



# 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



Copied from Wikipedia, USS *Freedom* (LCS-1) shows off her new dazzle camouflage scheme on sea trials in February 2013 before her first deployment from homeport Naval Base San Diego.

**Have a Happy 4th of July  
celebrating the land of the  
free!**

“Freedom is a possession of inestimable value.” - Marcus Tullius Cicero

## From The Quarterdeck

by the Guild Master

Recently, Guild Officers convened our monthly meeting via Zoom videoconferencing. I can personally report that it was heartening to reestablish connections with other Members in this fashion.

And, while holding monthly Guild Meetings with all Members via Zoom would be impractical, I do encourage you to create your own “mini-meeting” with just a few other Members. I think all of the Officers were surprised at both the amount of work we got done and how much we had missed each other’s company.

If you’d like assistance in using Zoom please feel free to contact me at any time.

Fair winds and following seas,

Alex Roel

Explore the Guild Website!

<http://www.sdshipmodelersguild.org/sdsmg.htm>



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

<http://sdshipmodelersguild.org/>

**Next Community  
Build Meeting  
Scheduled for 11 July  
Cancelled, see above  
report**

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	

## Presentations and Museum Model of the Month Programs continued:



Two of the models Alex observed on his walk, the bottom model was marked with "CV-1 Midway"

Attempting to address some of the questions Alex posed, Frank offered he had a distant perspective

and limited knowledge of the subject but he offered some interim answers and reached out to a U. S. Government employee who once had management responsibility over the Space & Naval Warfare (SPAWAR) Systems Center - Pacific (SSC-PAC) model effort. Frank understood that the models were initially used by the Naval Electronics Lab (NEL), now SSC-PAC, Shipboard Antenna Model Range. Models were placed below the non-metallic lattice arcs depicted in Alex's picture on the previous page that contained antennas which transmitted signals to simulate electrical propagation over the ocean. Scale radio antennas built into the models were then used to simulate shipboard radio

transceivers. The models could be rotated horizontally to get different alignment with the lattice arcs. Data was collected across horizontal and vertical arcs to ensure optimum antenna coverage. It can be easily understood that these investigations would be a huge savings over deploying full scale ships to test communications capabilities and vulnerabilities. For further thought, Frank supplied a link, <http://www.navy-radio.com/ant-ship.htm> that might be of substantial help if modeling ship antennas and another link to an article from the San Diego Union-Tribune dated April 19, 2014 titled "SPAWAR: From semaphore to cyber". Taken directly from <https://www.sandiegouniontribune.com/military/sdut-spawar-history-navy-inventions-technology-2014apr19-story.html> is the picture below which is described as

"SPAWAR employees move a brass model of LCS-1 the USS Freedom, one of the more recent additions to the Navy's fleet near the Model Range Arch. The Model Range Arch which is noticeable from areas near Point Loma is used to test high-frequency antenna transmissions using small-scale models. (John Gastaldo)". These two links provide the reader some interesting insight on the science and application of the brass-constructed models floating on a "lead sea" under the arched gantry. Communications test equipment was inserted into the models from a room below the sea. This kind of research has been going on since the 1940's!



Notice the antenna test equipment on these brass models

Greg Adams who was with SPAWARSCEN PAC in May of 2019 responded to Frank and the Guild with the

following insights to Alex's questions. "First I have to caveat my answers by saying I AM NOT an official spokesperson for the Naval Information Warfare Center. So my answers are restricted to what is in the public domain and previously published.

"That aside, I was the Operations Manager for what was then NRAD's Model Range in the late 1990's. (Yes, we've changed our name a couple of times since then)

Continued next page





**Greg Adams' Response continued:** The pictures on this page were taken by Alex on his recent walk. Notice the array of antenna shapes and sizes on the models of different classes of ships.



Greg told us “The Brass models are 1/48<sup>th</sup> scale (and the research, development, and testing) effort goes back to the late 1940’s and has continued ever since. The Center has Models for all active ship classes in the US Navy and adds models as necessary (hence the LCS model) as new classes are introduced. The current Models are kept in the Building just inside the fence Line. The models sitting by the fence are for Obsolete Ship classes and are being left outside for lack of space in the Model Barn.

“The models were originally conceived and use for HF Antenna design. It turns out that at the HF Frequencies where



Wavelengths are on the order of meters, the RF signal interacts strongly with structures of similar dimension and the ships structure contributes significantly to the antenna signals. This interaction makes the problem very difficult to solve numerically. At higher frequencies (smaller wavelengths), or lower frequencies (longer wavelengths) there is much less interaction with ships structures making the problem easier to solve numerically.



