, approximately 180 people, near Cape Ann, Massachusetts.

The Model. The kit was made by the Bluejacket Ship Crafters in Searsport, Maine. The hull is solid basswood and the other parts are made from basswood and plywood, with brass or cast Britannia fittings for its metal parts. The scale is 1/8th inch of the model equals one foot of the ship. It took just over three months to build, and was completed in September of 2017.



Don and Jay Macmaster share
the model's story

Sovereign of the Seas

by Craig Coleman and presented by Don Dressel as a demonstration model

Scratch built, possibly on plans from a Mantua/Sergal kit

Scale 1:78

Don began to tell the membership about this model by noting *Sovereign of the Seas* has a history that is well known by most modelers and a simple search on the internet can supply the history of the ship. He tells the reason for bringing this model to the SDSMG is for instructional purposes and to give a caution on choosing materials for a build. This particular model was begun by **Craig Coleman** who has since passed away. **Craig** was an expert master model ship builder who was a founder of the Orange County, CA Ship Modelers Association and was also the owner of a number of ship modeling hobby shops. To the best of **Don's** knowledge, this is the second *Sovereign of the Seas* that **Craig** built, the first one was completed and accidentally destroyed when he was carrying it down his stairs at his house and dropped it!

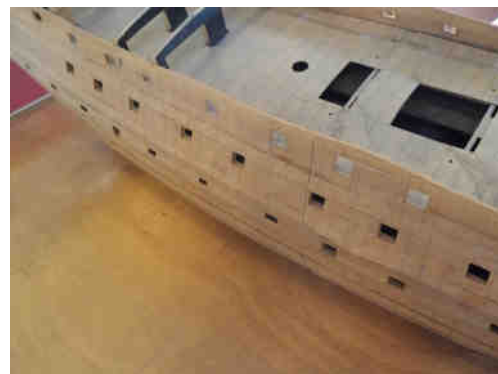
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Show & Tell continued with *Sovereign of the Seas* by Craig Coleman, presented by Don Dressel:

This model was started several years later. The main “claim to fame” for this model is the fact that **Craig** used “Bendy Beech” wood to plank the first layer of the model. After completing the hull, it rained at **Craig’s** house very heavily and the atmosphere became very humid which led the “Bendy Beech” to absorb moisture warping the model and severely twisting it. When the rain stopped, it looked like a twisted pretzel! That was about 15 years ago but today, it does not look so bad (see photo). The caution to ship modelers is to be aware of the wood used when planking!

Perhaps someone in the future can do something with this model but it would require careful handling, **Don** does not know if the “Bendy Beech” would again twist when there is too much moisture in the air.

When speaking about the model’s fabrication, **Don** tells that master builder **Craig Coleman**, with years of experience, was at first very excited about the “Bendy Beech” because it was very easy to use for planking a ship’s hull. However, time and weather proved that “Bendy Beech” wood was not such a good wood to choose! The model, after passing through several hands, is plank on bulkhead based most likely on plans from a Mantua/ Sergal kit but scratch built to its present state. No material was used from the kit and anyone desiring to continue the build would need to scratch build everything else including the second planking and all the carvings, cannon, deck furniture, masting, and rigging.

**A Dinghy by Diana Griffus**

A “first model”, scratch built based on a sketch by Howard Griffus with no particular scale

L to R: Gary Seaton, Diana Griffus, John Walsh

Diana tells the membership about embarking on her first build using available supplies found in Howard’s shop. The dinghy was worked on at the San Diego Fair and Diana relates that building the dinghy has not only given her experience but has been fun, too!





H.M.S. *Bounty*'s Jolly Boat

by John Walsh

Kit: Artesania Latina

Scale 1:25



John reported on building his first model, this plank-on-frame kit, and the challenges he faced with his initial attempt at planking. He added he might just tackle the Jolly Boat one more time to show how experience improves results! **John** tells a story from a memorable moment while working on his model at the San Diego Fair. He tells that a severely vision impaired visitor approached the Guild Booth and he handed his Jolly Boat to her. Through her being able to gain a "tactile vision" of the boat she was able to "see" his Jolly Boat much to her delight! **Impact at the Fair!** Volunteering can reward in unexpected ways!



"Rogue Wave and the Yacht *Cahira*"

Diorama by Karl Zingheim

Cahira is based on a significantly modified old Entex sailboat kit, Crew adapted from 1/35 Finnish infantrymen

Scale 1/35

Karl's offering at the July meeting was the third of his series of fictional sail yachts in a diorama setting and is based on the picture seen below. In accordance with his naming system, the vessel's name is *Cahira*, which is Celtic/Gaelic for a female warrior.



