San Diego Ship Modelers' Guild
1306 N. Harbor Drive San Diego, CA 92101
AUGUST 2000 NEWSLETTER Volume 24, No. 8

Smashing Annual Party on board the *Star of India*

By Jacki Jones

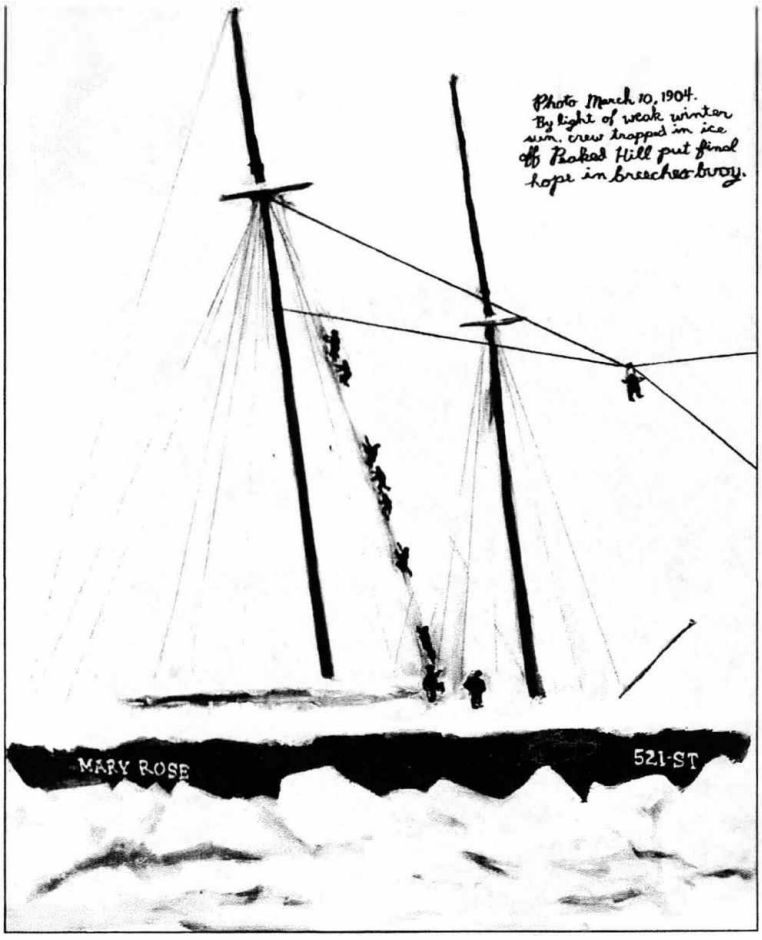
A lovely evening on the main deck of the *Star of India* provided the perfect setting for our annual party on the twelfth of July. Our celebration was very well attended by Guild members and their guests as well as several newcomers (over 32 people showed up)! Some of the attendees included **Phil Mattson, Bob O'Brien, Mr. And Mrs. Ed White, Roger Roth, K.C. Edwards, Don Bienvenue, Robert Hewitt, Chuck Seiler, and John and Denise McDermott.** We were all too busy eating, drinking and generally making merry to get everyone's' names. **Tom and Kay Taylor** enjoyed chatting with Guildmaster's spouse Terry Jones who as it turns out just lives a few houses away in Pacific Beach! **Dick Strange** showed up after just returning from a successful fishing trip in Alaska. **Nick Rugen** looked nautical in his captain's cap and he took a few photos of the festivities. **Bob Wright** regaled us with stories of sailing on the *Star of India* and it seemed that all had an enjoyable evening.

