



San Diego Ship Modelers' Guild

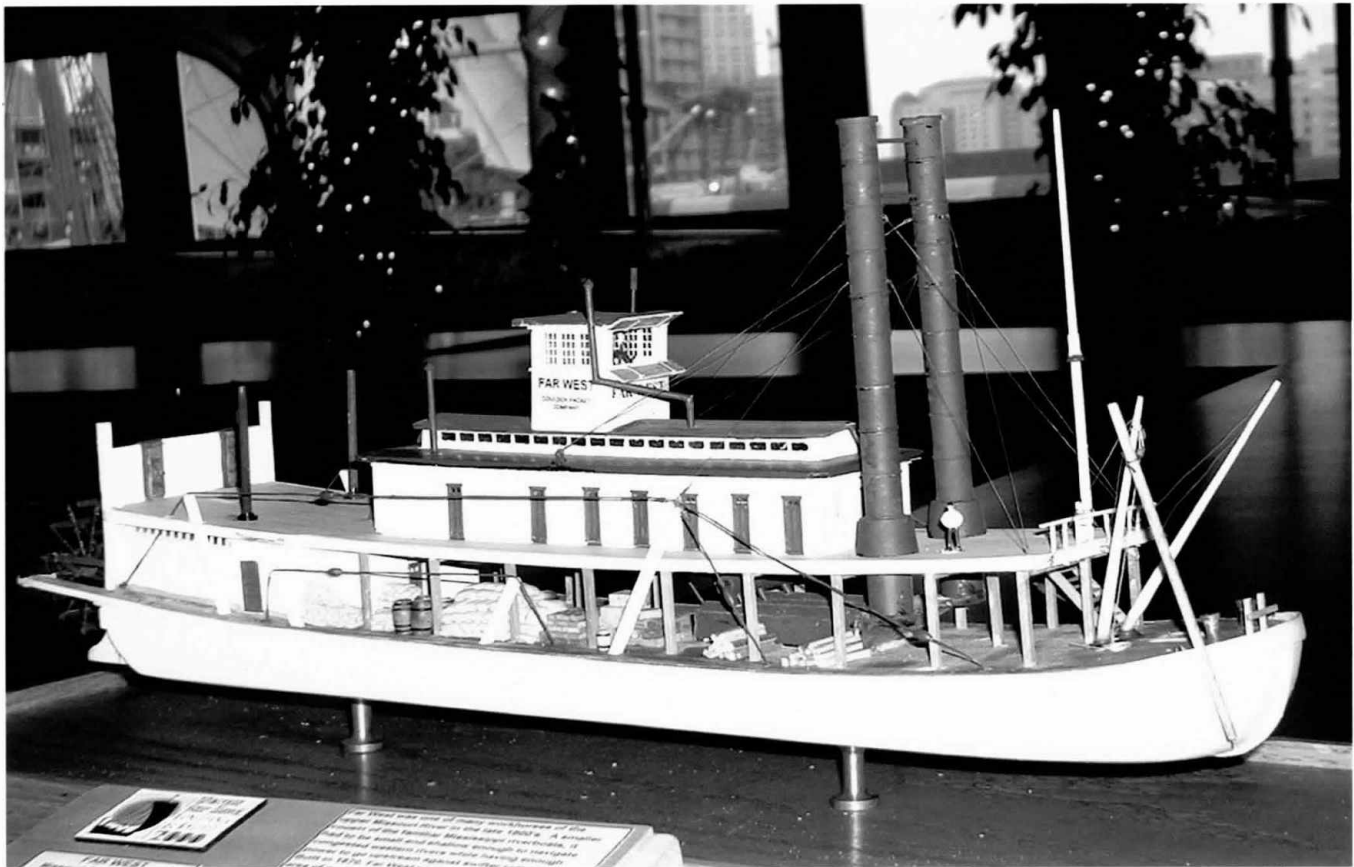
1306 N. Harbor Drive

San Diego, CA 92101

May 2002

NEWSLETTER

Volume 26, No. 5



Chuck Seiler's *Far West*

April Meeting By Bob McPhail

The guildmaster opened the meeting at 7PM and asked for any visitors to introduce themselves. Chuck Peabody stated he had a boat model and requested help in some of the construction and sail making. Chuck also joined the guild.

Old Business:

Jack **Klein** discussed the SD County Fair. He said there are three people scheduled per day for the booth. Passes will be mailed to volunteers. Jack then talked about badges for the guild. He said the museum has their badges made locally. It will cost \$65.00 to make a plate once a design is approved. To make 100 blank badges will cost \$3.50 each plus \$2.00 per line. Jack said he will not be at the May meeting. The guildmaster will take the action item to vote on this issue in May. There was also some discussion about the advantages/disadvantages of badge clasps, pins, and magnets.

Bob Crawford talked about the Modeler of the Year Plaque. The first presentation will be made at the annual party during the July meeting. Bob will build a suitable plaque. Fred Fraas thanked Bob for finding the books Fred left at the SMA conference.

Bob Graham stated that the SMA had shirts left over from the conference. Any one wanting to purchase them should see Bob.

