



# San Diego Ship Modelers Guild

1492 N. Harbor Drive

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NEWSLETTER

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Established in 1971 by  
Bob Wright and Russ  
Merrill



The Guild celebrated another anniversary of its founding with cake and good cheer at the August meeting. Joining us to celebrate and to share their stories of when they joined the Guild were **Bob Crawford** who was there aboard *Star of India* for just the second meeting of the Guild in 1971 and **Royce Privett** who joined the Guild just a few short years later in 1976!

“There’s nothing better than cake but more cake.” - Harry S. Truman

## MINUTES OF 13 AUGUST 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 twenty (26) folks including (2) visitors and (4) spouses. **Marian Privett, Eileen Costa, Laura Potts, and Janet Grolz**, showed their support for their family’s ship modeler.



Before the meeting begins, members have a chance to catchup. Right: **Bill & Janet Grolz, Ed Torrence, Karl Zingheim, RG Head, Alex Roel, Doug Yamato and David Yotter** can be seen while Left: visitor **Brad Voigt and Jim Potts** share ship model tips.



**James** continued with the business portion of the meeting. He reported about restoration projects and distributed a sign up sheet for members interested in conducting a restoration project. To the right is a picture of a happy owner with his family heirloom after its restoration by **James Pitt**.



**Continued next page**

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



<http://sdshipmodelersguild.org/>

**Meeting Minutes continued:** James continued by speaking about a restoration that Howard Griffus completed for a family that found the Guild at the San Diego County Fair. The Editor notes that Jon Sanford has completed significant restorations for the Maritime Museum when manning the Museum Model Shop and Web Master Alex Roel has worked on adding a “Models for Sale” page and a “Model Restoration” page to the website. Please see the **Web Master Report** for further detail.

**First Mate’s Report:** First Mate Ed Torrence reported work is ongoing to schedule a presentation for a future Guild Meeting on the **Battle of Trafalgar** and the Guild’s diorama of the battle. The diorama can be found on exhibit aboard *Star of India*. Ed also reported Frank Dengler offered a future talk on computer generation of model decals. **Guild Members are encouraged to offer topics or presentations that they would enjoy. Ed can be contacted at [firstmate@sdshipmodelersguild.org](mailto:firstmate@sdshipmodelersguild.org).**

**Purser’s Report:** Purser Jon Sanford was out of town and unable to attend this meeting but reported the guild balance as of 11 July 2019 was \$<redacted> including income from recent meeting auctions. Jon includes a message to the Guild 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 the Museum!

**Editor Guy Lawrie** reported an update on advertising the Guild in “Wave Winds” magazine, a bi-monthly publication of Navy Region Southwest produced for military members and their families to enhance their quality of life. Though the cost of advertising is prohibitive for the Guild costing several thousands of dollars per issue, the Guild is planning on exploring the concept of offering ship modeling workshops to military members and their families through the magazine. It was suggested by **R.G. Head** and others at the meeting that a good first step would be to meet with the magazine’s Program Manager and/or Editors and determine if there is a way to reach out and invite their readers to the Guild’s monthly meetings. Look for progress on this project in future newsletters.

Guy noted that he would be absent from the Guild’s September monthly meeting and urged **Show and Tell** participants to do their best with a “Show and Tell Information Form” that can be found on the website, [www.sdshipmodelersguild.org](http://www.sdshipmodelersguild.org) Scuttlebutt>Documents. Guy also called for an October “Museum Model of the Month” volunteer and **Isaac Wills** indicated he could fill in with a model.