An announcement was made by yours truly reminding the Del Mar Fair volunteers to sign up pronto with **Jack Klein** for the August 25th Medea Cruise. We all welcomed a distinguished visitor, **Dick Roos,** who was encouraged to attend our meeting by **Bob Graham**. As it turns out Dick is the founder of the SMA, an experienced and talented modeler, who has recently moved to North County and would fit right in with the San Diego Ship Modelers' Guild if he decides to join. Several ship

Photo courtesy of Nick Rugen

modeling visitors (referred by **K.C. Edwards** and the Del Mar Fair Booth Volunteers) interested in membership also dropped by to join the festivities. **Bob McPhail**, our purser, reminded everyone to show up for the next meeting so that we could discuss raising the annual fee to $20.00 as originally proposed by **Jack Klein**. Other ideas to raise revenue are also invited for discussion. Member **Bob Graham** told the partygoers that so far he has been able to raise over $redacted/ for the widow of Craig Coleman, however he still has barrels of strip wood, blueprints and lots of good model kits which he will let go for a song. Bob also mentioned that he is planning to teach an afternoon seminar on planking, so if you are interested please call him at / redacted/ .

Special thanks go to **Jack Klein** who worked quietly behind the scenes to arrange for logistical essentials such as the rope enclosed area assigned for the event as well as chairs, ice chests and the other things not noticed but necessary. **Fred Frass** worked hard to purchase and transport all the beverages and **Shirley Frass** baked a delicious and patriotically decorated sheet cake. And of course, we also appreciate the efforts of **Bob McPhail** for ordering and picking up the shrimp platters and other yummy treats which were devoured enthusiastically!



This Item for Robert Hewitt *Only*

Fred Fraas received from the Naval Institute Press in Annapolis a brochure offering its latest lavish books, and the first thought that comes to mind is that it's aimed straight at Robert Hewitt, builder of at least three models of H.M.S. *Victory*.

For $50.96, Robert will surely want to buy "HMS Victory, Her Construction, Career and Restoration," by Alan McGowan (256 pages, 200 drawings, 100 prints and paintings). And how about "The 100-Gun Ship Victory" by John McKay (120 pages, 300 illustrations) for $33.96? Or "Nelson's Navy" by Brian Lavery (352 pages, 480 photos and line drawings) for $50.96? "You name it, 'Nelson's Navy' has it," said the late Patrick O'Brian Or "Warships of the Napoleonic Era" by Robert Gardner (160 pages, 100 illustrations) for $42.46?

Oh, so you're still reading this even if this is for Hewitt only? Well, here are the other new Naval Institute titles:

"The Loss of the Bismarck" by Graham Rhys-Jones (276 pages, 32 photos, 6 maps $28.01)

"Destroyers of World War Two" by M.J. Whitley (260 pages, 480 photos and line drawings $42.46)

"The Boats of Men-of-War" by W.E. May (160 pages, 100 illustrations, $29.71)

"Destroyers of World War Two" by M.J. Whitley (260 pages, 480 photos and drawings, $42.46)

"Pocket Battleships of the Deutschland Class" by Gerhard Koop and Klaus Peter Schmolke (224 pages, 352 photos, $38.25)

"Brunel's Ships" by Debis Griffiths, Andrew Lambert and Fred Walker (160 pages, 100 photos and illustrations, $46.75)

"A Great Fleet of Ships)"by S.C.Heal (312 pages, $38.25)

"Naval Shipbuilders of the World" by Robert Winklareth (384pages, 32 photos, $39.91)

You can write to Naval Institute Press at 2062 Generals Highway, Annapolis MD 21401.

Halogen: Better Than Fluorescent

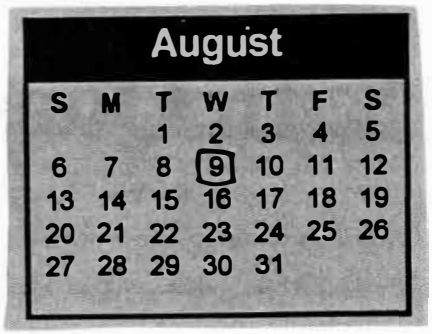
Kurt Van Dahm, President of the Nautical Research and Model Ship Society of Chicago, reports in that club's newsletter that, based on a tip from his ophthalmologist, he installed halogen lighting over his work bench and "likes the clean white light."