“When new HF antenna designs are being investigate, the models are outfitted with a scaled antenna and connected to a transmitter through the base of the turntable. The Model is placed on the turntable and spun through 360 degrees while a receive antenna is run up one of the supports of the Non-Metallic “Spider” structure. In this way the antenna sensitivity pattern can be mapped throughout the hemisphere above the ground plan.

“During my tenure at the model range, the model shop was still very active with at least three Public Works Command (PWC) machinists on staff. As that was over 20 years ago, I suspect these gentlemen have all retired. I don’t know if they have been replaced with other Gov employees or if they are now using contractor support.”

Now we know something about that mysterious structure on Point Loma thanks to Alex’s questions!



## Show and Tell

Virus mitigation protocols have many of us working on projects and a picture or two of a model either in-progress or completed, would be a welcome addition to an upcoming newsletter. All skill sets and models, from a first-project kit-build to a scratch-built masterpiece are welcome. **So, take a picture of your project(s) and send it along to [newsletter@sdshipmodelersguild.org](mailto:newsletter@sdshipmodelersguild.org) and it can be shown in the newsletter.** Please include a brief description of the model including model name with kit manufacturer or indicate if scratch-built, and the model scale. If you would like, include some words about the build and that can be included in the newsletter, too. **Other topics of interest to you are welcome also.**

### Yacht *Mary*, a Royal Dutch Yacht 1646

by Bob McPhail

#### Mamoli Scale Wood Ship

Model Kit No. MV28

Scale 1:54

At the July 2019 Guild meeting, Karl Zingheim and Frank Dengler listen in as Bob introduced his next project, HMY *Mary*.

Now, see the completed project in the following pictures.



Back in 2019 **Bob** told about his new project and its inspiration including how the kit had 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. He included the following brief history of *Mary* in a summary from Wikipedia. “**HMY *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.”



See the next page for a few more pictures of **Bob's** completed project, very nicely done!



### Three more pictures of HMY *Mary*, a Royal Dutch Yacht 1646 by Bob McPhail



### Clipper Ship *Red Jacket* (1853), a restoration

By Mike Hite

**Mike** tells how he found the model shown to the right in an antique store on sale for \$60. Looking for a little background on *Red Jacket*, Penobscot Marine Museum provided the following. She was a Rockland-built clipper ship. “Launched in 1853, and famous for her fast 13-day, 1-hour passage from New York to Liverpool in 1854, she was sold to British owners for regular passage between England and Australia.”

Go to <https://www.penobscotmarinemuseum.org/pbho-1/collection/ship-red-jacket> for a full story of this beautiful clipper ship and other ships, too.



The picture on the far left is the restoration underway and the near left is the restoration completed and in its display case. **Mike** reported the custom case was obtained from Plastic Depot in Gardena, CA. <https://www.plastic-depot.biz/>

Please enjoy this offering from **Chuck Seiler** in his inimitable style!

## Just Another Cog in the Machine-or What I Did on my Batflu Vacation

By Chuck Seiler

Greetings all. My current project is NOT the half hull planking practicum. I have set that aside and am working on a 1:72 scale late 14th century Hanseatic Cog (kogge).

For most of my life I have been a student of history. I have focused on wars and other extraordinary events. Armies, warships, wars. Warships, like fezzes, are cool, bristling with armament. They are normally an expression in the pinnacle of technology of that society. In 1992, during the 500th anniversary of the Columbus expeditions, I had an epiphany. Long story short, I became interested in trade. Trade, like war and religion, cause cultures to expand, to bump into each other and interact for the benefit and/or detriment of all involved. Trade and commerce may not be flashy, but like water, it is constant and powerful.

If you are interested in trade, you have to consider the vehicle of trade whether it be a caravan, a railroad or a ship. How did the products get from point A to B? The Hanseatic Cog is one of those vehicles.



**Roland von Bremen-replica of a Bremen Cog**

The cog was the work horse of the Hanseatic League, a confederation of northern European trading nations from the late 1100s to about 1450. The cog was the modern day tractor-trailer truck whose large numbers accounted for a huge amount of trade transported to and fro.

The new and improved cog was no longer a simple Frisian coaster but a sturdy seagoing trader, which could cross even the most dangerous passages. Fore and stern castles would be added for defense against pirates, or to enable use of these vessels as warships, such as used at the Battle of Sluys. The stern castle also afforded more cargo space below by

keeping the crew and tiller up, out of the way.

The ship I am modeling is based on a wreck found during an excavation near Bremen. This particular model features a well developed stern castle, a forward castle (Forecastle) and an upper castle or fortified fighting top. These structures were used for military vessels or privateers, but more rudimentary versions could be used on commercial ships.

Note the basic “Home Depot” forecastle. Such a structure could easily be added to a non military ship when pressed into military service. Later ship types, such as carracks and galleons, had the forward castle integrated into the ship’s structure.