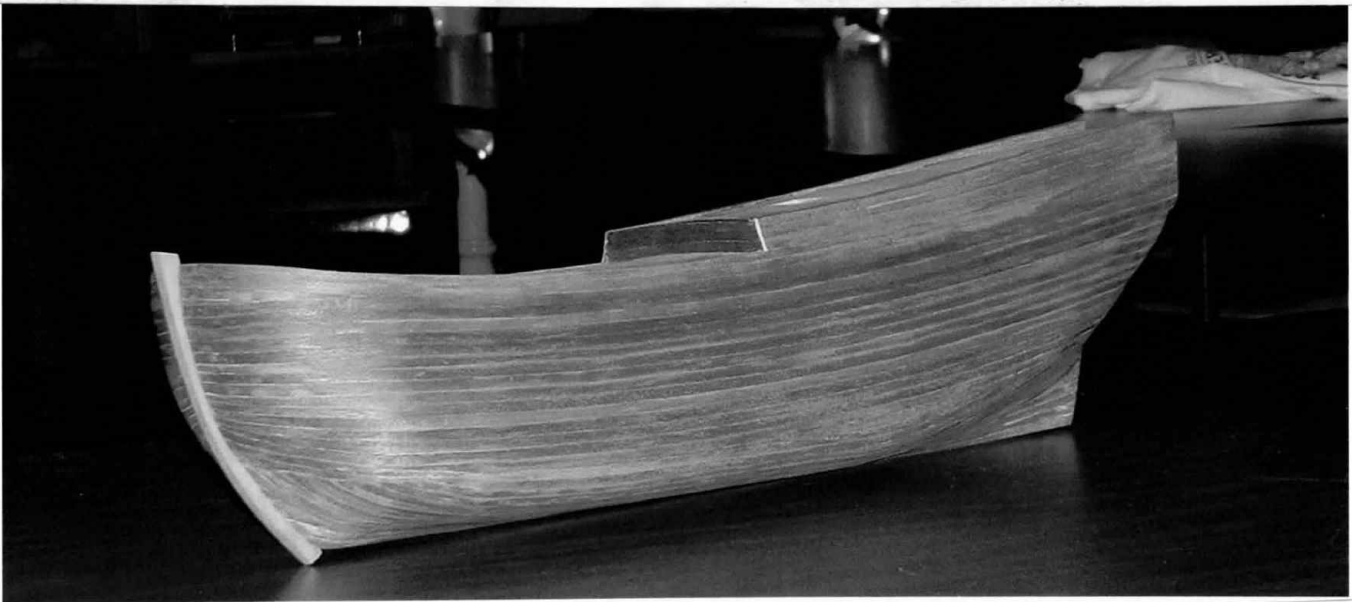
Richard Strange then gave the purser's report. He said he opened an account on March 14 with \$/redacted/. Current balance \$/redacted/. There are 64 members and 10 organizations who get the newsletter. A budget was discussed as well as limiting the newsletter to five pages and providing a supplement at meetings. The vote was approved to limit the newsletter to five pages and have a supplement handout available at meetings as an incentive for attendance.

New Business

Bob Crawford stated that the SMA conference was a good event this year and announced that a bid was submitted to host the Nautical Research Guild conference in 2007. Bob discussed a proposal for long term commitments for models to be loaned to the museum. He also discussed the overhauls on MEDEA and Berkeley.

Chuck Seiler discussed the SMA conference. He said Dave Lavery gave a presentation on digitized plans. He mentioned a new kit from THE LUMBERYARD. The kit ONEIDA is plank on frame. All frame parts are laser cut and the modeler just needs to pop them out and glue together per the templates provided. Plans are color coded and an instruction book is included. Chuck stated that this is a time saver over the previous method of cutting out each frame part. The ONEIDA is built from the keel up instead of the Hahn upside down jig method. Chuck also stated that K C EDWARDS might try to become the local rep for this kit.

It was mentioned that the AGE OF STEAM Exhibit ends next month.



Waylon Helgeson became a new member and discussed his model of ENDEAVOR.

SHOW and TELL By Chuck Seiler

Modeler's Name: Chuck Seiler **Name of Model:** FAR WEST **Scale:** 1:144 1"=12' **Type:** Semi Scratch

Comments about model: At this point, the model is about 99% complete. When I had it at the meeting a few months ago it was a mere barge. Now it is a real steamboat. Some of the stuff I added since last time include:

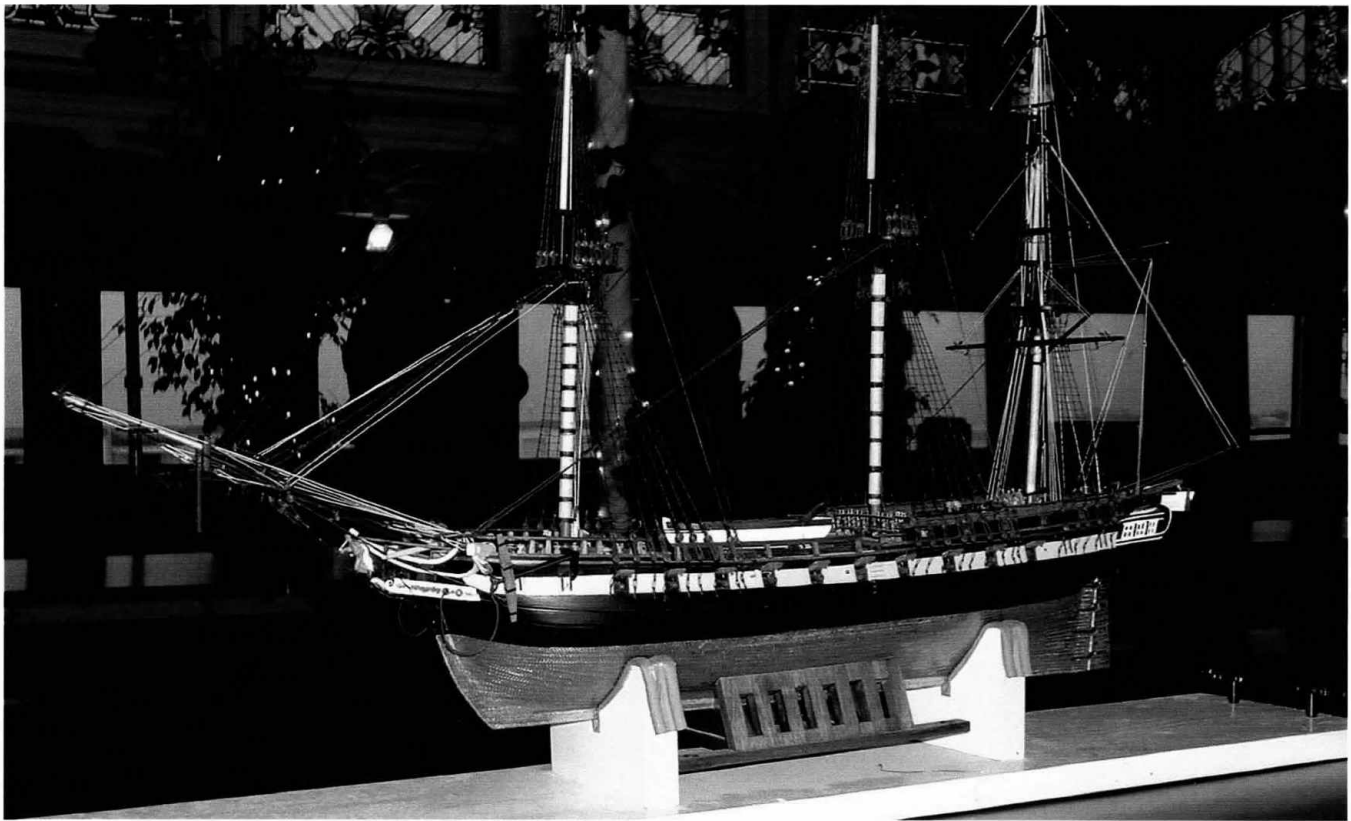
The paddlewheel, it can't be a paddlewheel steamer without a paddlewheel! Five individual stages (wheels) were built with wooden spokes from a hub and thread connecting supports. These were added to an axle with the paddles (buckets) added to the ends.

Hogging Chains and Struts were an integral part of boat. Without them it was a very unstable structure. After main hull is complete, hogging struts and chains are added to provide structural stability. All else is built around them. If it is the way of a door or passageway, too bad, go another way.

The booms in front look similar to those on Mississippi boats used for cargo/gangway. In this case, they are used primarily to lift bow off sandbar (a few inches so the boat can back down) and secondarily for cargo

Pilot House: Complete with wheel, bench and spittoon.