He has a three-foot fixture, acquired from Sears and resembling a four-foot fluorescent, that puts out 300 watts from two bulbs. He writes that he can now "put in 8-hour days in the model shop without eyestrain."

Van Dahm also has an idea that will help you when the last tiny brass stanchion needed to finish a railing takes flight from your tweezers and lands on the floor somewhere within a radius of about a quarter of a mile. He has installed a 60-watt bulb on the *under* side of his bench, which should help a lot in your frequent maddening searches for some small dropped part.

FOR YOUR MIDSUMMER DELECTATION. This painting of a breeches buoy in use makes you imagine what a harrowing experience it must have been to ride on one of these lifesaving devices during a subzero ice storm. The artist is my friend William Oscar Johnson of Cape Cod, Mass. Does it make you feel a little cooler? —*B.F.*

See you at the NEXT MEETING AUGUST 9



Captain Bligh's Portable Nightmare

From the Bounty to safety - 4,162 miles across the Pacific in a rowing boat

by John Toohey, 1999, 211 pages

This great little book recounts the misadventures of the famous Captain Bligh. As everyone knows he was abandoned at sea on the ship's launch with select members of the crew of the HMS *Bounty* in 1789 in the middle of the Pacific Ocean. After 6 months leave in paradise with their pick of the world's most beautiful women the mutineers strangely did not want to obey orders to leave. But I digress; this book is a tale of the various heroics and miseries of the harrowing journey back to "civilization". Amazingly, Bligh was able to recall Cook's charts from memory and additionally he did the best he could, considering the frightful working conditions, to fill in knowledge of the uncharted regions that were traversed in this voyage. There were 19 men in all on the twenty-three foot boat and the trip from Tahiti to Java was most definitely not a picnic. Every imaginable obstacle was in their path: starvation, unfriendly natives, illnesses, nasty weather etc... The stern of the launch was only 8 inches above the waterline which meant that they were forced to constantly bail out water for the duration of the 6 week voyage. In addition, the psychological tensions and interpersonal politics achieved a fever pitch. It would seem that Bligh could have greatly benefited from some management training seminars, which alas did not exist for another two centuries. The book also touches on Bligh's explorations with Captain Cook, his excellent map-making skills, and his eventual career as a vice-admiral fighting at the battle of Copenhagen with Nelson. This fascinating tale inspires the reader to search for the original source material listed in the bibliography such as Bligh's Log and other first hand material. *J.J.*

Getting Your Vitamin C?

