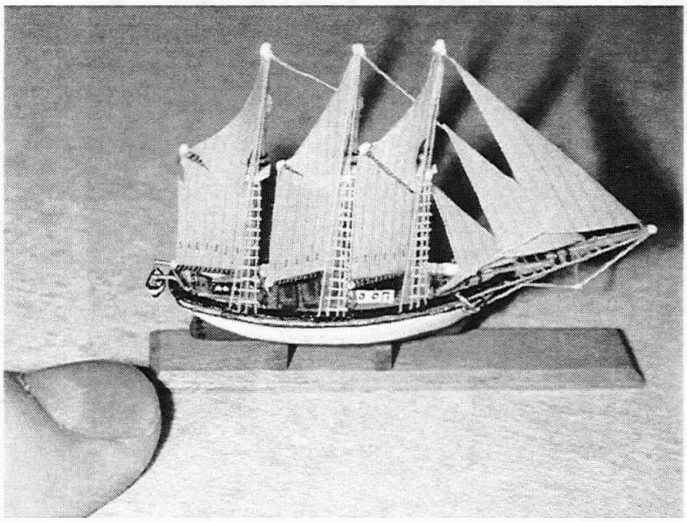
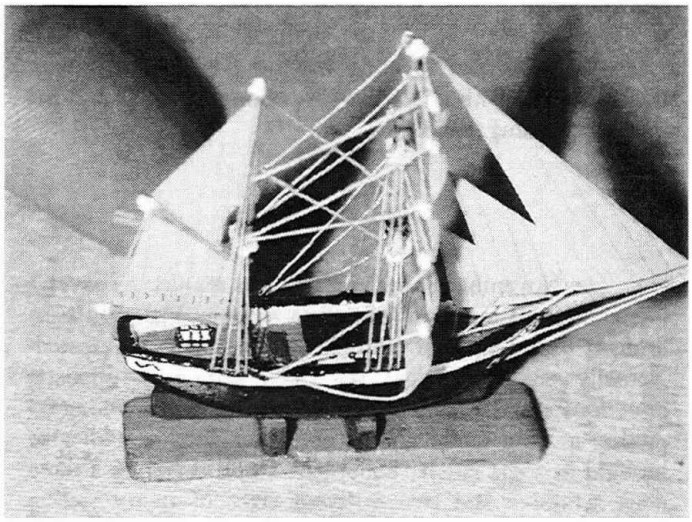
San Diego Ship Modelers' Guild

1306 N. Harbor Drive San Diego, CA 92101

DECEMBER 2001 NEWSLETTER Volume 25, No. 12





Phil Mattson's miniature ship models

The November Meeting: A Multitude of Miniatures

Twenty three people showed up at the November meeting aboard the Ferryboat *Berkeley*. **KC Edwards** presided over the meeting.

Old Business

Bob McPhail reported that the Guild has $/redacted/ in the bank and that members may now renew their dues for the coming year. Bob also read a letter from **Chris Faddis** who is currently on the deployed USS *Stennis*. Chris wrote of his interest in building a wooden model. Anyone wishing to send him a letter or reading material may do so at:

(Chris) Abe An Christopher L. Faddis
USN /redacted/

Chris also writes that he discovered that one of his family members, George Faddis, was killed on the USS *Nevada* on December 7, 1941.

New Business

Frank Dengler invited any interested members to help restore modern Naval Aircraft such as the F4 and the F8 aircraft. Anyone interested please contact him at /redacted/ or by telephone: work: /redacted/.

A discussion regarding the officer positions for 2002 took place since the official nominations will occur in January. So far the lineup includes **Don Bienvenue** as Guildmaster, with **KC** continuing as first mate. **Jacki Jones** as editor with the help of **Bob McPhail** and **Robert Hewitt** as logkeepers. **Lew Johnson** and **Jacki Jones** will share the task of photography at the meetings. **Bob O'Brien** has offered to make the coffee but needs a backkup helper. The position of purser is still available should any Guild member wish to hold this spot.

Robert Hewitt mentioned that the Western Ship Model Conference in Long Beach which will be held April 5, 6 and 7 needs modelers to display their work. For those not wishing to actually attend the conference, there will be a $5.00 charge to just to see the ship models.

It was brought to the attention of Guild members that there is a local supplier of nautical charts as well as books and magazines devoted to modeling and nautical themes. Sea Breeze Limited is located at 1254 Scott Street for any one interested.

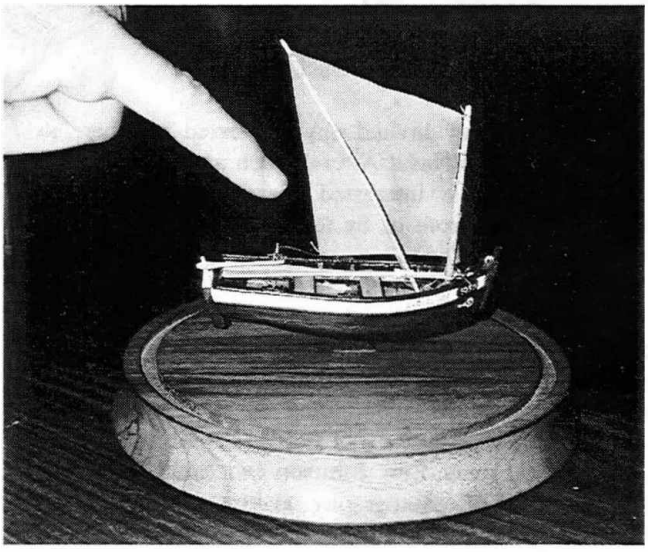
The December meeting will be a bit festive (in an informal way) with a few members bringing treats and **Ed White** providing coffee.