**Next meeting is  
10 September  
5:15 Officer's Meeting  
5:30 PM - Social  
6:00 PM Meeting  
Bring a Model!**

September 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					

**Web Master's Report:** Web Master Alex Roel reported the following activity on the web page.

### Completed Activity:

1. Updated following pages:

#### Website Traffic

<i>MONTH</i>	<i>DAILY VISITS</i>
July 2019	58
June 2019	60
May 2019	55
April 2019	53
March 2019	20

- a. "Home Port" (home page) content refreshed on the 1st of the month in conjunction with release of Newsletter
- b. "Voyages > Build Gallery"
  - i. "2019": Added Diana Griffus' dinghy
  - ii. "2019": Added John Walsh's BOUNTY's jolly boat
  - iii. "2019": Added Karl Zingheim's sloop CAHIRA
  - iv. "2017": Added Tom Hairston's steamship PORTLAND
  - v. "Pre-2010": Added Frank Dengler's destroyer HENRY B WILSON
- c. "Scuttlebutt > Documents"
  - i. Added Frank Dengler's info sheet destroyer HENRY B WILSON

### In Progress:

1. Created new SDSMG form: "San Diego County Fair Booth Checklist".
2. **The following two items are not "live" on the website but are waiting for a decision on a disclaimer statement.** "Models for Sale" page: A section for modelers' business cards was added at top of page (Jon Sanford, Alex Roel, so far).
3. "Model Restorations" page: There was some discussion via email about highlighting Members' completed restoration efforts, a la Howard Griffus' restoration for the Dorrance family. We could have a new web page that might include "before" and "after" photos, family history or significance of the model, description of the work required/done, recipient of effort, and the modeler. This would be another example of the work and expertise our Guild does: to inform both prospective Members and the general public should they have a model needing restoration.
4. Research is in progress for various historical Guild projects for eventual inclusion on Website (these will go on the "Voyages" menu along with the new "Trafalgar Project" page).
  - a. Mini-Star Project – partially complete, Jon Sanford assisting Web Master
  - b. USS San Diego Project – Web Master will contact Howard Griffus for history
  - c. San Salvador Project – three models were made as gifts to donors to Maritime Museum.  
**need assistance, if any Member has knowledge of this project please contact the Web Master**
  - d. Maritime Museum Fleet Model Project – see January 2011 Newsletter for picture of this Project.  
**need assistance, if any Member has knowledge of this project please contact the Web Master**

At this point of the meeting, **Guild Master James Pitt** moved the membership on to eating Cake! A good time was had by all as tales of ship modeling and the Guild were shared. As noted at the beginning of the newsletter, **Royce Privett** and **Bob Crawford** were recognized for their years of membership in the San Diego Ship Modelers Guild and it was entertaining to hear them speak about those formative years of the Guild! As the anniversary celebration continued, it moved to **Show and Tell** before **James** adjourned the meeting.



Above: Howard Griffus, Bob Crawford, and Royce Privett share a tale. Below Left: Visitors Brad Voigt and Ted Trost (forgive the Editor if Ted's last name is misspelled) meet. Below Right: Alex Roel, Ted Trost, and Howard talk about Ted's first model.



Above: Jay MacMaster and David Yotter talk over coffee. Below: Howard found a project to take home!



Above: Karl Zingheim, Ed Torrence and Isaac Wills share modeling tips. Below: Royce Privett and Eileen & Bob Costa share cake!



And the scene below greeted members on the meeting afternoon. Welcome home, CVN-71!



## 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, part 2 of 3

By Mike Lonnecker

**LATHE.** A lathe is used to produce parts by spinning them about a longitudinal centerline. The outside shape that is produced can be cylindrical, tapered, grooved, beaded, almost any curved shape. Inside shapes can be drilled or bored. Threads can be turned both internally and externally. Lathes are specified by the swing (Maximum diameter that can be turned over the bed of the lathe) and the maximum length of a part (called the distance between centers). Lathes come in two basic types, metal turning and wood turning. A metal turning lathe can turn almost any material including metals, wood and plastics. A wood lathe is designed for softer materials like wood only. Cutting tools for a metal lathe are usually high speed steel or carbide and are held by the machine itself. Cutting tools for the wood lathe are usually a type of chisel that is hand held against a tool post and the material being cut. The wood lathe requires a good degree of skill and practice to operate safely. Professional lessons might be in order here, but study from books at a minimum is advised. The wood lathe is good for turning masts, spars, spindles, buckets, barrels, deadeyes, etc. If equipped with an indexing plate the staves of the barrel can be accurately marked off. Wood lathes come in variable speed models or the speed can be controlled by changing a belt between pulleys.