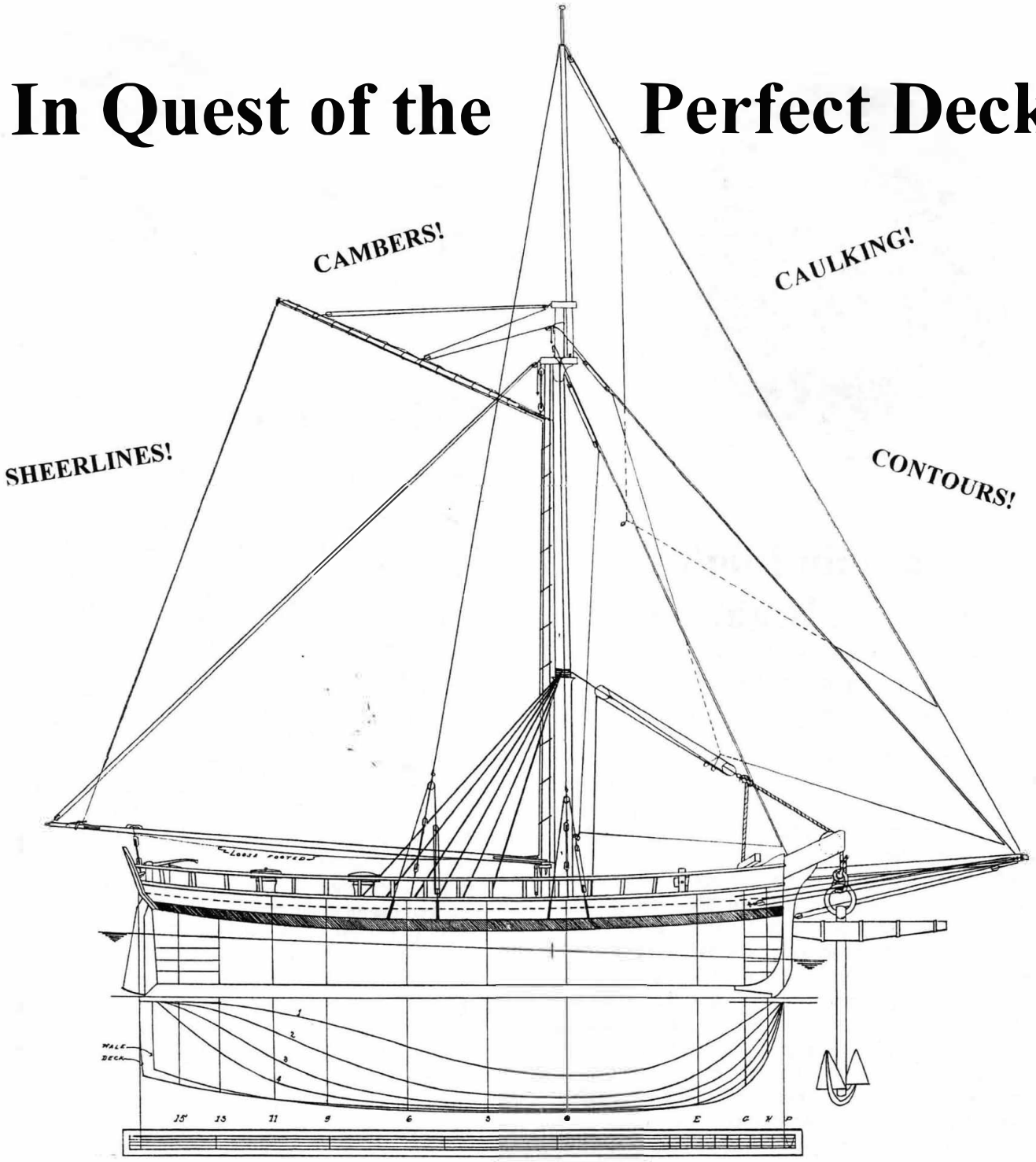
Guild Member Roger Roth recently called the Newsletter's attention to an arcane book called "The Baja Boater's Guide." He supplied a photocopied chapter dealing with the early California explorers Francisco de Ulloa, Juan Rodriguez Cabrillo (discoverer of San Diego) and Sebastian Vizcaino.

That's all too long to reprint here. But Roger, clearly a connoisseur of vivid 16th-century language, thought that Guild members would be properly horrified by the chapter's riveting description of that scourge of the sea, scurvy. It came from the pen of the priest Antonio de la Ascension, who observed the ghastly disease as a member of Vizcaino's expedition.

"The first symptom [the priest wrote] is a pain in the whole body which makes it so sensitive that whatever touches it causes so much vexation and peevishness that there is no relief except cries and groans. After this, all the body, from the waist down, becomes covered with purple spots larger than great mustard seeds. Then from this bad humor some stripes or bands come through the thigh to the calves of the legs. These become hard as stones, and the thighs become so straight and stiff that they cannot be extended or drawn up a degree more than the state in which they were attacked. Then all the leg and thigh becomes purple, and after this it extends and spreads over the whole body, attacking mostly the shoulders. With this the whole body becomes stiff and sore as a boil. It attacks the back and kidneys so that one cannot move or turn from one side to the other, being just as in shackles.