The kit is an old, mediocre Entex sailboat product that had scaling issues: the box listed the scale as 1/32, but the size of items like the entryway for the saloon was more appropriate for 1/48! Therefore, significant adjustments were made to the cockpit layout, including cushioned seats and an all-new helm console. There was a shortage of fittings, so the spares box was raided.



The crew figures are 1/35 Finnish infantrymen, selected because the winter snow smocks they are molded with resembles heavy weather gear used by yachtsmen. Each also has a scratch built safety harness that prudent mariners don in high seas.

A useful purpose in indulging in fictional vessel scenes is to use them as testbeds for new or more extreme diorama techniques. In this case, stormy seas became the drama for this scene, and it's inspired by the picture I found on the internet (see attached). The sea is comprised of Celluclay material normally used by modelers for making soil.

Continued next page

Show & Tell continued with “RogueWave and the Yacht *Cahira*” by Karl Zingheim:



The texture is rather pebbly, resembling such a texture on seas rippled by wind action of various force. The larger “rogue” wave is cellucly formed over a raised armature. Whitecaps and spray effects are white acrylic tube paint and fibrous stuffing material saturated with the paint. The water jetting away from the *Cahira*’s heeling port side is from sections of Halloween spider webbing material. The clear curve of water at the bow is clear plastic bag material coated in clear gel.

Overall, the construction was straight forward, but the sheer mass of cellucly means that complete drying will still take weeks, giving the material in the meantime the consistency of a moist layer cake. The success in replicating heavy weather effects with this project means that producing similar scenes from maritime history is now feasible.

USS *Henry B. Wilson* (DDG 7)

by Frank Dengler

Scratch built

Right: Model of USS *Henry B. Wilson*

Scale 1:192

Below: Plaque displayed on model display base



1. Ship’s History

a. Type/Class: Guided Missile Armed Destroyer / CHARLES F. ADAMS (DDG 2)

b. Namesake: ADM Henry Braid Wilson, Jr. (1861 - 1954) of Camden, NJ, was Commanding Officer of the battleships USS NORTH DAKOTA (BB 29) and USS PENNSYLVANIA (BB-38), and, during World War I, was Commander, Patrol Forces, Atlantic Fleet and U.S. Naval Forces, France. After the World War he was Commander-In-Chief, Atlantic Fleet, Commander-In-Chief U.S. Battle Fleet, and Superintendent of the U.S. Naval Academy.

c. Shipbuilder & Location: Defoe Shipbuilding Company, Bay City, MI

d. Date Commissioned/In-Service: 17 December 1960

e. Characteristics: Displacement: 4,526 full load, Length: 437 ft, Beam: 47 ft, Draft: 15 ft, Propulsion: 4 Babcock & Wilcox 1,275 psi boilers, 2 General Electric steam turbines, 2 5-bladed propellers, 70,000 shaft horsepower (shp), Speed: 33 knots (38 mph), Complement: 24 officers, 330 enlisted, Sensors: AN/SPS-39 3D air search radar, AN/SPS-10 surface search radar, 2 AN/SPG-51 missile fire control radars, 1 Mark (Mk) 68 Gunfire Control System (GFC) with AN/SPG-53 radar, AN/SQQ-23 Pair Sonar, Armament: Mk 11 Missile Launcher for RIM-66 Standard (SM -1) and later RGM-84 Harpoon Anti-ship Missiles, 2 Mk 42 5"/54 Gun Mounts, 1 Mk 112 Anti-Submarine Rocket (ASROC) launcher, 2 Mk 32 Triple Torpedo Tubes for Mk 46 Anti-Submarine Warfare (ASW) homing torpedoes.

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Show & Tell continued with USS *Henry B. Wilson*, Ship's History by Frank Dengler:f. Operations:

HENRY B. WILSON was christened with a bottle of Great Lakes, Saint Lawrence River, and the Atlantic Ocean water and side-launched into the Saginaw River, a tributary of Lake Huron. After shakedown in the Caribbean she proceeded to San Diego in May 1961, becoming the first DDG home ported there. After tests, type training, and exercises, WILSON deployed to the Western Pacific (WESTPAC) for duty with the U.S. Seventh Fleet from 6 January to 19 July 1962. This and subsequent deployments typically involved Anti-Air Warfare (AAW), ASW, gunnery, and pilot rescue duties and exercises. WILSON's second WESTPAC with the carrier USS KITTY HAWK (CV 63), another new ship having been commissioned 29 Apr 1961, began 17 October 1963 and continued until 16 April 1964.