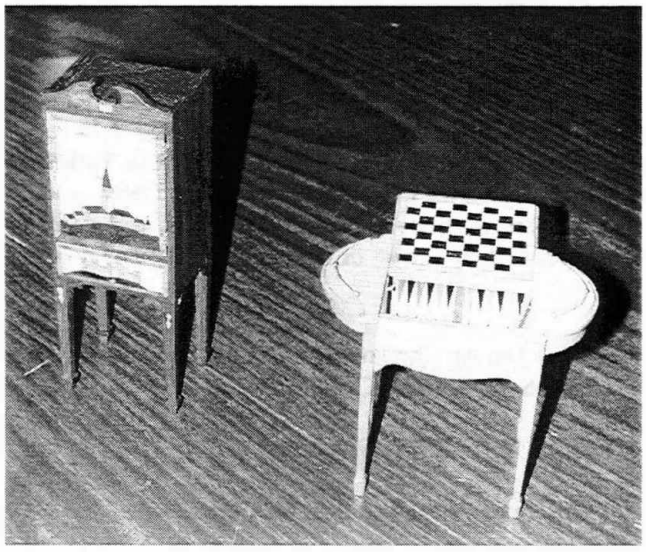
Show and Tell

The November Show and Tell was marked by several interesting examples of miniature models. **Phil Mattson** brought in a couple of ships in bottles which he created. Actually one bottle had six ships sailing in opposite directions and the other bottle had a little man working on putting a ship in the tiniest bottle imaginable. Phil also brought in some small "unbottled" ships including a three mast schooner and two different sizes of motor sailing fishing boats.

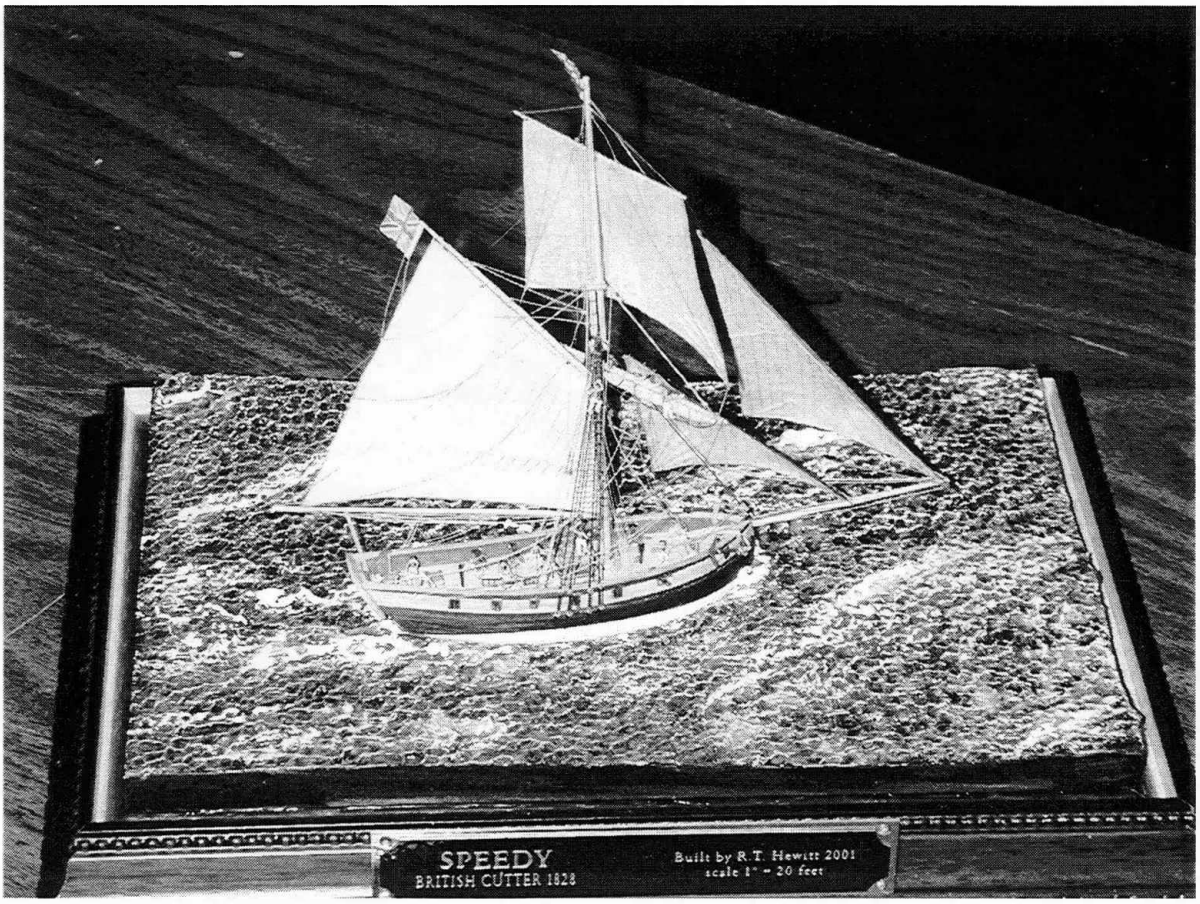
Also in the very tiny department were a couple of surprising examples of miniature furniture created by member **Dave Dana**. Dave also showed off the *Luzensinito* (Lucy) which is a model he made for his father's 80th birthday featuring a sardine can, fish and baling can. The model is made from memory and several photos using scraps of wood and metal. This little boat represents a Portuguese fishing boat that his father bought and sailed for years in a Massachusetts lake. It was weathered and very well used by the fisherman. It arrived in Massachusetts with sand and a sardine can in it.

Jerry Deschenes admires **Phil Mattson's** miniature models.



