



SAN DIEGO SHIP MODELERS' GUILD

1

FEBRUARY 2009

NEWSLETTER

VOLUME XXXIII No. 2

GUILD MEETING REPORT 14 JANUARY 2009

Bill Grolz opened the meeting. There were no new members or guests. The editor of the newsletter, Katherine Pogue indicated that there was nothing to report. Emails to her should be sent to /redacted/@GMAIL.COM. The pursers report was read by Ron Hollod. The balance as of 31 December 2008 was \$/redacted/. Ron mentioned that yearly dues are now being collected (\$20.00 per year or \$27.00 if you also want a nametag). Ron requested that dues be paid no later than the April meeting.

Kevin Seehan of the San Diego Maritime Museum mentioned that the workshop is becoming crowded with models and other work in progress. Members are requested to remove items if they are not being regularly worked on (at least three times a month) or to remove them if physically practical. Kevin mentioned that Bob Crawford is organizing a showing of miniature ship models. This will be similar to the exhibit done a few years ago. Dates of the exhibit are September 7, 2009 thru May 31, 2010.

A judge is needed for the ship model competition at the San Diego County Fair this year. If interested, please contact Bill Grolz.

The San Diego County Fair was discussed. A sign up sheet was passed around for volunteering at the fair. The fair will be open Friday, June 12 and close Sunday, July 5. Hours will be 1100 – 1800 for booth staffing. The fair will also open at 1100. If you are interested in submitting a model for the fair, the submission date of the application is no later than May 1.

Bob McPhail briefly discussed the SAN SALVADOR Project. The bases of the cases are complete. The other parts are presently being worked on and should be completed soon.

The LPD 22 (USS SAN DIEGO) project is underway. The model was cleaned up and measurements were taken in order to fabricate a wood base for the model. Any one wanting to help should contact Tony Bunch. MODELWARSHIPS.COM The actual model will be worked on at Dave Manley's house in Clairmont.

Bill Grolz asked that the museum purchase the Ships in Scale CDs for the museum library. After the CDs arrive, the magazines stored by the model shop will be sold at a future Guild meeting.

There is a possibility that there will be an auction of items at the February guild meeting. If you have something to auction, please bring it to this meeting.

Nominations for the Guild leadership are now open. If you wish to nominate someone, please be ready to submit the person's name at the February meeting. Voting will take place at the March meeting.

It was proposed, and voted on to purchase nametags for the guild leadership positions. These nametags will be generic and indicate the position (Guild Master, First Mate, etc.).

OFFICERS

Acting Guild Master
Bill Grotz

First Mate
Bill Grolz
redacted

Purser
Ron Hollod
redacted

Editor
Katherine Pogue
redacted

Log Keeper
Bob McPhail
redacted

**Newsletter
Distribution**
Robert Hewitt

Established in 1972

by
Bob Wright
and
Russ Merrill

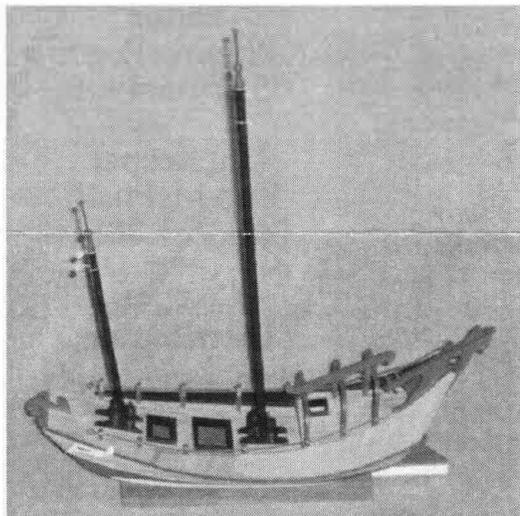
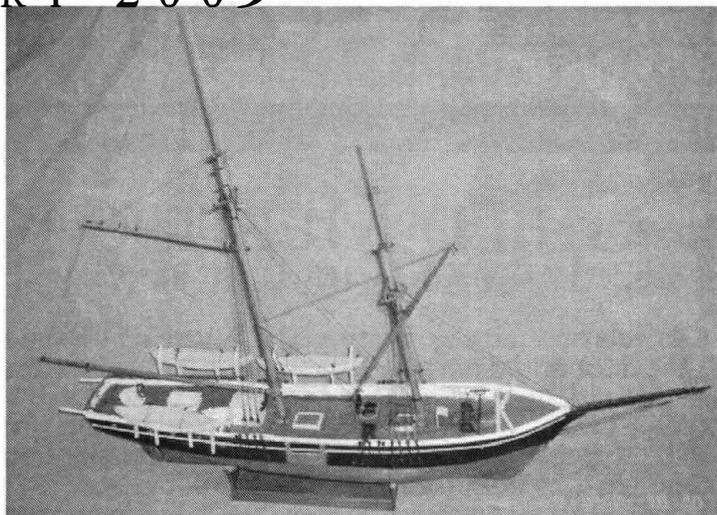
The San Diego Ship
Modelers' Guild is
affiliated with and
supports the Maritime
Museum of San Diego.