**Jet Wood Lathe**

The metal lathe is the more useful of the two to the ship modeler because of its ability to cut most materials. Sizes range from table top versions of 7x14 and smaller up to huge industrial models. Modeling items like masts, spars, cannons, bells, spindles, deadeyes, etc. can be turned. Models by Sherline and Tiag are both USA produced and are of good quality. Micromark offers one of slightly larger size. More sophisticated machines like the Micromark can also cut threads for making screws. Sherline makes an almost endless line of accessories, many of which can be used on any lathe. When purchasing a lathe one should budget about ½ for the basic tool and ½ for cutting tools and accessories. Making set ups and producing accurate parts requires a lot of skill and forethought. A book written by Joe Martin of Sherline titled "Tabletop Machining" is an excellent guide to the why's and how's and safe use of the lathe and mill that will be next discussed. Sherline's web site also offers basic set up and operating instructions and videos. Speeds, how fast the material is rotating, and feeds, how fast the cutter is pushed into the material controlling depth of cut, are one of the most important aspects of using the lathe. Speeds and feeds can be found in charts in machinists handbooks.

**Continued next page**

### Power Tools by Mike Lonnecker continued with Lathes:

When evaluating what to purchase remember that large lathes can produce small parts but small lathes are limited to the size that can be produced. Evaluation of what accessories are needed and available to fit the lathe of your choice requires careful study and understanding of their function. These include chucks and collets mounting to the headstock and whether they are screw on or taper mounted or can be both. The tailstock should have a Morris taper for mounting dead or live centers. Some lathes have a hollow headstock that allow material longer than the distance between centers to be worked on. Another question to ask is, does it include a compound cross slide or just a cross slide. The compound type allows the movement of the cutting tool at an angle to the bed of the lathe. Power feeds for the cross slide are helpful for smooth even cuts. Tool holders are another area to look at. The basic type just holds the tool with hold down screws that must be loosened



**Sherline Lathe**



**Variable Speed Lathe from Micromark with Change Gears**

to change or adjust the cutting tools. Turret type can hold multiple cutting tools that are rotated into position for use. Quick change holders are also available for most lathes. Hand wheels that control the movement of the cross slide and thus the cutting tool, are available in metric units or English units. The rotational speed of the headstock can be set by variable speed (preferred) or by moving a belt between pulleys. The speed that the cross slide moves is controlled by the speed of the headstock rotation. By changing the internal gearing of the lathe, the speed of the screw that drives the cross slide can be varied. This feature allows one to very precisely control the feed of the cut. Also, by changing gears, the ratio of headstock to cross slide ratio is changed letting the machine cut different pitch screw threads. Change gears can be metal or plastic.

### Before Moving on to **Show and Tell**, the following except from the “MMS Anti-Piracy Policy” is reprinted from the August issue of the Midwest Model Shipwrights’ Forecastle Report with the permission of Bob Filipowski.

Many of you may be aware that there are some kit manufacturers that have been banned from Model Ship World. These are mostly Chinese and Russian companies that have ripped off and duplicated kits, books, and plans from reputable manufacturers. Quite often these disreputable companies offer their products at what appear to be reasonable prices, but these items are often poor in quality. Thus the buyer ends up losing in the long run. This certainly impacts the profitability of the reputable companies, which could eventually cause them to shut down. Again, we lose. See a list of disreputable companies on the next page.