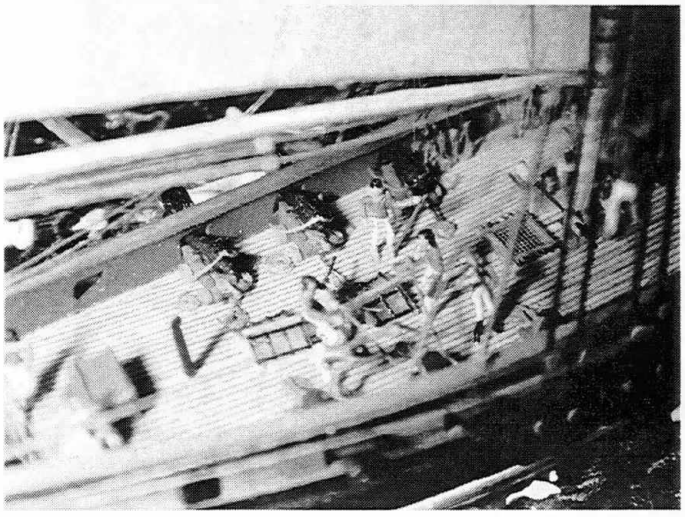


Models of the *Luzensinito* and miniature furniture created by **Dave Dana**



Robert Hewitt's miniature *Speedy*

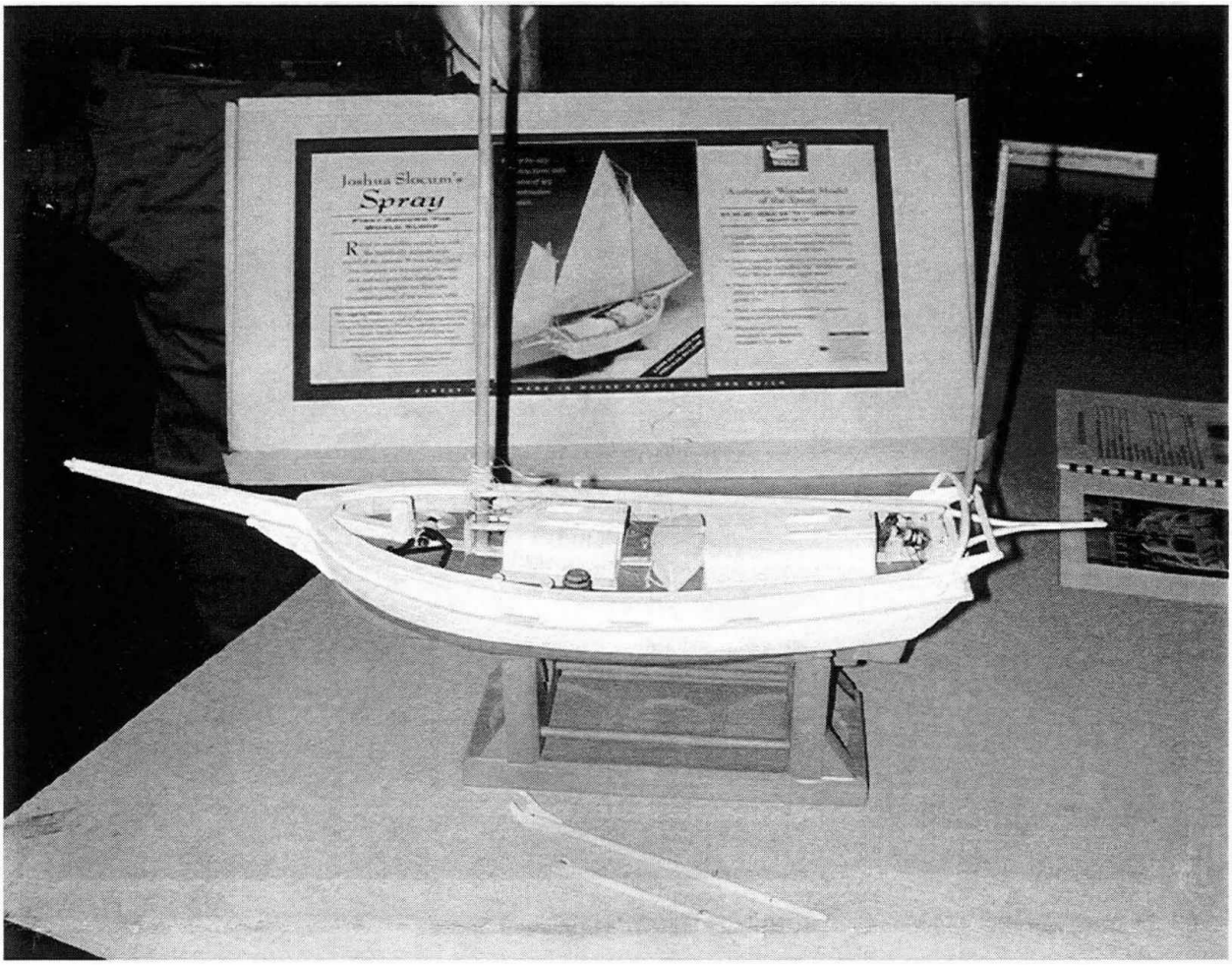
Robert Hewitt brought in his model of the *Speedy* which was a British cutter of 1882. He received the plans from Jerry Blair. The cutter has a spreader fixed to the doubling. The yards could not operate properly. After many calls with no answers, finally Roger Cole of Ontario, Canada advised leaving it off. One of the interesting features of Robert's model is the tiny gun crew firing a cannon as illustrated in the image below.



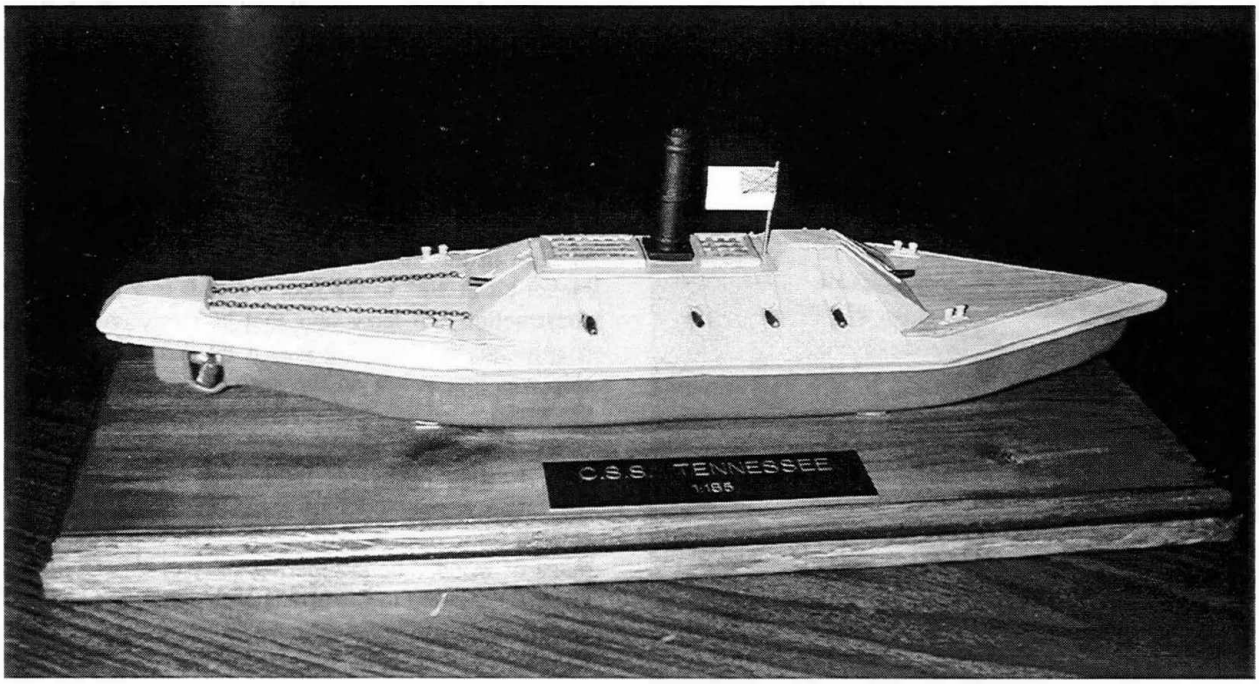
Robert used wire for the standing and running rigging. The sails of the Speedy were made using rice paper marked with a pencil and dipped in Earl Gray tea. Robert has submitted an article, published in this issue which explains in great detail this technique for the creation of lifelike sails.