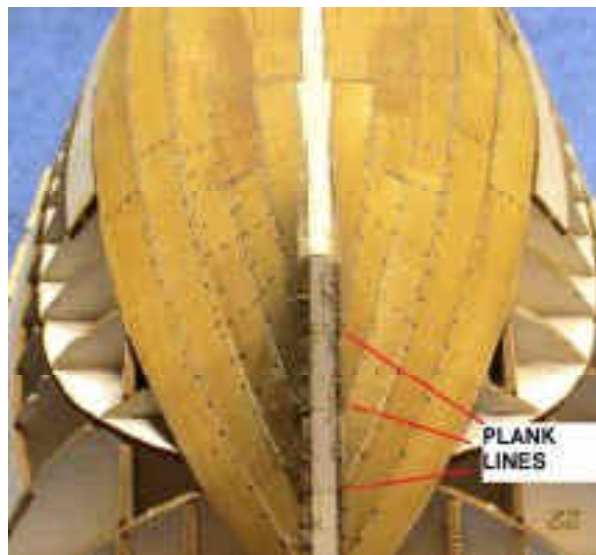
**This is what the finished model is supposed to look like.**



**CHUX COG - continued**

The adventure begins. Oh, did I mention  
it is cardboard?

Off to a good start-Not Really



Hull planking  
complete.

Whadya think?

Follow my build log at:

<https://modelshipworld.com/topic/24253-w%C3%BCtender-hund-by-chuck-seiler-shipyard-172-hanseatic-cog-1390-card/>





In the previous entry **Chuck Seiler** told about vehicles of trade. As **James** begins work on his 1848 Stage Coach can we be reminded of the role this vehicle played in the opening of the American West before the transcontinental railroad? **James** reports this is not necessarily a kit for a novice builder.

## 1848 Stage Coach

By James Pitt

Kit by Artesania Latina

1/10 Scale

The construction of the wheels required a jig be put together as seen at the left to facilitate application of the rim. Building rims so that they are identical can alone be a challenge, below pictures.



James' work on constructing displays sometimes means playing with dolls!

Please enjoy the next entries as a former Guild Master and a former First Mate show the extraordinary skills that are found with Guild Members!

## PROVIDENCE (EX-KATY)

By Robert Hewitt

from "The Ships of John Paul Jones"

by William Gilkerson

**Robert** gives us a bit of a puzzle to go along with his pictures of USS *Providence* (1775) and HMS *Solebay* (1763). In the diorama, *Solebay's* gun ports are closed and *Providence's* jib sails are luffing as she goes down wind. You choose which is which. **Robert** also points out the blocks and sheets at the foot of the jib.



Captain John Paul Jones received his orders at Philadelphia on August 6, 1776. He was to take the sloop **PROVIDENCE** to the latitude of Bermuda. He was to "seize, take, sink, burn, or destroy enemy shipping." Soon after clearing the Delaware Capes, he captured a British whaling brigantine. Heading south, he encountered a British convoy which sent the twenty-eight-gun frigate **SOLEBAY** in chase.

There was a strong cross-sea, kicked up by a good wind. Being heavier, **SOLEBAY** was stiffer and steadier in blistery conditions.

**PROVIDENCE (EX-KATY) By Robert Hewitt continued:**

For once conditions favored the British and **PROVIDENCE** was in a difficult situation. Jones' only recourse was to exploit the advantage of the fore-and-aft sails, prolonging the chase and hoping the frigate would return to the convoy.

**SOLEBAY** smelled blood and persisted in the chase, gradually closing the distance that separated them. Hour after hour the chase continued with **SOLEBAY** approaching to leeward. Jones and his second lieutenant, John Peck Rathburn had all day to cook up a surprise maneuver, which called for careful timing.

By 5:30 P.M., **SOLEBAY** had worked up to within musket shot of **PROVIDENCE'S** lee quarter and had opened fire with its forward gun. Jones immediately ordered his helm put up and all of the square sails including studding sails were broken out in a rehearsed maneuver, sending **PROVIDENCE** shooting down wind directly across the bow of her pursuer. The British captain was stunned to find his prey suddenly under his unprepared leeward guns. By the time he was able to respond, **PROVIDENCE** was out of range, traveling down wind at hull speed.

**THE MODEL:**

Built in 2001 by Robert Hewitt and scratch-built to a scale of 1" = 20 feet or 1:240

.05" = one foot, .004" = one inch.

The hull and most of the deck furniture are of pear wood and the decks, gun carriages and launch are made from white holly. The gun barrels are made of pear and turned by hand on a Dremmel Moto Tool.

The masts and yards are made from bamboo skewers and painted black.