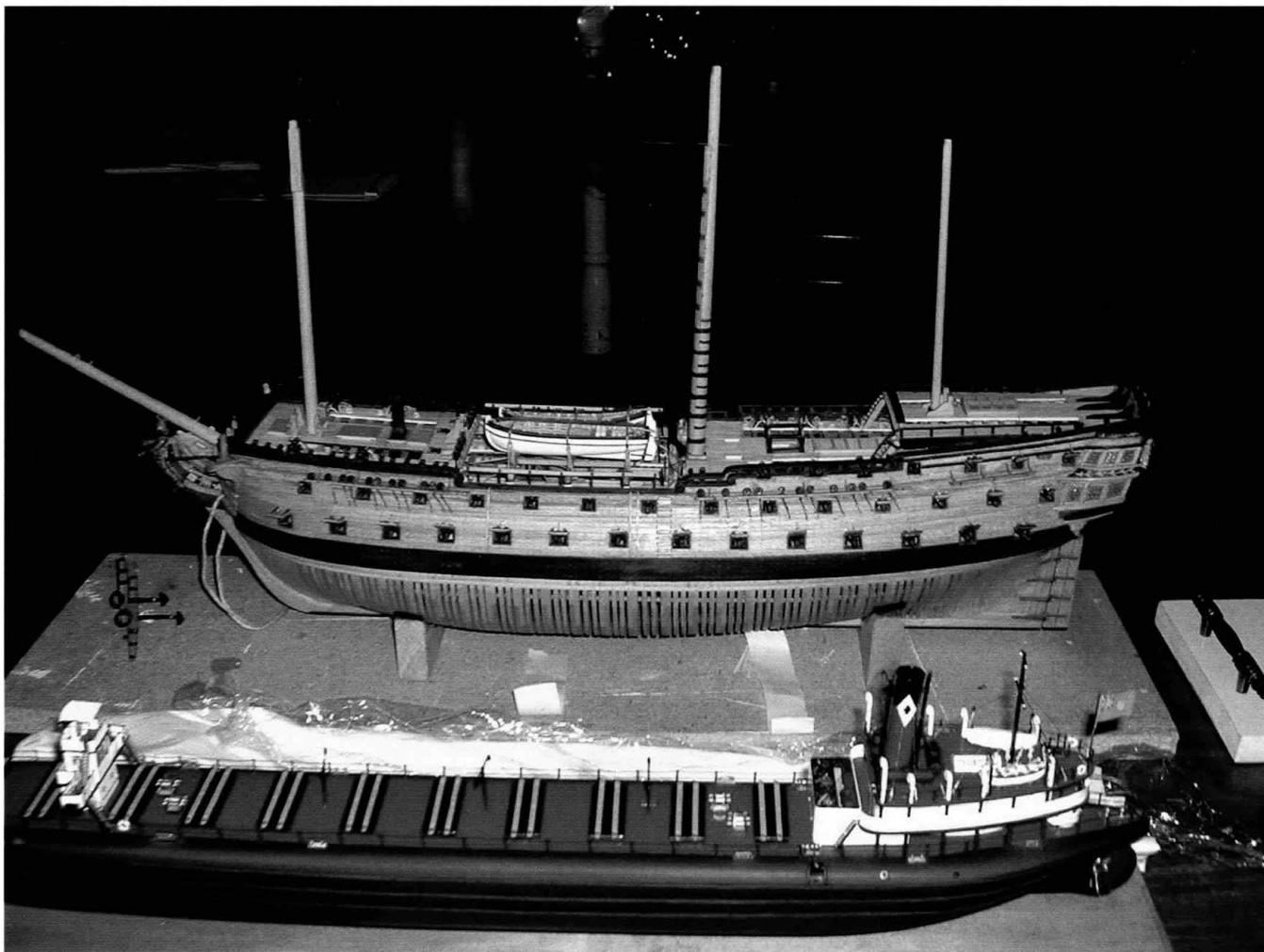
I added cargo on the starboard (right) side that represents cargo that might have been on an army expedition of that time frame. I got the information primarily from the National Park Service, Fort Davis national Park and Fort Lincoln. These include sacks for oats, beans and potatoes; large and small crates for coffee, desiccated fruit and vegetables, soup, condiments, lard, bacon, butter and ammunition; large and small barrels with salt pork, flour and who knows what else; and of course, firewood.



Essex by Royce Privett

Modeler's Name: Royce Privett **Model:** Essex **Scale:** 1/8"=1' **Type:** solid hull kit by Model Shipways

Comments about model: Since last shown all ratlines have been rigged. The gaff and driver booms installed and rigged. All yards on the mizzen mast have been installed and mostly rigged. There is a light at the end of the tunnel.



The *HMS Alfred* by Phil Mattson

Modeler's Name: Phil Mattson **Model:** HMS Alfred **Scale:** 1/8"=1' **Type:** Scratch-Plank on Frame

Comments about real ship: HMS ALFRED was a British 74 gun ship of the line. Ordered in 1772, it was not launched until 1778. The reason for this was ships of the line were not in great demand. Operations off of colonial America required smaller craft. The 1778 alliance between France and the United States changed all that. For most of 1779, ALFRED was part of a squadron which patrolled waters south of England in order to protect against a feared French-Spanish invasion. Most of 1780 was spent in operations between England and the Mediterranean. The year 1781 found ALFRED with Admiral Rodney and nine other ships of the line in the West Indies where she remained until July 1782, taking part in the Battle of the Saintes. In late 1782 and early 1783, ALFRED took part in blockade duties of New York City. The ship returned to England in 1783 and the crew was paid off at that time. ALFRED was eventually broken up in 1814 after a long and active career, having taken part in the "Glorious First of June", at Guadalupe in 1798 and the battle of Copenhagen in 1807.

Comments about model: This has been a long term project. It is framed using the Harold Hahn method. The frames are beech. Beech and ebony planking with Lemonwood (Degaume) masts. The guns are handmade. I enjoyed making the hull, but am not looking forward to the rigging. Does Royce Privett charge by the hours for rigging? ☺

Modeler's Name: Waylon B. Helgeson **Model:** HMS Endeavour **Scale:** 1:60 **Type:** Plank on bulkhead kit by Artesania Latina

Comments about real ship: HMS Endeavour is the ship employed by Captain James Cook to explore the South Pacific.

Comments about model: Waylon is a new visitor/member. This is his first ship model. He started building it in mid 1998 and so far has completed the hull planking and deck planking. He has started the keel and will next work on the deck rails. He hopes to get tips on glues to use, planking and other ship modeling techniques. (Comments from the note taker: Several years on a model, particularly the first one, is not uncommon. Slow but steady progress is good. I find I get motivated by attending the meetings and participating in events such as the Del Mar...oops, San Diego County Fair and SMA conference. Keep up the good work!)



Jack Klein's *Hannah*

Modeler's Name: Jack Klein **Name of Model:** Hannah **Scale:** 1/4"=1' **Type:** Scratch-Plank on Frame

Comments about real ship: The person who helped Washington create his own naval force to supplement the army was Colonel John Glover. He commanded the Marblehead Regiment, which was designated as the twenty-first regiment in the newly organized American army. These men were mostly fishermen from the New England area. As an initial contribution, Glover had his own schooner, HANNAH, to offer for use in testing the feasibility of the project. It began on or around 01 August 1775, with the refitting of HANNAH at Glover's wharf situated in the town of Beverly, Massachusetts. This was just four weeks after Washington arrived on the scene.