**Continued next page**

### Anti-Piracy Except from August Forecastle Report:

Below is a list of companies that market their pirated products via the internet on sites such as eBay even though many companies do not have websites. **Please avoid purchasing products from these companies.**

ZHL	Unicorn Model
RealTS	YQ (YaunQing)
Snail Model	Master
XinFeng	CN
JD Model	CF
LHQK	Shi hai
Shi Cheng	4H Model
Woodenkit (Russian MFG)	CAF Model
YengFan	SC
Moxing	DU jiao shou
WN	

## Maritime Museum of San Diego Model of the Month

Note: Unforeseen circumstances led to **Tom Hairston** to exhibit his *Portland*, as featured in last month's newsletter, for an additional month. Anyone interested in displaying one of their models at the Maritime Museum of San Diego can contact [Jon](mailto:Jon) at [purser@sdshipmodelersguild.org](mailto: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**



The Portland, above and pictured to the right 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.

## Show and Tell

This meeting's focus on the Guild's anniversary led to a more informal **Show and Tell** session with members sharing models and tips. Pictures are worth a 1,000 words but the Editor sends a reminder that a "Show and Tell Information Form" helps fill in the story of your model!

### *Cutty Sark* (1869-1895)

by Bob Crawford,

Bob Crawford, on the left, talking with Royce Privett as Diana Griffus looks on



**Construction details of the project were not gathered at the meeting (or they were possibly lost during meeting cleanup)**



Bob showed this beautiful model of *Cutty Sark* and told the membership she is just one of his collection of 128 models! Though the story of her construction here is brief, Bob reports that by utilizing his technique of coppering the hull, the plating was completed in 24 hours. The Guild will look forward to hearing more about this technique.

The following was copied from Wikipedia and Britannica for a bit of the story of *Cutty Sark*. She is a three-masted British clipper ship. Built on the River Leven, Dumbarton, Scotland in 1869 for the Jock Willis Shipping Line, she was one of the last tea clippers to be built and one of the fastest, coming at the end of a long period of design development,



which halted as sailing ships gave way to steam propulsion. *Cutty Sark* was 212 feet 5 inches long and 36 feet wide, and it had a net tonnage of 921. Its name (meaning "short shirt") came from the garment worn by the witch Nannie in Robert Burns's poem *Tam o' Shanter*. On February 16, 1870, the *Cutty Sark* left London on its maiden voyage, sailing to Shanghai by way of the Cape of Good Hope.



The opening of the Suez Canal (also in 1869) meant that steamships now enjoyed a much shorter route to China, so *Cutty Sark* spent only a few years on the tea trade before turning to the trade in wool from Australia, where she held the record time to Britain for ten years. Improvements in steam technology meant that gradually steamships also came to dominate the longer sailing route to Australia, and the ship was sold to the Portuguese company Ferreira and Co. in 1895 and renamed *Ferreira*.



In 1957, fully restored, the ship was installed in a concrete dry berth near the River Thames at Greenwich, London, and was opened to the public by Queen Elizabeth II as a maritime relic and sailing museum. In 2006 the *Cutty Sark* Following extensive renovations in 2006 and a subsequent fire, she was reopened to the public in time for the 2012 Summer Olympic Games in London.





## *Mayflower* (before 1609)

by **Bob Costa**

**Bob** did not bring his model to the meeting because of travel restraints on the rail service between North County and downtown San Diego. However, **Bob and Eileen** shared pictures of his model of the *Mayflower*, a model that gives a sense of this ship and her place in American history. A simple search in Wikipedia and Britannica provides the following quote. “Although no detailed description of the original vessel exists, marine archaeologists estimate that the square-rigged sailing ship weighed about 180 tons and measured 90 feet long

with a beakhead bow and high, castle-like structures fore and aft which protected the crew and the main deck from the elements—designs that were typical of English merchant ships of the early 17th century. Her stern carried a 30-foot high, square aft-castle which made the ship extremely difficult to sail against the wind and unable to sail well against the North Atlantic's prevailing westerlies, especially in the fall and winter of 1620; the voyage from England to America took more than two months as a result. The