The sails are constructed from rice paper, the outline drawn on an auto-cad program. Tick marks are positioned outside of the sail area to indicate panel width of two feet (.10"). The sails are printed on an 8 1/2" x 11" sheet. Rice paper is glued to the sheet and again run through the printer. The sails are lined with a soft pencil using the tick lines. Each sail is then cut out and placed over a clay mold and soaked with water to form it to the desired shape. Toothpicks are used to form the sail creases. Allowed to dry, the sail holds its shape. It is then coated with a flat finish.

The rigging is made of copper and brass wire, linen, silk, and fly tine. Ratlines are formed on a home-made loom using extension springs as spacers and blocks and deadeyes are made from pear and diced across the grain.

The ship is painted with brushed-on railroad oil paints while the "sea" is carved tupolo wood. The "sea" is coated with gesso and acrylic paint and the gloss is from acrylic gloss varnish. The figures are of two sizes of wire and there are twenty-five different forming steps for each figure. Three coats of gesso and acrylic paint are used to finish the figures.





## *Typhoon* by Bill Norris

Purser Jon Sanford has maintained contact with **former-First Mate Bill Norris** after he moved from the San Diego area. **Bill** is remembered as an amazing ship modeler among his other accomplishments, it is certainly hard to forget his spectacular scratch-built model of HMS *Sovereign of the Seas* that during the 2016 San Diego County Fair won the Maritime Museum of San Diego's Best Scale Model Ship Award and the Design in Wood (Scale Model) 1st prize. Apparently his skills have not waned.



Here he tells us about his *Typhoon*. "The model is in my ship cabinet with a mirrored back, so there are lots of reflections. Yes, the finish is really that shiny – actually, it is shinier than it looks because it is very deep. Be happy to tell you how I got it. The model is 1:10. It started life as the Dumas model of the *Typhoon*. I dumped all of the finish wood and replaced it. I replaced most of the metal trim pieces and



made new ones (I have an electrical plating outfit). I added a lot, for example the engine compartment is fully outfitted. It has installed fire extinguishers, an engineer engine panel, batteries and cans of oil and transmission fluid. You can only see some of that in these pictures.

The propeller shaft strut is custom designed and built by ... Me! If you look carefully and you will find good old fashioned flames painted behind the exhaust. The *Typhoon* is a bullet hull with points on both ends."



**Left: *Elidir*, an 1895 English Canal Boat**

**Bill** tells "this is just a toss-in. It was the model I worked on for several years only during the (San Diego County) Fair. (Also known as a Thames steam launch), she is a pretty little thing, the windows have hand-painted flowers and vines with tiny blooms on the windows but I could not get those to show-up in the pictures. I will try that again later."

**Right:** It is not clear what this boat models but perhaps a Chris-Craft or some variant. Whatever she is, it is clear **Bill** has put together quite a collection and perhaps we will see more of his collection down the road!



Last but certainly not least and just received today; Monday June 29.

## ***Golden Hind*, Ship of Sir Francis Drake**

By Bob Costa

Kit by Dusek, code D017

Scale: 1/72

**Bob** tells that *Golden Hind* is a work in progress but he is well along.

Taken from Wikipedia it is learned “*Golden Hind* was an English galleon best known for her privateering circumnavigation of the globe between 1577 and 1580, captained by Sir Francis Drake.

She was originally known as *Pelican*, but was renamed by Drake mid-voyage in 1578, in honor of his patron, Sir Christopher Hatton, whose crest was a golden 'hind' (a female red deer). Drake acted as a privateer, with unofficial support from Queen Elizabeth during the voyage. *Golden Hind* is described as a "mid-16th-century warship during the transition from the carrack to the galleon" and captured a Spanish Galleon off the coast of Ecuador that had the largest treasure captured to that date: over 360,000 pesos (equivalent to around £480m in 2017). When finally arriving back in England, half the proceeds from the treasure, goods, and spices collected during the voyage went to the Queen and country and were used to



pay off the annual debt in its entirety. Queen Elizabeth I herself went aboard *Golden Hind*, which was then permanently at Deptford on the Thames Estuary, where she had requested it be placed on permanent display as the first 'museum ship'. There, she shrewdly asked the French ambassador to bestow a knighthood on Drake. Her share of the treasure came to at least £160,000: "enough to pay off her entire government debt and still have £40,000 left over to invest in a new trading company for the Levant. Her return, and that of other investors, was more than £47 for every £1 invested, or 4,700%."

## **In closing, a News Break:**

From **Purser Jon Sanford** news regarding the Maritime Museum of San Diego.

1. The Maritime Museum plans to open under strict guidelines, see page 2 for a link to the Museum's website and their "Safety and Health Protocols for Admission"
2. There will be card payment only accepted for admittance and the Museum Shop will remain closed.
3. The steam ferry *Berkeley* now supports a walk through to the ships on the pier.
4. The *Berkeley* is upgraded to support a large display of Dr. Brown's ship models and other models on the seaward bow opposite of the Museum Store.