Comments about model: This is a scratch built, plank on frame model from the plans of Harold Hahn. The frames are cherry, the wales and trim are ebony. Strake planking is beech. Deck planking is white holly. Masts and yards are Lemonwood. Blocks are boxwood. Lines are linen.

Next Meeting

May 8

Medea Cruise for Fair Volunteers

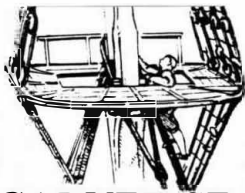
Submitted by Jack Klein

The Medea luncheon cruise is scheduled for Friday, August 16 at 11:30 for Guild members who worked two full days at the Fair. They are welcome to invite one guest.

THRU THE LUBBERS HOLE

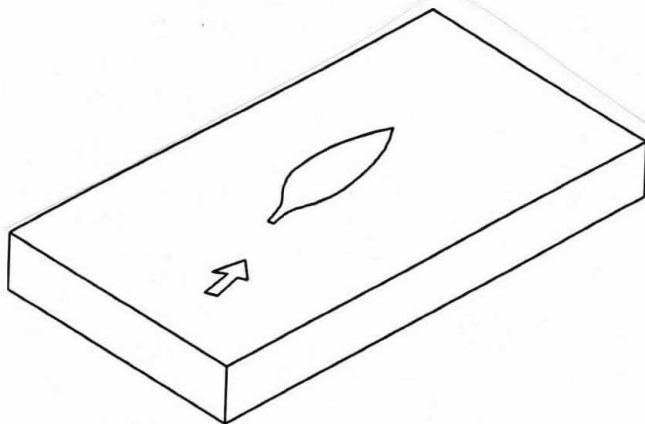
By Robert Hewitt

MAKING A CARVED SEA

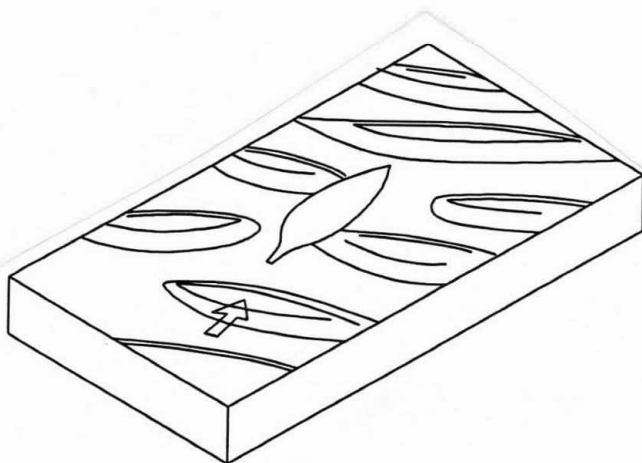


The first step is to determine the outline of your model at the waterline. Use a piece of cardboard with a hole cut into it so the ship model sits at the correct height. Fill in any gaps on the cardboard with small pieces of card stock and glue them to the cardboard. With a pencil, transfer this outline to a block of tupolo or basswood. Set the outline of the ship slightly off center.

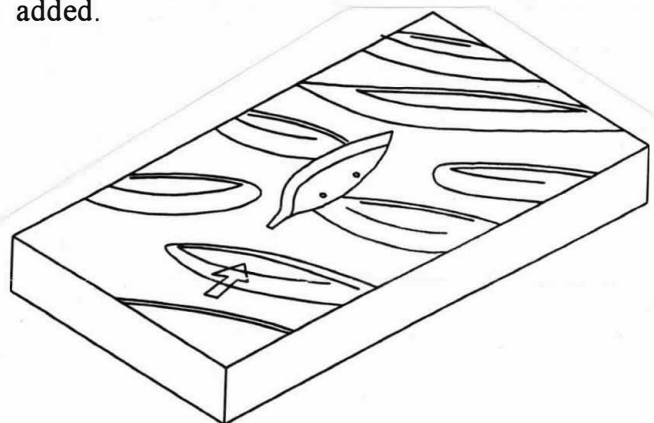
Determine the direction of the wind and mark this on the block of wood.



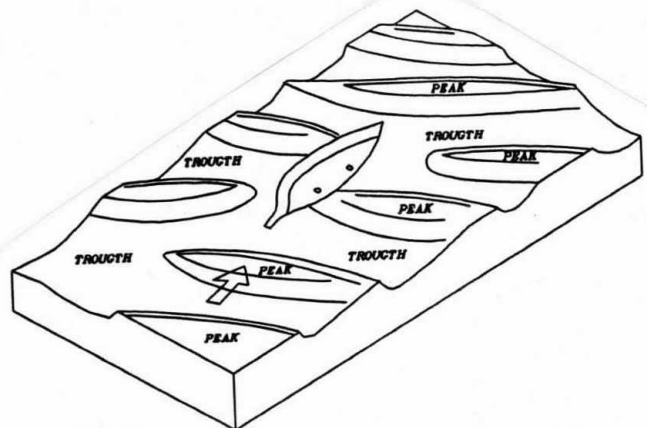
Mark some wave patterns on the wood.
Mark contour lines on the wave patterns.