"The sensitiveness of the bodies of these sick people is so great that the very clothing put on them is felt like sharp darts or cruel lances. The upper and lower gums of the mouth become swollen to such a size that neither the teeth nor the molars can be brought together. The teeth become so loose and without support that they move while moving the head. There have been persons who have in expectorating spat out unexpectedly a couple of teeth at a time. With this they cannot eat anything but food in liquid form. Those who are attacked by this disease come to be so weakened that their natural vigor fails them, and they die all of a sudden. Some die while talking, others while sleeping and were found dead in the morning, and others while sitting up in their beds and eating."

In Quest of the Perfect Deck



Waterline plan of an anchor hoy, by V.R.Grimwood

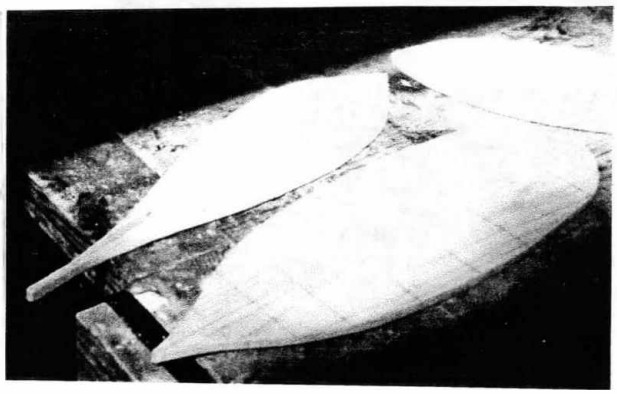
This writer, still an inexpert modelmaker after quite a few years, recently put together a bread-and-butter hull for an anchor hoy, using a plan from V. R. Grimwood's famous 1942 book *American Ship Models*. The experience led to some thoughts on the complexities of building a deck that has to curve in two directions and look as though it were constructed from individual boards.

But first, what's an anchor hoy? For that matter, what's a hoy? "A heavy barge used in harbors," usually to carry ships' stores, says the dictionary . Grimwood's hoy, however, was designed to transport extremely heavy anchors to and from big naval frigates.

This required a super-strong cathead projecting from the stem, and a bulbous bow with plenty of buoyancy. For use during times when the hoy was not carrying an anchor, her fat bow provided room for an immense tank that could deliver tons of fresh water to ships. This, together with the ship's strange shrouds and capstans, makes for an interesting model.

To get going on the project, I took Grimwood's plans to a copy shop and enlarged them to 14¼" in length on the deck, making the scale ¼"=1'.

The first operation in constructing a bread-and-butter



hull is sawing and planing the individual boards, the lifts as they are called, to the planned thicknesses.

The plans showed these to be, from the bottom up, 5/.16", ¼", ¼" ¼", 7/16" and 7/16". My Ryobi power planer did this job easily enough. Stacking the lifts, I drilled quarter-inch holes on the centerline near the bow and stern. The use of a drill press insured that these holes were perfectly vertical.

Creating the sheer line. With dowels slipped through the holes, the future model took the shape of a block of wood, about 2'x5'x15' and exactly square in all directions.

The next operation was cutting the sheer, which the dictionary defines as "the fore-and-aft upward curve of the hull."

At 7/16', the top lift had been cut thick enough to accommodate this curve all by itself. A dotted line on the plan depicted the sheerline at the deck level. I used this line to locate places for 1" brads to be driven into the lift at the high parts of the stern and bow and at the low section. a little forward of the middle. Pressing a stiff springy stick (1/8'x1/2' straight-grained spruce) against these brads, I traced a true fair curve from bow to stern.

The next job was to saw along this line. An adjustment screw on my band saw allowed me to set the table precisely at right angles to the blade. Similarly, the block formed by the clamped lifts, turned on its side, held the top lift exactly vertical as the saw solemnly chewed its way along the marked line through five inches of wood.

That meant that the 40 planks that were to be glued to the top lift would conform to the beautiful curve established by the magic of a springy stick—probably the most important line, esthetically, in the profile of a sailing vessel.

The band saw cut the lifts to the contours shown on the waterline plan, and the usual hard labor with a hand plane, chisels, rasps and sandpaper finally brought out the shape of the ship that was waiting within the wood.