Moving out of the miniature category, **Jerry Deschenes** is nearly done with his model of the *Spray*, which is the ship sailed solo around the world by Joshua Slocum in the 1800's. The model was built from a Blue Jacket kit at 3/8" to the foot scale. It is a plank on frame construction and Jerry says that he really enjoyed making it although the planking was a bit difficult. The original ship was lost at sea on the second attempt to sail around the world.

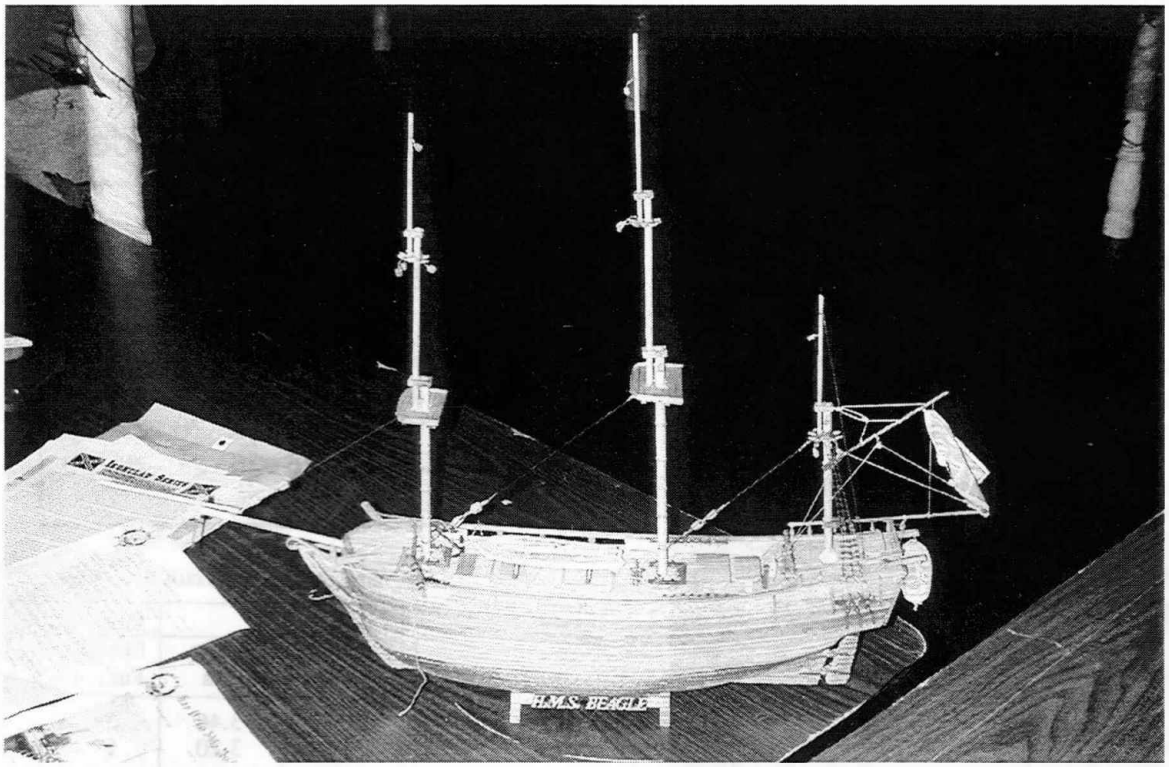
Ironclad vessel specialist, **Bob Hawkins,** brought in his 1:185 scale model of the CSS *Tennessee* which he scratch built from a card model. The full hull version is made of wood. The fascinating story of this Civil War era vessel is detailed in the article Bob submitted to the editor for this month's newsletter. Read the story and learn how this vessel was both the *USS Tennessee* and the *CSS Tennessee*.