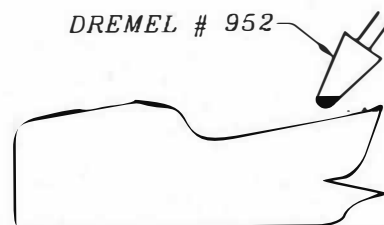
Using a spoon chisel, carve out the hole for the ship. Drill and countersink some holes from the bottom of the block to mount the hull. It is best to do this before the model is finished and masts, deck furniture or superstructure are added.



Remove the hull and carve out the troughs of the sea with a spoon chisel. Blend into the peaks of the previous wave.



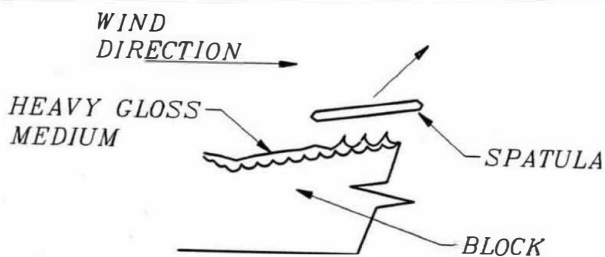
Using a Dremmel with a grinding stone # 952 or # 953, make small troughs of waves over the entire surface. Blend these small troughs so there are no flat surfaces on the entire block. Use caution in handling the block at this point so you don't round off the sharp peaks of the waves that you have just created.



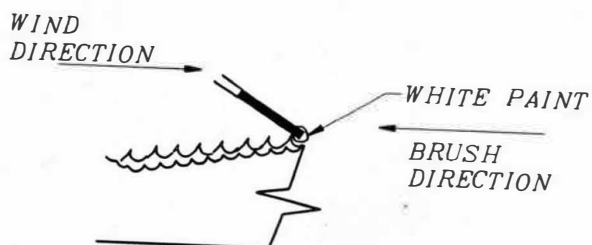
Re-fit the hull to the block to be sure the waterline is where you wanted it. Coat the entire block with Liquitex acrylic GESSO and let dry.

The sea is now ready for color. The paint is Golden brand acrylic. I use a mixture of Ultramarine blue, Winsor Blue, black, and Permanent Green Light. The paint is set out in separate trays and thinned with water. The colors are blended as they are applied. The darkest color is applied to the troughs and lighter as the wave peaks. Clean the brush in water between applications.

When the paint is dry, the entire surface is coated with Liquitex Gloss Heavy Gel Medium. Apply it with a small artist's spatula. Work in small areas and lay the flat of the spatula on the medium and lift up in the same direction as the wind, creating additional small sharp peaks. The medium goes on milky white and is the consistency of whipped cream. It will dry clear in twenty-four hours.



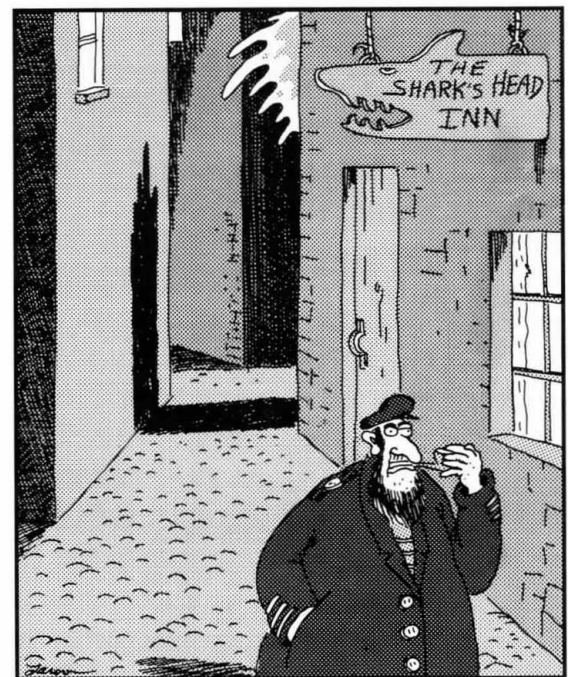
With a wide, soft, flat brush and thinned white acrylic paint, gently brush the peaks in the direction of the wind. The tops of the peaks should be white, trailing off to fine streaks.



When the paint is dry, flood the surfaces with Liquitex Gloss Medium & Varnish. Two or three coats are applied with overnight drying between coats. Mount the model to the sea and build up the bow waves and any gaps between the hull and the sea with Liquitex Gloss Heavy Gel Medium. Paint white on the bow wave, the small waves on the sides of the hull and on the stern of the ship.

Good luck and good modeling.

Tupolo wood is available from Manzanita Decorative Wood , PO box 111, Potrero CA. 92063-0111 tel 619-478-5849.



That night, Captain MacIntyre was killed by a following sea.

NON SEQUITUR | Wiley



Bob Little's Ladder Making Tip

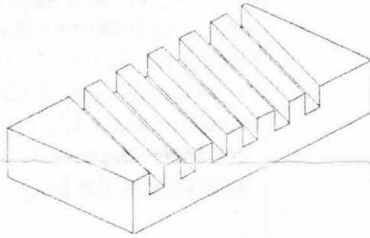


Figure 1.