JANUARY 2009

Viola – Howard Griffus

In the mid-1800s, Provincetown was a major fishing port. Whaling was a segment of it, though more than 50 whalers, including the last ship built for the purpose, the Viola, were based here. The Viola fished the world's oceans until over-fishing and the discovery of oil ruined the business. Whales had made people rich. In 1918, the whaling ship Viola sailed out of Provincetown under Capt. Joseph Lewis with his wife, his 5-year-old daughter and a crew of 24 onboard. It would be the ship's final voyage. The Viola, and the people she carried, were never seen again. Howard Griffus is making his 3/16 – 1' model Viola from scratch. He carved the hull from a piece of Douglas fir, which started splitting at a crucial time. He stabilized the split by closing the crack with screws, then saturated the entire hull with polyester resin, thinned with MEK. This made the hull as hard as Formica and nails would not penetrate it. He planked over the hull and added 3/8" copper flashing from Home Depot scored for the plates (rivet heads are invisible) with contact cement. The Viola is 80% complete.



Chinese junk – Bill Grolz

According to the Amati kit maker, Bill Grolz's Chinese Junk represents a "pirate" junk of the 1850s. Junks were houseboats filled with the flotsam of family life, cargo ships for tea, coal, salt, foodstuffs, and all imaginable commodities. Pirate junks raided the rivers and coasts looking for "treasure," the gold, silver coins and ingots used to trade goods. Rigged for fast sailing (relative to their prey) and armed with stolen cannons, captured cargo junks could be rowed into bays and deltas to escape detection. Bill's junk is any of these. Every junk was filled with unique details, came in any size, and any rig, but all had common features: battened sails, open upswept bow and stern, shallow draft, colorful and symbolic decorations. The Amati plans showed good detail but no instructions how to build it. Bill surely toured and studied the Junk that docked behind the Berkeley several months ago.

Hjortspring boat – Dave Yotter

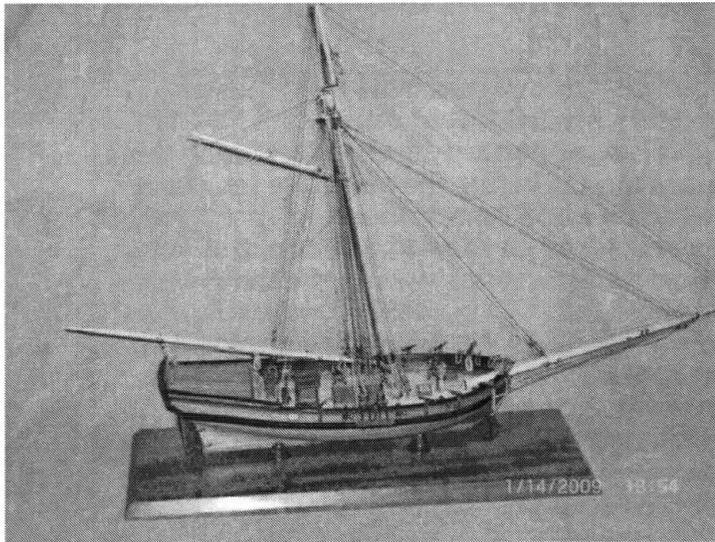
Dave Yotter's Hjortspring boat is progressing carefully. This is a model one of the oldest vessels ever found, having been recovered from a peat bog in 350 BC – over 2,350 years old! This museum quality model war canoe built from scratch will be included in the Age of the Ship exhibit coming to the Maritime Museum. Dave shaped every plank of pau marfam from a solid block, glued together and then shaped on the outside with a card scraper and in the inside with a flexible shaft tool. Dave is working on ways to represent the "sewn together" planks and how to attach the horns at each end.