Establishing the camber. It was time to think about the deck. I had several requirements.

It had to be thin enough—about ¼' at the thickest—to match to the plan and to bend down 3/8' to the low point of the sawed sheer. For realism, the deck had to simulate planking no wider than six inches—that is, 1/8' on scale. (Excessively wide planking is the defect of many models.) I also required the appearance of black caulking at the joint lines. Most of all, I needed a means of forming a camber (the crown of the deck) roughly like the 1" in 5' of the real ship.

The solution was to make the deck out of 40 strips of poplar 7 mm by 3 in dimensions and 15 inches long, glued side by side with black glue made of Elmer's Glue-All mixed with India ink.

Metric dimensions were chosen because the Ryobi planer conveniently moves up or down at 1mm per half turn of the crank, making the math of the camber a little easier, as will be seen. (It always seems lucky to me that 1mm equals exactly forty thousandths of an inch.) Three millimeters was right for the plank width and seven for the height of the planks in the middle.

The planks were cut from strips ripped off the edge of a ¾" poplar plank and planed down to 7mm. I mounted a wooden table on the band saw, cutting into it so that the improvised table formed a firm lower guide for the blade. A fence set 3mm from the blade turned this rig into a veritable sawmill for little planks—five from each strip. If they had varied in width I would have been in big trouble, but they were perfect.

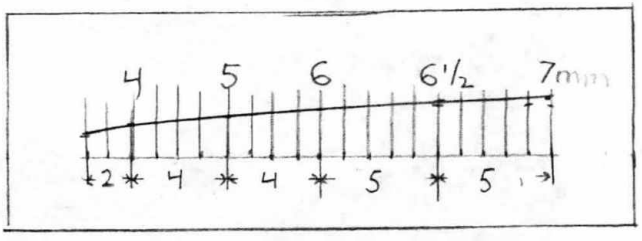
To glue the strips together, which I did in sets of four or five, I devised a vise employing a narrow wedge a little longer than the planks The glue was applied with a brush. Squeezed-out glue made a mess and threatened to stick the sets of planks to the workbench, but in practice it didn't.

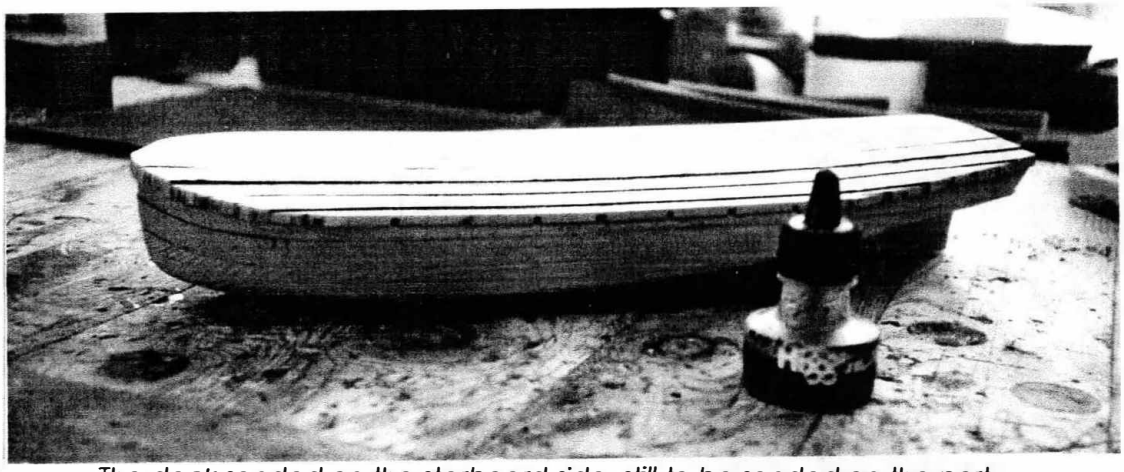
Two of the five-stick sets were glued side by side to form what then became the centerline of the deck. Two more were planed down to 6½ mm in height and glued to either side of the first two. Two of the fours were planed down to 6mm and glued to the edges of the rapidly widening deck. The two remaining fours were planed down to 5mm and added.