Cut a strip of scrap wood on table saw to hold ladder rungs.

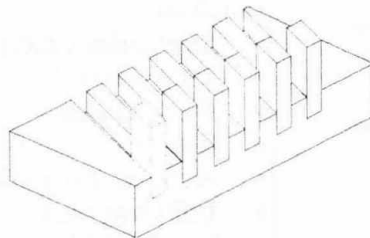


Figure 2.

Install rungs.

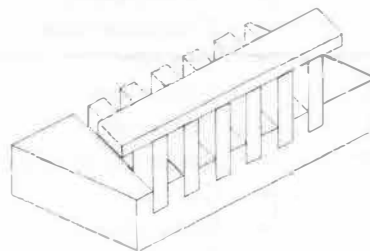


Figure 3.

Glue on one side of ladder.

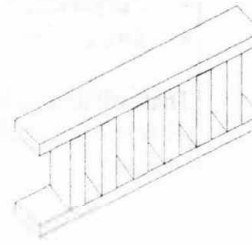


Figure 4.

Remove from jig and add other side.

Newsletter Supplement

By Jacki Jones

At the April gathering, there was a **unanimous** vote to create a monthly newsletter supplement to be handed out at the monthly meeting both as an incentive for attendance and as a cost cutting measure. The editor applauds these motives and sincerely wishes and expects that the eager supporters of this new policy will implement their plan with the same enthusiasm that they voted it in. It is suggested therefore that any Guild member having application forms, announcements of special interest, or other such information which is unable to be published in the newsletter (due to space constraints) please create about 35 photocopies. Contact Richard Strange for reimbursement and kindly bring the copies to the meeting for distribution.

SAN DIEGO CTY FAIR						
DEL MAR FAIR- MISSION TOWER TIME: 9 AM TO 6 PM						
revised 3/12/2002						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
9	10	11 NOTE: ALL TELEPHONE NUMBERS WITHOUT AREA CODES ARE 619	12	13	14	15 JUNE FAIR OPENS J. KLEIN IredactedI C. SEILER IredactedI K. C. EDWARDS IredactedI
16 JUNE E. ANDREW IredactedI K. C. EDWARDS IredactedI R. ZEUNGES I redactedI	17 JUNE SHUT	18 JUNE D. STRANGE IredactedI C. HILL IredactedI D. CAMPFIELD IredactedI	19 JUNE E. ANDREW I redactedI J. KLEIN IredactedI MIKE FORGET IredactedI	20 JUNE E. ANDREW IredactedI IredactedI IredactedI	21 JUNE R. McPHAIL IredactedI D. STRANGE 760- Ireda ctedI 584-2184 D	22 JUNE B. GRAHAM IredactedI D. BIENVENUE IredactedI R HEWITT IredactedI
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7 JULY E. ANDREW IredactedI R HEWITT IredactedI C. SEILER IredactedI	8JULY BOOTH TAKE-DOWN PICK UP ENTRIES	ENTRY DEADLINE FRIDAY, APRIL 26, 5:00pm SET-UP MARITIME MUSEUM BOOTH DAY- SUNDAY MAY 26th. ENTRY DELIVERY- SUNDAY JUNE 2nd. 9A.M.- 4P.M.				