*Mayflower's* return trip to London in April–May 1621 took less than half that time, with the same strong winds now blowing in the direction of the voyage. Chartered by a group of English merchants called the London Adventurers, the *Mayflower* was prevented by rough seas and storms from reaching the territory that had been granted in Virginia (a region then conceived of as much larger than the present-day U.S. state of Virginia, at the time including the *Mayflower's* original destination in the area of the Hudson River in what is now New York state). Instead, after her 66-day voyage, it

first landed November 21 on Cape Cod at what is now Provincetown, Massachusetts, and the day after Christmas it deposited its 102 settlers nearby at the site of Plymouth. Before going ashore at Plymouth, Pilgrim leaders (including William Bradford and William Brewster) drafted the Mayflower Compact, a brief 200-word document that was the first framework of government written and enacted in the territory that would later become the United States of America.”



## Member tips:



**Guild Master James Pitt** offered the following. If searching for some very fine paint brushes for fine detailing & art painting at a reasonable price check out [Professional Sable Hair Detail Paint Brush Set - 6 Miniature Art Brushes for Fine Detailing & Art Painting - Acrylic, Watercolor, Oil - Miniatures, Models](#) on Amazon \$10.99

**Show & Tell continued with Member Tips:**

**Bill Grolz**, thinking about a suggestion for the Guild’s next Community Build, found this offering from Amati. The “Swedish Gunboat - 1775” is a 1:40 scale, 13.5” long, 8.5” high model that is single planked and is built with a medium caliber gun, mounted at the stern on a sliding carriage. **Bill** found the model on Modelers Central where it retails for \$109.



**USS Constitution (1797)**

by **RG Head, PhD**

**Model Shipways Kit (Model Expo MS2040)**

**Plank-on-Bulkhead**

**Scale 1:76**

RG’s *Constitution* hull nearing completion



**RG** brought in his nearly completed hull of the *Constitution* for a progress review by the assembled members. He talked about getting prepared to start masting and rigging the model and that he looks forward to the challenge. **RG** told of visiting Boston and a trip to the *USS Constitution* Museum in order to view Old Ironsides and gain an in-person perspective.



While touring the museum he viewed two *Constitution* models, one of which can be seen to the left. He tells that one of the models is a perfectly scaled model of superior craftsmanship and the other is a more working model utilized to familiarize and train Navy personnel assigned to *Constitution*, the world’s oldest commissioned naval vessel still afloat. As a bonus from his visit, **RG** made contact with the *USS Constitution* Model Shipwright Guild and brought their contact information back to San Diego and the Guild was able to share their newsletter, *The Broadside*.



**Re-cap of visitor Ted Trost and his first model, Newport** - This is an object lesson in losing meeting notes during meeting cleanup since all details are gone, yipes! **In the picture to the left**, Ted is speaking with another visitor, Brad Voigt. **In the picture to the right**, Ted shares the plans to his model with Alex Roel and Howard Griffus.



**Show & Tell continued:****HMS *Halifax*****by Jim Potts**

*Halifax* was “a schooner built for merchant service at Halifax, Nova Scotia in 1765 and purchased in 1768 by the British Royal Navy for coastal patrol in North America in the years just prior to the American Revolution. She is one of the best documented schooners from early North America.” - Wikipedia quote. **Jim** told the Guild that he has the complete plans to build the ship but the description of making a jig from the print is confusing for him. After many tries (six) **Jim** reports he still did not have a frame he felt was acceptable. He would like to find a diagram or picture of the jig described in a book that he has by Harold Hahn and used by Guild members to successfully frame a ship’s hull. **Jim** also is curious to find out what type of saw is best used to cut out a frame. Any member with thoughts on either subject can be passed on to **Jim** by contacting the Guild Master.