The calculations for these gradations were made from a drawing of 20 planks side by side crossed by a line selected from the nearly straight edge of a French curve (*see diagram*). The result is pretty but a bit more than the plans called for.

To complete the deck to the needed width I had to add two strips planed down to 4mm high on either side. Having thus made a deck long enough and wide enough, I used the hull itself to mark on the deck the contours as seen from above, and sawed it a little outside the pencil lines.

Then came a scare. I had tested the springiness of





The deck sanded on the starboard side, still to be sanded on the port

wood 7mm thick and found it not too resistant. But the combined resistance of 40 strips, pressed down by hand on the not-yet-glued-on top lift, was obviously enough so that if the two were glued together the lift would bend up rather than the deck bend down. A pretty pickle!

The problem was solved by table-sawing 1/16" slots across the bottom of the deck at 1" intervals. This weakened the spring of the deck enough so that it, the lift and the hull could be glued together with three crosspieces pulled down by long screws going into the workbench top.

What followed was arduous but satisfying. Much work with sandpaper wrapped around a straight block slowly worked down the surface. The first result was the disappearance of the squeezed-out glue between individual strips. Next went the heavy black lines where the deck height stepped down from 7 mm to 6½ to 5 to 4.

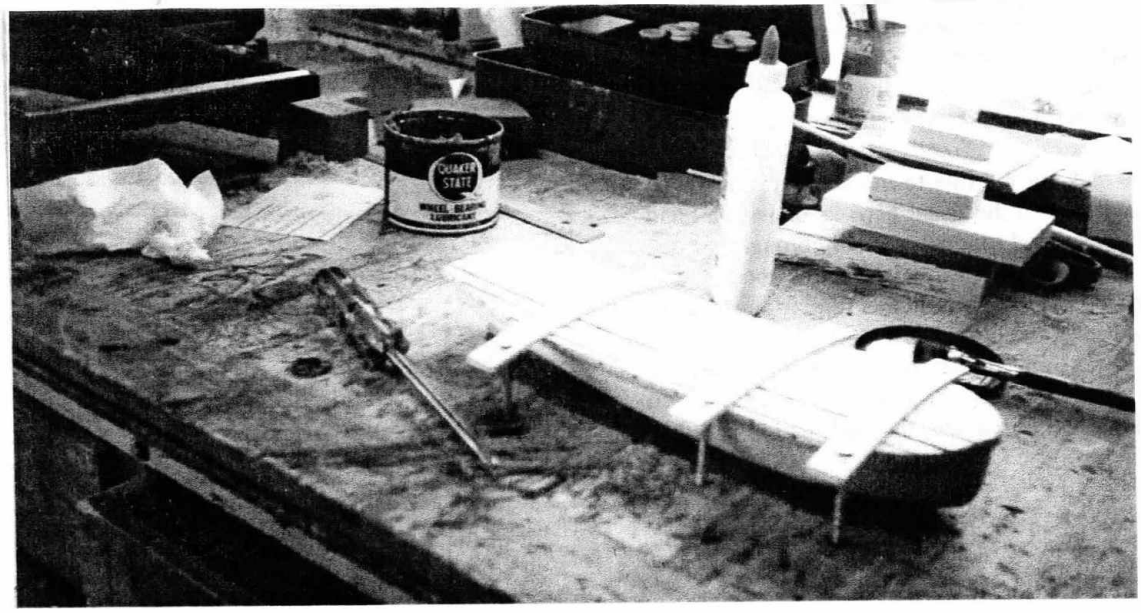
A graceful camber emerged. The process seems infallible if you stop sanding after squeeze-out disappears.

But this method of building deck that is nicely curved in two directions has its shortcomings. Obviously no real-life shipbuilder could find planks that would run without butt joints for 56' between stem and stern. I didn't have the patience to cut 40 strips into random lengths to simulate these joints.