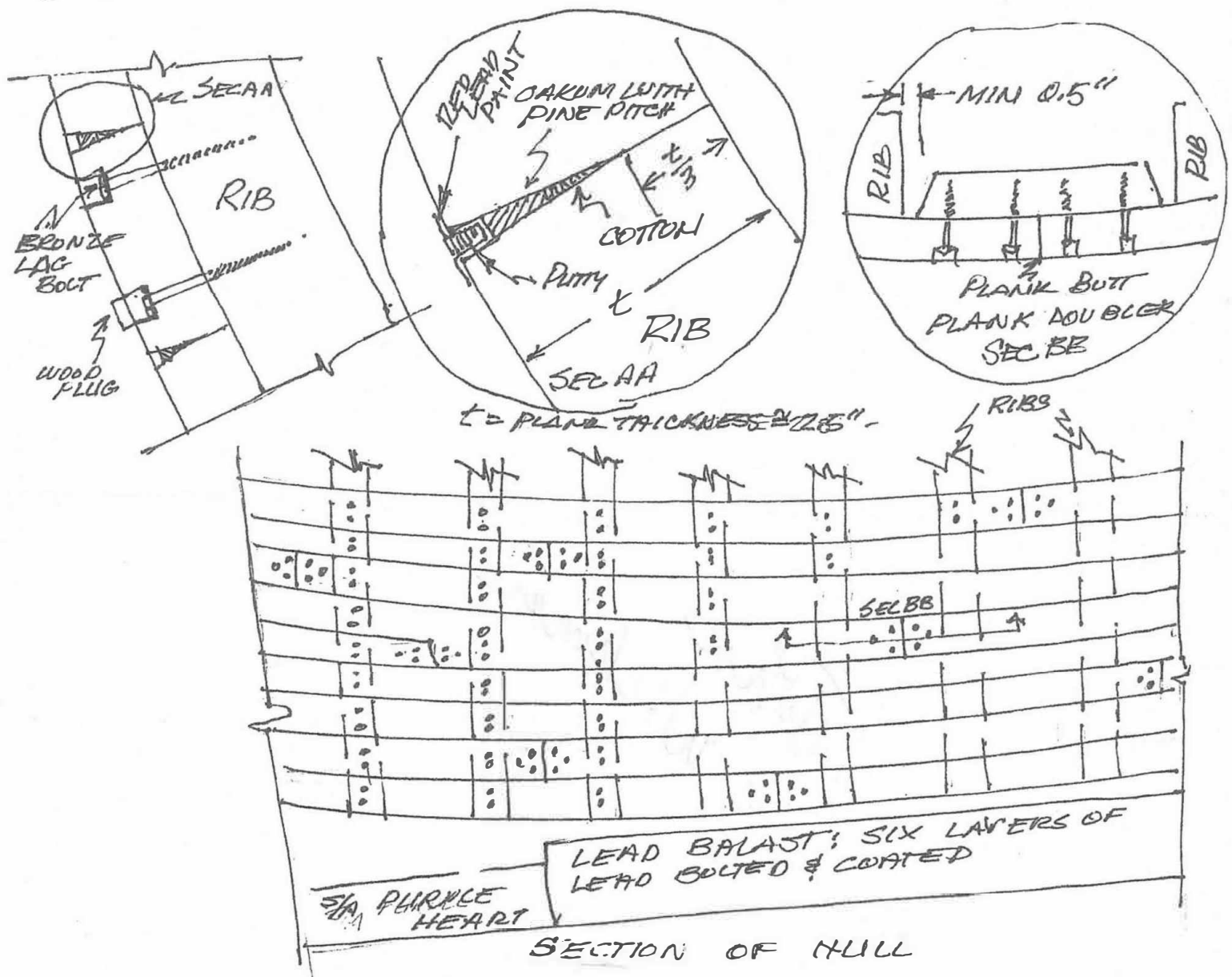


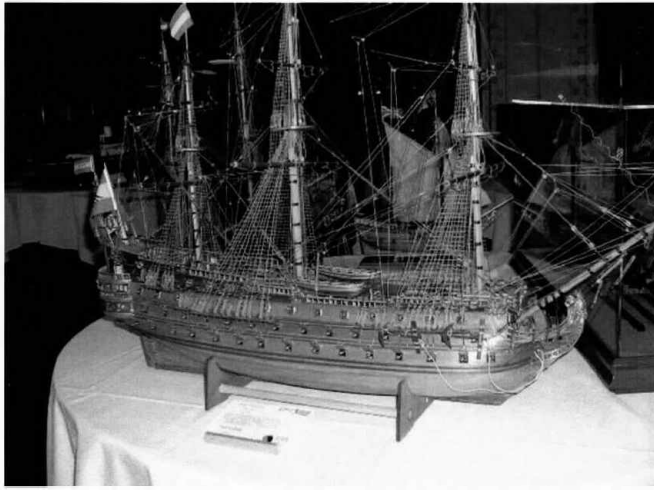
delmar fair . com
exhibits
design in wood

Planking of the Brigantines "Exy Johnson" & Irving Johnson"

March 10, 2002

Planking is started with the Shear Plank. Planking then is worked down from the Shear Plank and up from the keel. The planks below the waterline is 2 3/4" South American locus. Above the planks are 2 1/2" thick {Douglas Fir}. Frames are made of laminated white oak and 6" thick. The planks width, maximum width 8", are laid out on each frame, and then patterns of 1/8" ply made. The planks are about 25' long. The joints between planks are doubled inside and the 5-5 rule is followed in laying out the joint locations. That is adjacent plank joints are separated by 5 ribs, and the same ribs will not be used for (adjacent) joints less than a 5 plank separation. Planks are then carefully cut, as the rib side edges {t/3} will be in hard contact. Planking is only steamed for those areas with a lot of twist or bend (i.e., bow and stern). Planks are secured to the ribs using "bronze" lag bolts.





The beautiful *Freisland* displayed at the Conference.
Does anyone know who built it?

News from the Western Ship Model Conference

By Chuck Seiler

1. Brian Lavery, noted author and consultant at the national Maritime Museum (London) announced that the museum would start work on digitizing 100 of their ship's plans. It would include a sampling of various types (warship, commercial) and eras. This small sampling (100 out of 1 million) will help determine if more will be done in the future. Digitization of the plans would make them more readily available and less expensive.

2. Dave Stevens of the LUMBERYARD unveiled a new model at the show. The Oneida is the first collaborative attempt at a "beginners" plank on frame kit using laser cut frame sections.

I ordered...we shall see.

Show piece.

For those who do not know Lumberyard: Unveiled the cutter "Lively" at the NRG conference. Same quality (at least) as newer model expo models, but with more quality hardwoods (vice basswood).

Also has plans/framing kits for other ships (Hannah, Halifax, Confederacy, Druid, Oliver Cromwell, Rattlesnake, etc) using Harold Hahn method.
KC authorized distributor.



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

Founded in 1971 by Bob Wright and

Guild Master	Don Bienvenu
First Mate	K.C. Edwards
Purser	Richard Strange
Newsletter Editor	Jacki Jones
Logkeeper	Bob McPhail

Meetings

Second Wednesday of every month.

6:30 p.m. social, 7 p.m. meeting
held on board the ferryboat **BERKELEY**.