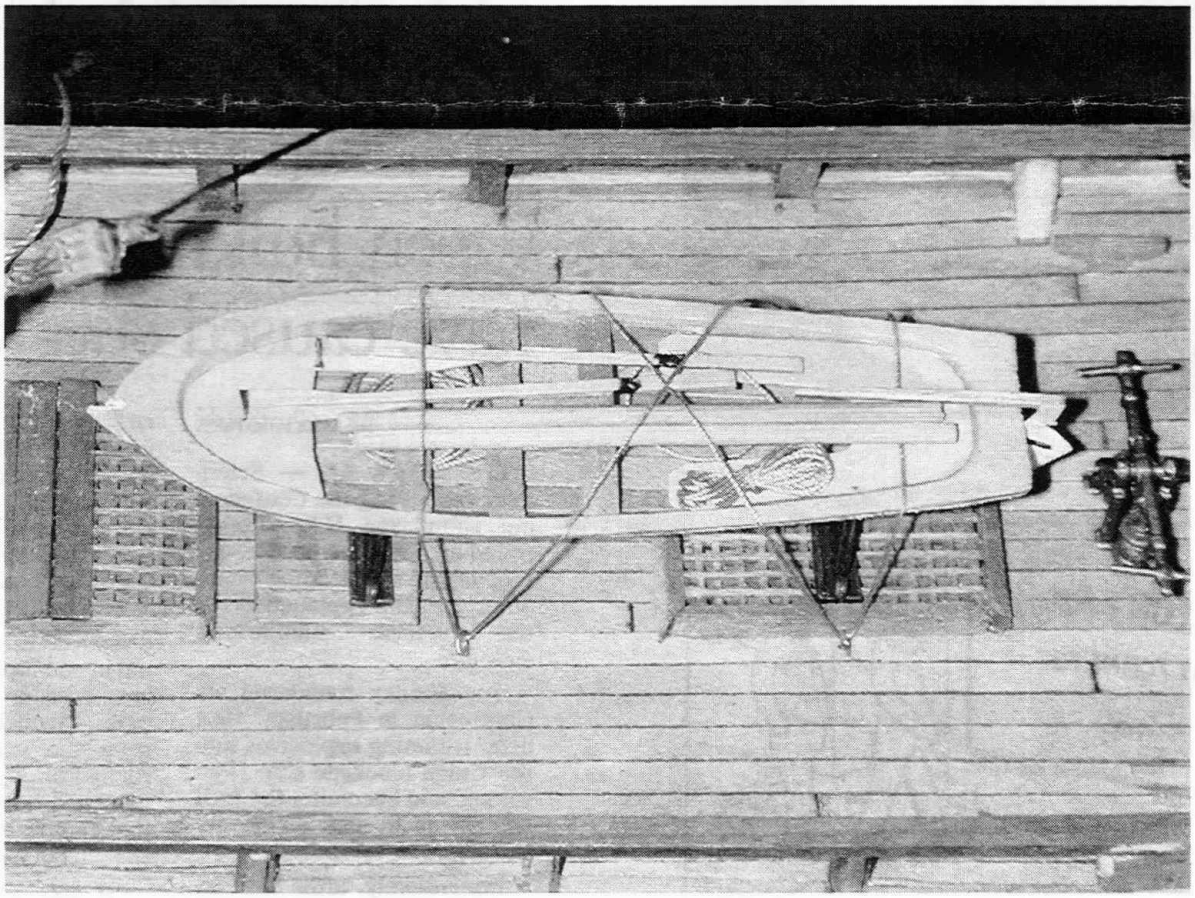
Jerry Deschenes' *Spray* based on tales of Joshua Slocum



Bob Hawkin's *CSS Tennessee*



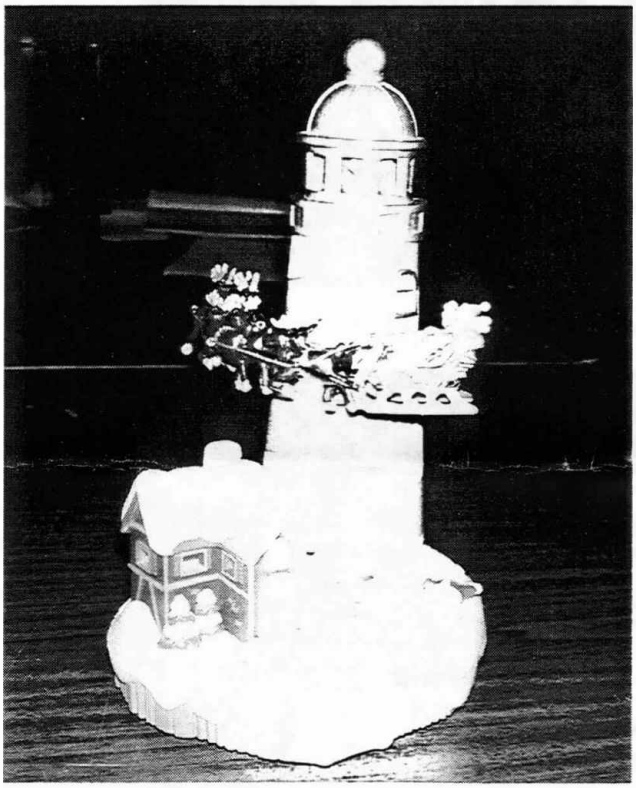
Chari Wessel has put in a full year of work on the *Beagle*



Close up of the *Beagle*

Hired by Captain Fitzroy as a "gentleman companion", Charles Darwin spent 6 years on the *Beagle* collecting botanical, zoological and fossil specimens. Slowly but surely is **Chari Wessel's** motto. She has made progress on her first wooden model, which she started in August 2000. She is currently rigging the main mast and would like to have it off the dining room table in time for Christmas.

Speaking of Christmas, **Ernie Andrew** entertained the Guild with his musical lighthouse which chimed out Christmas tunes.



"THEY'RE PROBABLY SEA LAWYERS."

Next Meeting
December 12
Bring a Ship Model!

December

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					

Artillerist Companion, Louis de Tousard, 1809

Cal.	Tackles Length Fathoms	Tackles Circum. Inches	Breechings Length Fathoms	Breechings Circum. Inches
36	20	3.46	5½	7.46
24	19	3.20	5	6.93
18	18	2.93	4½	6.39
12	16	2.66	4	5.33
8	14	2.66	4	5.33
6	13	2.40	3½	4.26
4	11	2.40	3	4.26
3	6	1.60	2¾	3.20
2	5	1.60	2½	2.13
1	4	1.07	2	2.13

Open bulkhead may have caused sub to sink

THE ASSOCIATED PRESS

CHARLESTON, S.C. — Scientists excavating the Confederate submarine H.L. Hunley found an open bulkhead at the rear of the sub, leading to another possible explanation for the historic submarine's sinking.

The Hunley foundered off Charleston in February 1864 after ramming explosives into the Union blockade ship Housatonic and becoming the first submarine to sink an enemy warship.

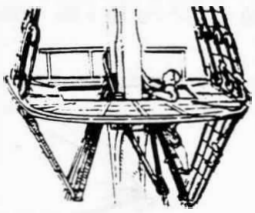
Immediately after the attack, the Hunley signaled to shore with a blue lantern, according to both Union and Confederate accounts.