SHOW AND TELL

(CONTINUED)

3



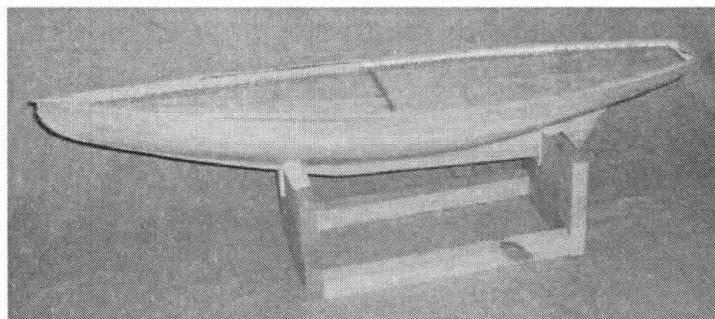
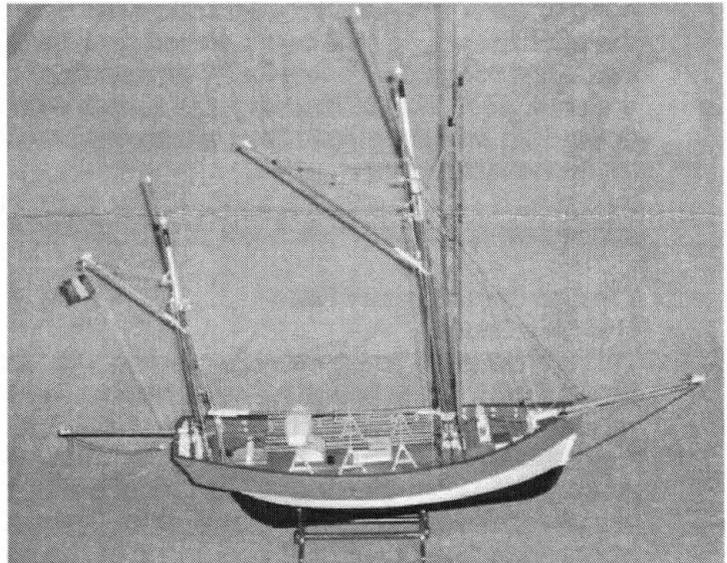
Virginia Armed Sloop – Mike Lonniker

The Star of India's steep narrow ladders prevented Mike Lonniker from attending the meeting, but he sent down a model Virginia Armed Sloop which Don Dressel showed it and told. This completed 1:48 Model Shipways kit is Mike's first kit, a generic sloop fitted up with 6 carriage guns and 8 swivel guns to take on British merchant ships in 1768. This detailed entry level model is double plank on bulkhead with laser cut basswood and walnut. Mike replaced some of the wood, using ebony for rails and wales, blood wood for inside bulwarks, and Warner Wood's blocks. He found the included Bob Hunt's Practicum step-by-step guide for the kit to be most helpful. Sloops like this were typically privately owned, government commissioned, and used for privateering. Chesapeake built, they were fast and

maneuverable with a graceful sheer and low freeboard. Mike's second model now under construction is the Fair American.