Nor did I try to make a waterway with margin planks, which would have involved nibbing the dagger-ends of some planks at the stern. After all, this is just a dirty old workboat.

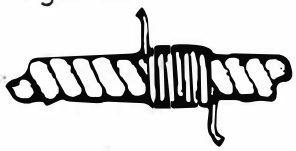
---Bill Forbis

Clamping and gluing the deck and the top lift to the hull



BASICS OF SERVING

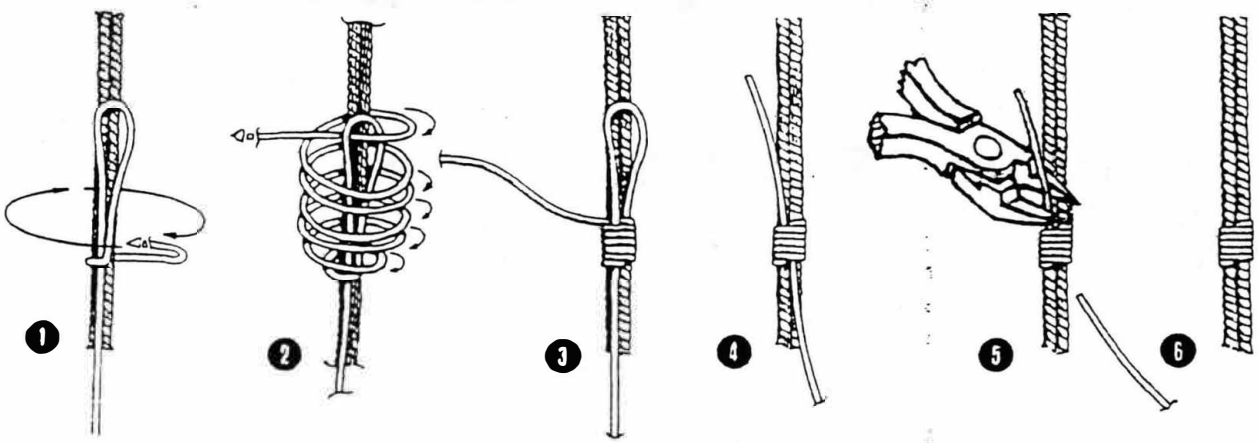
What is it? Serving is the practice of wrapping a large line tightly with a small diameter line. The purpose is to protect large lines in high-wear situations or to bind segments of two large lines together.



Serving Line Diameter Steel specifies that the circumference of serving line is 1 inch. For various scales, the diameter is:

Scale	1:1	1:32	1:48	1:64	1:96
Serving Line Diameter (inch.)	0.31	0.01	0.007	0.005	0.003

Modeling Technique



Serving as Slip Knot Before being secured, the seized line can be slipped inside the seizing. This permits the length of the line to be adjusted. This is very useful, for example in adjusting the length of shroud lines such that deadeyes are in proper locations. Another example would be to permit a line to be seized on the work bench and then to slip the seizing until it fits tightly around a mast or yard.

Arrows show the direction of slip to lengthen the line

BJR 00

San Diego Ship Modelers' Guild
1306 N. Harbor Drive San Diego CA 92101

SAN DIEGO SHIP MODELERS' GUILD

Officers for 2000

Guild Master	Jacki Jones	/redacted/
First Mate	K.C. Edwards	
Purser	Bob McPhail	
Newsletter Editors	Bill Forbis	
	Fred Frass	

Founded in 1971 by Bob Wright and the late Russ Merrill

SCHEDULE OF ACTIVITIES

Meetings

Second Wednesday of every month.
7 p.m. social, 7:30 p.m. meeting held on board the ferryboat BERKELEY.

MEMBERSHIP

Dues are $15 annually ($7.50 after July1).

We strongly encourage all to join the San Diego Maritime Museum as an expression of appreciation for the facilities provided for our benefit.