The firefight between North Vietnamese patrol craft and the USS MADDOX (DD 731) that precipitated the Vietnam Conflict occurred 2 August 1964. During the deployment that began 4 June 1965, WILSON became flagship for Destroyer Squadron (DESRON) 21, which originally included destroyers involved in fighting around Guadalcanal and, as a result, retained the motto, "Solomons Onward." In addition to Anti-Air Warfare (AAW), ASW, gunnery and pilot rescue duties and exercises typical of previous deployments, WILSON conducted Naval Gunfire Support (NGFS) of U.S. Marine Corps (USMC) and U.S. Army units and shore bombardment from the

Tonkin Gulf against North Vietnamese Army (NVA) and Vietnamese Communist or Viet Cong (VC) in defense of the Republic of Vietnam (RVN). WILSON returned to San Diego 24 November 1965.

In 1975, WILSON participated in Operation Eagle Pull, the evacuation of Phnom Penh, Cambodia and Operation Frequent Wind, the evacuation of U. S. and allied South Viet Nam. WILSON, along with the frigate USS HAROLD E. HOLT (FF 1074), USMC, and U.S Air Force units, participated in the 12 to 15 May 1975 recovery of the hijacked container ship SS MAYAGUEZ, owned by the Sea Land division of the Maersk Group headquartered in Miramar, FL, and its crew from "Khmer Rouge" members of the Communist Party of Kampuchea (CPK) that took over Cambodia earlier in the year and ultimately murdered up to 3 million people or approximately 25% of Cambodia's population.

WILSON's remaining peacetime deployments 10 August 1976 to 21 March 1977, 8 August 1979 to 14 February 1980, (CDR Frank Dengler, USN, was Executive Officer April 1980 to November 1981) 27 February to 21 September 1981, 16 March to 2 October 1984, 15 September 1986 to 14 March 1987, and 2 December 1988 to 1 June 1989 involved typical activities described above, but also included coming to the aid of distressed merchant ships and yachts, responding to Russian, Chinese, and North Korean ship, submarine, and aircraft activities, and making port visits to promote good relations with Australia, Japan, South Korea, Taiwan, and the Philippines. The final deployment extended into the Indian Ocean.



**Starboard Bow View of USS
HENRY B. WILSON (DDG 7)
1980-81**

g. Fate:

HENRY B. WILSON was decommissioned 2 October 1989 and sold to Consolidated Minerals Inc. of Leesburg, VA for conversion to an electric power generation barge 15 April 1994. This sale was voided 23 March 1999 and the ship was resold 6 April 2002. WILSON was re-acquired by the U. S. Navy and sunk as a target ship 15 August 2003.

Continued next page

Show & Tell continued with USS *Henry B. Wilson*, Ship's History by Frank Dengler:

h. Awards: DDG 7 Bridge Ribbons purchased from Consolidated Minerals, Inc.

Combat Action Ribbon, Navy Unit Commendation, 5 Meritorious Unit Commendations, 2 Battle Efficiency Ribbons, National Defense Service Medal, 5 Armed Forces Expeditionary Medals, Vietnam Service Medal, Sea Service Deployment Ribbon, 2 Humanitarian Service Medals, Republic of Vietnam Meritorious Unit Citation Gallantry Cross with Palm, Republic of Vietnam Campaign Medal.



Discarded DDG 7 Ensign

2. Model

a. Materials: Carved basswood, cast resin, plastic, cast Britannia Metal (Copper, Lead, Tin Alloy)

b. Scale: 1:192

c. Era & Configuration Depicted: 1980-82

d. Model Construction Period: ~12 months

e. Techniques: There is no 1:192 scale kit to build a DDG-2 Class destroyer model. The relatively dramatic flare (angle at which a ship's side departs from the vertical in an outward direction) and sheer (longitudinal main deck curvature typically increasing in height above the waterline from aft to forward) to cleave head seas and increase buoyant volume if/as the bow plunges make scale reproduction complex. The following diagram depicts an "Interior Template Hull Shaping" solution to this problem.

f. Issues & Solutions: I was fortunate enough to have a DDG-2 Class plan by former Philadelphia Navy Shipyard design engineer Ed Wissesser. Ed died at age 100 in 2018 so if you can't find a plan for the type of ship you want to build on eBay.com, try floatingdrydock.com/, www.windjammer-arts.com/, or <https://www.taubmansonline.com/WISWESSERHEADER.htm>. Even if you can't find plans in the scale you want, you can enlarge or shrink the plans you obtain using a photo-copy machine.

1 Copy twice as many half hull sections from a plan as there are section placement notes on the keel. Half hull sections aft to amidships. Half hull sections bow to amidships.

2 Paste the port & starboard sections to thin plywood and cut the half sections out minus a 1/8" strip on the hull centerline side.

3 Add an thin inboard "strut" equal to the distance from the bottom of the sections nearest the stern to the keel. Color the half section edges red.