St. Gildas – John Sauvajot

This 1:50 scale model "dundee" tuna boat is based on ships common at the beginning of the 20th century, one of which has survived, the St. Gildas, a French Dundee built in 1909 on the Brittany Island of Groix. The 12 man crew fished with long lines attached to booms extended on either side of the vessel. The 50-60 ton vessels with many sails required 20-26 tons of ballast. John Sauvajot is enjoying building the model in spite of the "near absence of instructions," just "okay" materials, missing blocks and belying pins, lack of rigging detail for the complex and large number of gaff, lateen, and triangular sails. John says, "I'm spending more time researching how components work together and how they should look than time at the work bench. When I'm done, though, I believe it will be a nice addition to my maritime collection."



Bluenose

Richard Llewellyn's super-detailed and svelte Bluenose Blue Jacket kit is modeled at 3.16" to 1' scale. Bluenose was built in Nova Scotia in 1921 to fish the rough waters off Newfoundland. She stayed out until her holds were full, preserving the catch in salt. She was lost on a reef near Haiti in 1946. Model Shipways claims its kit is the most authentic representation of any kit available. This is one of three Bluenose models now under construction by Guild members.

THROUGH THE LUBBER'S HOLE

BY ROBERT HEWITT

4

When building a diorama of a ship in a sea, the challenge is to create the most realistic scene of a ship moving through the water. At present my 1:480 model of AGAMEMNON is nearing completion of the deck furniture and this is an opportune time to start fitting the ship to the slab of tupolo wood that will represent the sea before the masts are set. I have started to cut out the hollow for the hull in the tupolo wood. I made four ship's boats for the waist some time ago and now, when they were placed on the skid beams of the waist, they completely blocked out all the work done on the gun deck. Hidden were the twenty-four pound guns with all of their gun, breeching, and train tackle and their rope coils. Also hidden were the capstan, hatches, ladders and grating. Since the ship will be depicted as starting to engage in battle with all of the guns run out, I decided to tow the boats, with perhaps the largest boat still on the waist with tackle secured to lower it.

I have two references of the rigging to tow a boat. One is from "The Boats of Men of War" by W. E. May. In the early history section of the book, (about 1644) it was written, "The rope by which it (a ship's boat) is towed at the ship's stern is called the boat rope, to which, to keep the boat from sheering, another is added called the guest rope. Also to save the bows of the boat, which would be torn out with the twitches which a ship under sail would give, use to swift her, that is, take fast a rope around the gunwale, and to that make fast the boat rope". The other description is from "Seamanship in the Age of Sail" by John Harland. His description is to "make the tow rope fast well forward, securing it to the bow slings of the boat; or the rope, was slipped through the bow ring, brought aft with a turn taken 'round the after thwart. Several boats, towed simultaneously, were secured at intervals to a hawser made fast forward. The tow lines were secured to a mast, or a forward thwart rather than the stem post". Mr. Harland shows a sketch with the boat rope secured to the windward side of the ship and the guest rope on the leeward side of the towing ship. There is a single line to the remaining boats.

If anyone is able to give me a simple line sketch as to the way this is rigged, I would greatly appreciate it. You may reach me at /redacted/.

The San Diego County Fair Design in Wood

This is a call to all you great ship modelers to step up to the plate and enter one of the few juried shows of the country. The Museum is again contributing \$500.00 for the best ship model. Also the fair is offering prizes of \$200, \$175, \$150 and \$75 for 1st, 2nd, 3rd and 4th. A prize, a Rosette ribbon or nothing, it doesn't matter. The pride of displaying your model is more than enough reward. The fact of being in the same show with some of the best woodworkers in the United States or for that matter, the world, is quite thrilling. Most fair-goers agree the Design in Wood is one of the best attractions at the fair.

The rules have been relaxed to allow "kit bashed" models and, as we all know, any small deviation is acceptable. The cost to enter is only \$20.00 and the deadline is May 1st. You will need to deliver your model on June 4th and pick it up on July 6th. You are also given tickets to the fair. Let's have a good showing of models this year.

Robert Hewitt



SAN DIEGO SHIP MODELERS' GUILD

1492 N. Harbor Drive

San Diego, CA 92101

5

**The next meeting will be
Wednesday, 11 February 2008
aboard the *Berkeley* at 7:00 pm.**



HMS *Surprise* Crew proudly presenting the *Surprise* flag.