**HMS *Roebuck* (1774) Figurehead****by Don Dressel****Scale 1:64**

**Don**’s model is 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](#). **Don** reports that the hand carved figurehead pictured here was produced with the help of a friend who will also help with some of the intricate decoration displayed on *Roebuck*. **Don** adds that though many

illustrations of the ship display the figurehead with flowing hair, it is much more likely the figurehead would display a more Greek style as is shown here.

**Isaac sets up for a photo*****Soleil Royal*****by Isaac Wills****Heller kit****Scale 1:100**

**Isaac** tells about his progress with *Soleil Royal* since last reported in May. As he prepares to

return to New York for school, **Isaac** said some of his most rewarding activities this Summer was volunteering on the Maritime Museum of San Diego’s ship maintenance crew and training for the Sail Crew. He reported the volunteering was so rewarding that he hopes to continue in the future.



**Show & Tell continued:**

A couple of more pictures of **Isaac Wills'** *Soleil Royal* showing his detailed painting.

**Lifeboat, *Titanic***

by **Alex Roel**

Kit by **Artisanía Latina**

Scale **1:35, 11/32" = 1'**



**Ship History:** Alex reports the TITANIC carried 20 lifeboats capable of holding 1,178 people, despite the fact that there were approximately 2,208 on board the liner: 1,514 crew and passengers lost their life. There were three types of lifeboats: 14 clinker-built wooden lifeboats (this model), 4 collapsible lifeboats made of kapok, cork, and canvas, and 2 wooden cutters (serving as lifeboats).

**Model Fabrication:** Alex reports he started this build at the 2018 San Diego County Fair and continued the build at the 2019 Fair. Following that Fair he decided to finish out the build, having gotten deep into lap-straking (clinker build) the frames. Alex said the majority of the time spent was on lap-straking: the remainder of the build has progressed very rapidly since then.



He reports he worked initially from the Artisanía Latina instructions, but has been modifying freely based upon several historical photographs of the TITANIC lifeboats that were picked up by the rescue vessel CARPATHIAN and delivered to White Line's piers in New York City. The most significant differences

found thus far are the shapes of the bow and stern, and the port and starboard below-seating cupboard spaces. It appears from photographs that the lifeboats were lug-rigged, and Alex said that he is considering displaying the finished build in that configuration.

***Star of India*, a barque**

by **Tom Hairston**

**Tom** makes a journey from Northern California every month to join the Guild Meeting. *Star* did not make it this month but pictures surely did!



**Show & Tell continued:**

A couple of more pictures of **Tom Hairston's** scratch built model. He based his model on 1977 plans by Captain Kenneth B. Reynard, William F. Wilmurt, and Edmund F. White. **Tom** is building *Star of India* to 1:96 scale with plank-on-bulkhead construction.



Last but not least, is this fine offering by a visitor, **Brad Voigt**.

**HMS Serapis, a Roebuck class 44 gun two deck ship launched in the year of 1779**

**by Brad Voigt**

**Scratch Build**

Framing & rubbing strakes



Following is an excerpt from a message sent by **Brad**.



“Plan is to build it in the Navy Board/Admiralty style. I'll partially plank all the decks and hull but leave open sections that allow the Navy Board to see the structural beams. Masts will be truncated and no rigging, as this was not needed to be seen by the board to approve the plans. They knew a ships lines when they saw them in 3D or model form, but many couldn't envision the hull from the plans, as they were not Naval Architects.

Lower cannon deck & grates

Frame wood and structural members are alder stained with Watco wood oil for contrast. Rubbing strakes are ebony, pinned with ebony. Deck planks are alder left natural with black marker on the edges.

Stern roughed in



It was very inspiring to see the awesome models the members brought!! My only other real inspiration has been the US Naval Academy museum (I was a Naval Architect major but never used it during my navy career) and books I have read on modeling.



Capstans & belay pin holders

I hope to continue to learn and get advice from the vast knowledge that was readily evidenced by the guild members and it's a really nice setting to boot.”

Thank you, **Brad**, for the kind words and sharing your build of *Serapis*!