4 Cut a hull size basswood plank at intervals corresponding to the placement of sections per keel notations of model plans to a depth equal to 1/8" from centerline. Glue a copy of the deck plan to the plank top and a copy of of the hull profile to the plank side (not shown). The saw blade cut should be just wide enough to allow the thickness of the plywood to be inserted in the cuts with plank to plywood contact.

5 Coat the cut out plywood cross sections with slow drying wood glue. Insert them in the cuts in the wood plank corresponding to each section's location along the keel. Most sure section bottom edges align to the bottom of the plank and they're fully inserted.

6 Band saw around the deck plan. Leave one cut-away piece under the plank rotated on its side. Band-saw just above the profile main deck sheer line and under the raised stern until it intersects the keel. Sand the plank down to the red edges of the inserted half sections.

Plywood half section being inserted into the hull plank cuts.

Interior Template Hull Shaping

Show & Tell continued with USS *Henry B. Wilson* by Frank Dengler:

DDG 7 Model Pictures:



Yacht *Mary*, Royal Dutch Yacht 1646

by Bob McPhail

Karl Zingheim, Bob McPhail, Frank Dengler
as Bob introduces his next project

Mamoli Scale Wood Ship Model Kit No. MV28

Scale 1:54



Bob tells about his new project and its inspiration including how the kit has sat for many years and how he found an article from decades ago in *Model Ship Builder* (May-Oct 1984) and *Ships in Scale* (Sept-Dec 1993) Magazines about building from the kit. The articles talked about the kit's plank-on-bulkhead construction being flawed as the result of bulkhead alignment issues. Bob has addressed this concern by purchasing a solid hull at a Guild meeting auction of the *Charles W. Morgan* and reshaping it to match the scale and shape of the kit. Further, Bob read in *Model Ship Builder* that the aft cabin was empty of furniture and so his plan is to equip the cabin with "O" scale model railroad furniture and to experiment with adding LED lighting to the model.

Bob told the membership a bit about the history of the Yacht *Mary* and a summary from Wikipedia follows. "**HMV *Mary*** was the first Royal Yacht of the Royal Navy. She was built in 1660 by the Dutch East India Company. Then she was purchased by the City of Amsterdam and given to King Charles II, on the restoration of the monarchy, as part of the Dutch Gift. She struck rocks off Anglesey in thick fog on 25 March 1675 while en route from Dublin to Chester. Although 39 of 74 crew and passengers managed to get to safety, the wreck quickly broke up. The remains (bronze cannon) were independently discovered by two different diving groups in July 1971. After looters started to remove guns from the site, a rescue operation was organized and the remaining guns and other artefacts were taken to the Merseyside Museums for conservation and display. After the passing of the Protection of Wrecks Act 1973, she was designated as a protected site on 20 January 1974."

Just to fill the bottom of a page: **Isaac Wills** tells that he is training to become a part of the Maritime Museum's Sail Crew. Here are a couple of pictures of the Topsail Schooner *Californian*. "High on ratline and spar aslant We climbed, and sang in the splendid morn ..." *Leonard Bacon*, 1908 *The Yale Literary* magazine. Have Fun, **Isaac**!



Show & Tell continued:**HMS *Diligence* (1795), English Revenue Cutter****by Isaac Wills****Kit by Marine Model Company, Inc Mamoli Scale
Wood Ship Model Kit No. MV28****Scale: 3/16 inch = 1 foot**

Isaac tells the membership that he acquired the 1970's kit at a Guild meeting auction at a great price! He reports the Basswood solid hull has been planked in Walnut and he is "diligently" working on the deck. The kit documentation provided the following historical perspective. "In the early part of the 19th Century, the British Admiralty developed a type of boat commonly known as the Revenue or King's Cutter. The *Diligence*, one of these vessels, was somewhat larger than boats previously built for the task of running down smugglers. She was some seventy five feet overall from stern to transom and about sixty five feet on



the deck, with consequently heavier armament. With a battery of from ten to fourteen guns, deck and swivel type, and manned by crack crews, she soon proved a scourge to smugglers. The combination fore and aft rig and two large square sails gave her a tremendous press of canvas to sail close hauled or run before the wind. Several unusual features of this boat included the offset bowsprit, the leads of the preventer braces and the slinging of the main yard. The finished model presents a unique and striking appearance with her black and blue topsides and red bulwarks."

LAST PICTURES FROM THE MEETING**MEETINGS ARE PLACE TO MEET WITH FELLOW SHIP MODELERS!****THE AUGUST MEETING WILL CELEBRATE THE GUILD'S ANNIVERSARY
WITH CAKE AND REFRESHMENTS! HOPE TO SEE YOU THERE!**