"That at least leads me to conclude that the Hunley had circumstances under control and something more than likely happened after that," said state Sen. Glenn McConnell, the chairman of the South Carolina Hunley Commission.

The new theory, after the discovery of the 10-inch opening at the top of the bulkhead, is that water from the ballast tank — which holds water to keep the vessel buoyant — rushed through the open bulkhead and flooded the inside of the submarine when it was shaken during battle.

"It does present the possibility that if the boat is r d significantly, water could have come out of the flood tank into the crew compartment," McConnell said.

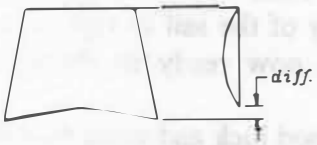
THRU THE LUBBERS HOLE



Rice Paper Sails

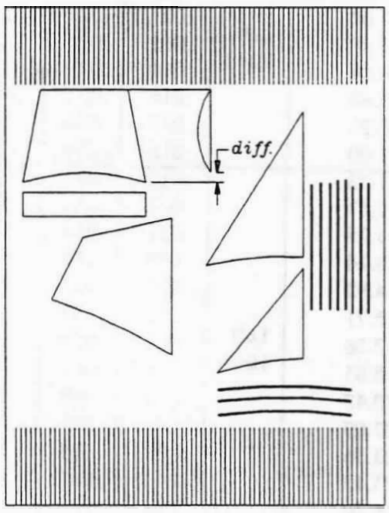
By Robert Hewitt

The first step is to measure the sails from your sail plan. A drawing is then made on the computer. A cross section of each sail is then made and an arc is drawn to indicate the billowing of the sail. This distance is measured and transferred to the drawing of the sail. The head and foot of the sail do not change.



All of the drawings of the sails are placed on one or two sheets of your printer as close as possible. The drawings of the sails are then oriented so the sewn panels on each sail are on the same parallel. Tick marks are then drawn on the top and bottom of the sheet. These represent two-foot wide panels to your scale. Also drawn are reefing bands and corner patches.

At this stage it is advisable to run a copy and check the sails to your sail plan on the model you are building.

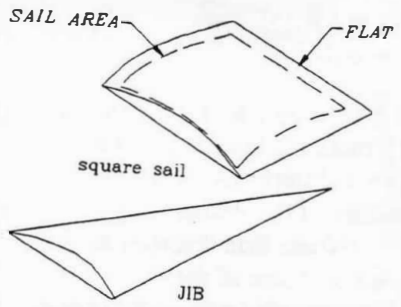


Another copy is made and a piece of rice paper is glued to the laser copy along the top border only. When the glue is dry, place the two sheets in the printer, rice paper down. The glued edge is the leading edge as fed into the printer. Run the print again and the sail images are now on the rice paper.

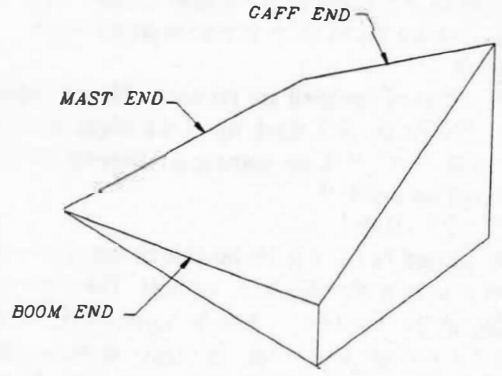
Lay the sheet of rice paper on a clean flat surface. With a sharp medium pencil and a steel rule, draw fine lines from the tick marks at the top and bottom of the sheet. Flip over the sheet and rule the other side. A light table may be needed for this, or just tape the sheet to a window to see through the rice paper.

When the lines are complete, cut out each sail with a quarter of an inch spacing along the border. Cut the foot of the sail at or on the line.

Make another print of the sail outlines and using Sculpy Clay, available at any art store, form a layer over the sail. Form the clay to the shape of the billowing sails. Keep the areas that attach to the yards, stays or masts as flat as possible. Leave a border at the top and sides of the sail area but form the foot the same as the sail.



The spanker form would look like this:

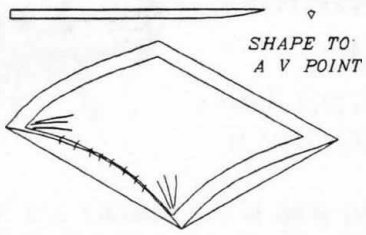


When all of the sail forms are made, separate the molds so you can work with each one individually. Now a good spot of tea is in order. Actually Earl Grey tea recommended to me by Howard Kreutzinger of the Ventura Ship Model Guild. The tea is poured into a large bowl and allowed to cool. You didn't actually think you were going to have a tea break, did you?

The sails are then dipped into the tea to soften the whiteness of the rice paper. Left in longer, they turn the rice paper to a rich brown. A nice effect is to have a few different shades, as all of the sails on a ship were never of the same age.

Each sail is then laid over the Sculpy mold. Place the foot of the sail along the edge of the mold. Bubbles and creases are gently pushed out with a wet finger. You would be advised to try a few, no, many scrap pieces until you are ready with the actual lined rice paper.

As soon as the sail is set on the mold, round off the foot of the sail and the mold with your finger. A sharpened toothpick is then used to form creases in the sails at the stress points.



Allow the sail to dry on the mold. The drying usually takes twenty-four hours or more. When the sails are dry, trim along the borders and glue the reefing bands and corner patches on each side. Short pieces of line are then glued on to represent reefing lines.

The final touch is to glue lines to the periphery of the sail to represent boltropes. The sails are now ready to attach to the yards or stays.

Good luck and good modeling.

South Bay Model Shipwrights

SINGLE BLOCKS:

Thickness of sheave = 1/10 more than the diameter of the rope.
Diameter of sheave = 5 times the thickness of the sheave
Depth of sheave gouge = 1/3 thickness of the sheave
Diameter of pin = thickness of the sheave
Diameter of pin hole = 1/10 less than diameter of pin
Sheave hole = 1/16" plus thickness of sheave
Breadth of block = 6 times the thickness of the sheave
Length of block = 8 times breadth of sheave hole
Thickness of block = 1/2 length of block (approximately)

DOUBLE BLOCKS:

Thickness of partition = 1/6 less than breadth of the sheave hole
All other dimensions are the same as those for single blocks

SHAPE OF CHEEK:

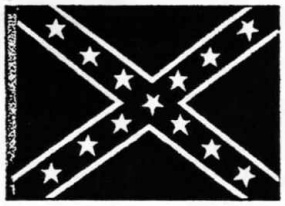
The outsides and edges of the shell are rounded off by a spoke-shave. In the Royal navy, blocks are left thick upon the edges of the cheeks, but in merchant ships, the edges are sometimes thinned off to a small square, and sometimes rounded off.

SCORES FOR THE STRAPS:

Strap scores are gouged out along the outside of the cheeks on a line from top to bottom drawn through the pin hole. The score tapers in depth from nothing at the pin to half the thickness of the strap at the ends of the block for a single score; and the same on each side of the pin for a double score. The scores are gouged down, across the breast of the block, to half the size of the strap, to allow for the serving.

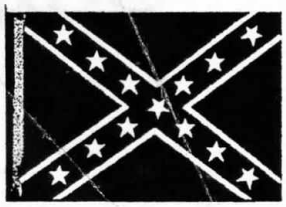
TABLE OF DECIMAL ROPE SIZES IN THOUSANDTHS OF AN INCH
Prepared for the use of the ship modelmakers of the Nautical Researcl Guild by Thomas Hornsby, 1955

Rope Diameter	Rope Circumference	Type	1/16" Scale	1/8" Scale	3/16" Scale	1/4" Scale	3/8" Scale
½	1.57		.003	.005	.008	.010	.016
¾	2.36	Right	.004	.008	.012	.016	.023
1	3.14		.005	.010	.016	.021	.031
1¼	3.93		.006	.013	.020	.026	.039
1½	4.71		.008	.016	.023	.031	.047
1¾	5.50		.009	.018	.027	.036	.055
2	6.28	Right	.010	.021	.031	.042	.062
2¼	7.07	or	.021	.023	.035	.047	.070
2½	7.85	Left	.013	.026	.039	.052	.078
2¾	8.64	Hand	.014	.029	.043	.057	.086
3	9.42		.016	.031	.047	.062	.094
3¼	10.21		.017	.034	.051	.068	.101
3½	11.00		.018	.036	.055	.073	.109
3¾	11.78		.019	.039	.059	.078	.117
4	12.57		.021	.042	.062	.083	.125
4¼	13.35		.022	.044	.066	.089	.132
4½	14.14		.023	.047	.070	.094	.140
4¾	14.92		.025	.049	.074	.099	.148
5	15.71		.026	.052	.078	.104	.156
5½	17.28	Left	.029	.057	.086	.115	.171
6	18.85	Hand	.031	.062	.094	.125	.187
6½	20.42		.034	.068	.101	.135	.203
7	22.00		.036	.073	.109	.146	.218
7½	23.56		.039	.078	.117	.156	.234
8	25.13		.042	.083	.125	.167	.250
8½	26.70		.044	.088	.133	.177	[illegible]
9	28.27		.047	.094	.140	.188	.281



Ironclad Series

CSS Tennessee



The *CSS Tennessee* was laid down at Selma, Alabama in October of 1862. The Naval Ordnance Works at Selma, on the Alabama River, had become one of the largest naval stations in the South. The *Tennessee* was 209 feet in length and had a beam of 48 feet. Her framework and casemate backing was constructed out of yellow pine and oak. She had 6-inches or armor plating protecting the front of the casemate and 5-inches on her sides. These iron plates were bolted to the 25 inch wood backing with 1-1/4 inch diameter bolts that went through iron and wood and were fastened with washers and nuts on the inside. Her main armament was protected within the casemate, which was 79 feet long and 29 feet wide inside. She carried a total of six guns. Two of the guns were 7-inch Brooke rifled guns on pivots, mounted at the front and rear of the casemate which could fire a 110 pound solid shot. These pivot mounts allowed the front or rear gun to fire from either broadside position as well. The other four guns were mounted at dedicated broadside positions each with a 6.4-inch Brooke rifled gun that could fire a 95 pound solid shot.

This formidable vessel had however several design flaws that in battle would prove her demise. Exposed rudder chains in channels on the stern deck, and sliding gunport shutters that could easily be jammed in action by a well placed shot were two such flaws that could have been corrected if time allowed. However, slow speed and poor engines were something that could not be changed. The South had little choice in such matters such as engines. The one used for the *Tennessee* was taken from the river steamboat *Alonzo Child* that was stripped and abandoned due to advancing Union forces. The inherent complexity of this engine and the wooden gearing creatively devised to adapt it to the ironclad yielded only 6 knots in speed trials.

For her launching in February 1863 Lieutenant Johnston was sent to Selma to take command of the *Tennessee*. The ironclad was then towed to Mobile where Admiral Buchanan commanding the Mobile Bay Squadron took personal responsibility for her outfitting and completion. Despite his efforts it would not be until February of the following year, 1864 that the CSS Tennessee would be commissioned into the Confederate States Navy.

The first obstacle to be faced was not the Union blockading force off Mobile Bay but rather a natural blockade, the Dog River Bar. The bar had only 9 feet of water and the unprovisioned ironclad drew 13 feet of water. Only after a failed attempt using wooden tanks or "camels" that were filled with water and placed on either side of her keel then pumped free of water did a second attempt with improved camels lift her over the bar. On May 18, 1864 the *CSS Tennessee* ready for action steamed down into the lower bay.

The Confederate fleet assigned to defend Mobile Bay consisted of the ironclad *Tennessee* and three wooden steamships *Gaines*, *Selma*, and *Morgan*. All were stationed north of Fort Morgan. Admiral Buchanan, aboard the *Tennessee*, could do nothing but wait for the Union attack. Admiral Farragut, commanding the Union fleet blockading Mobile Bay, had been well informed of the Confederate ironclad's progress and had wanted to attack before the *Tennessee* was able to come across the bar. This plan never materialized since Farragut had not yet received the Union ironclads he felt would be necessary to win the day. Finally, on August 5, 1864 the Federal fleet was ready to attack. Two columns of parallel Union vessels began the attack on Fort Morgan. The battle of Mobile Bay had begun. The main column had seven principal wooden steamships with smaller gunboats lashed to their unengaged port sides. The second column between the fort and the wooden ships consisted of four ironclads, *Tecumseh, Manhattan, Winnebago*, and *Chickasaw*. The later two being of twin turret design. The *Tecumseh* was struck by one of the mines around Fort Morgan and sunk in minutes just 200 yards off the *Tennessee's* bow. A wild maylay insued as the *Tennessee* fired broadsides down the main Union column. After more than 4 hours of battle and with her wooden cohorts sunk or damaged the *Tennessee* found herself surrounded by Union vessels. The ironclad practically dead in the water was rammed and battered. The monitor Chickasaw blew her rudder chains away; her armor was pierced by a 15-inch shot from the monitor *Manhattan*. Her gunport shutters were jammed from repeated hits and so was unable to return fire. Finally at 10 am Captain Johnston, with the wounded Buchanan's permission, surrendered to the Union Fleet.

The *Tennessee* was taken into the Union Navy. There the ironclad was repaired and refitted and served until August of 1865. In November of 1867, she was sold to J.F.Armstrong for $7100.

Ship may have been part of Columbus' fleet

Cannons, swords, pottery shards recovered from vessel off Panama

By JUAN ZAMORANO

THE ASSOCIATED PRESS

PHOTOS by TOMAS MUNITA/THE ASSOCIATED PRESS

Jonathan Jackson holds up part of the remains of an old shipwreck in the bay of Nombre de Dios, Panama, Thursday. American shipwreck hunter Warren White first detected the remains of the vessel while catching lobsters in 1998. White believes he found a Christopher Columbus ship, and experts say there's some evidence to support that theory.

NOMBRE DE DIOS, Panama — Cannons, swords and pottery shards recovered this week from a 16th century ship just off Panama's coast suggest the vessel may have been used by Christopher Columbus or one of the earliest Spanish conquistadors.

There's apparently no treasure aboard. But American shipwreck hunter Warren White, who first detected the remains of the vessel while catching lobsters here in 1998, believes he found a Columbus ship, and experts say there's some evidence to support that theory.

Excitement grew Thursday as small bronze cannons were hauled to the surface and more of the ship's wooden structure was surveyed. But definitive evidence — a bell or anchor that might have carried the vessel's name — remained elusive.

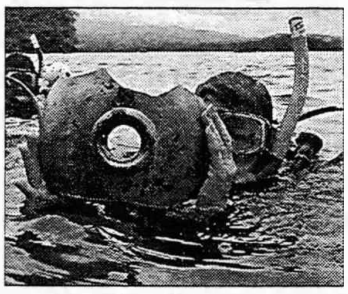
"Our first hypothesis is that this is Columbus' ship, the Vizcaina," said Rafael Ruiloba, director of the National Culture Institute, at the site near the port of Nombre de Dios, 75 miles east of Panama City.

"On the other hand, it could be one of the ships of (conquistador Francisco) Pizarro," Ruiloba said as he oversaw work at the site, about 30 yards off the coast. "One thing is sure, and that is that we are looking at one of the earliest ships of the Conquest."

Some evidence has surfaced that would support the idea that the 60- to 70-foot vessel is indeed the Vizcaina, one of the larger boats Columbus used on his fourth and final voyage to America. Historical records indicate Columbus' crew scuttled the Vizcaina in 1503 after it sprung leaks near Portobelo, about 18 miles away from Nombre de Dios.

The wreck off Nombre de Dios was made with wooden pegs rather than iron nails — an indication that it is a very old vessel. Additionally, the ship's bottom is not covered with sheets of lead, a practice the Spaniards began in 1508 to combat marine worms that ate wooden hulls.

The three five-foot cannons recovered so far, complete with stone projectiles the size of soccer balls, match the kind of "lombard" cannons the earliest explorers and conquerors would have used.



Divers hold an item found in the remains of an old shipwreck in the bay of Nombre de Dios, Panama, Thursday.

As divers worked in about 20 feet of water just off the shore, they spotted a half-decayed wooden chest containing what were apparently swords. After raising the chest, researchers quickly lowered it into the sea again, fearing that contact with the air might damage it.

The discoveries raised a question: If the ship was intentionally scuttled, why were valuable cannons and arms left aboard?

White suggests Columbus — as an explorer, not a conqueror — had little use for cannons. Instead, White said, there is evidence that a more vital item was removed: all the ship's sails and rigging.

The wreckage lies on a route that also would have been used by Pizarro, who conquered Peru for the Spaniards in 1532-1533. But White remains steadfast in his belief that the ship was part of Columbus' fleet.

"The fact that the captain apparently ordered the ship sunk, and there isn't any lead on the bottom, and that it carries the same kind of weaponry, leads us to believe this is the Vizcaina," he said.

Though White first brought the wreck to Panamanian authorities' attention in 1998, excavations did not begin until this week. White is helping with the project as a volunteer government consultant aboard a ship loaned to the project by a private firm.

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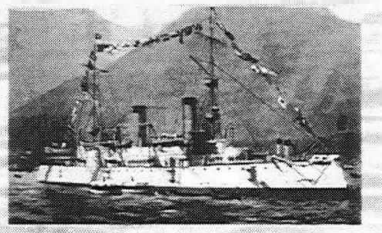
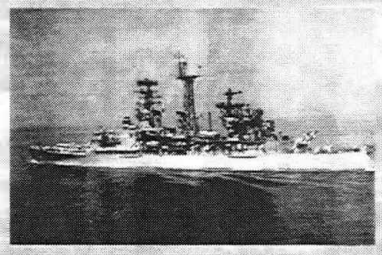


USS Olympia C-6 at Philadelphia, Pennsylvania



USS Little Rock CLG-4 at Buffalo, New York

USS Salem CA-139 at Quincy, Massachusetts

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Second Wednesday of every month.
6:30 p.m. social, 7 p.m. meeting held on board the ferryboat BERKELEY.

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Dues are $20 annually ($10 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.