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Happy Labor Day, Guild Members!



This Labor Day let us not forget those who volunteer their labor in so many ways including those who labor to maintain the vessels of the Maritime Museum. See the fresh paint on the *Californian* at the left and here below are two hearty mates, the Guild's own Isaac Wills and Museum volunteer Ann (Editor's apologies if misspelled), standing ready to lend a hand.



"There is nothing - absolutely nothing - half so much worth doing as simply messing about in boats." (or ship models!) - *Water Rat, Kenneth Grahame, The Wind in the Willows*

From The Quarterdeck

by the Guild Master

What does it mean to be a part of our Guild? There are of course, any number of answers to such a question, some of which are: the resources (both in experience and supplies) to hone our skills, the camaraderie of a shared passion, and the maintenance and furtherance of our craft in our community.

Lately my thoughts turn to another meaning: volunteering within the Guild to both "give back" and ensure our presence for current and future ship model crafters.

Officer elections are not until next February but now is a good time to consider how your serving as an Officer or Chairperson can help. This coming election I encourage you to step up and throw your name into the ring: several positions will be vacant and the Guild's future depends upon a vibrant and ever-changing Officer corps.

Fair winds and following seas,

Alex Roel



The San Diego Ship Modelers Guild is affiliated with and supports the
Maritime Museum of San Diego
1492 N. Harbor Drive, San Diego, CA 92101



11 AUGUST 2020 GUILD MEETING: CANCELLED

In the absence of a meeting in August, the newsletter will be composed of offerings from Guild members and pictures of projects and sundry topics. **Participate and connect with the Guild by sending pictures or anything else you have to share to the Editor at newsletter@sdshipmodelersguild.org.** The following are Officer reports for the Guild.

Maritime Museum Report: Manager of Collections / Librarian / Editor, *Mains'l Haul* **Kevin Sheehan** reported an update on the state of things at the Museum. A few days ago, the Museum opened in a limited way under reduced hours with visitors able to buy a ticket that also automatically includes a cruise on the bay in the Museum's Pilot or Swift Boat. Visit <https://sdmaritime.org/> for details and the Museum's health protocols.



Found in the Museum's Gallery, detail from the model of H.M.S. Kingfisher built by Dr. William Brown

Upon entering the Berkeley – past the now empty gift store, visitors may proceed to the upper deck and then down to the newly opened model gallery at the aft end of the Berkeley. The gallery is populated by some of the Museums newest model acquisitions and quite attractive. At this time, visitors are not allowed inside the Berkeley lower deck where the Models Shop and Museum Library are located. The model shop is unofficially open for individual volunteers, see further detail in the following report. **Kevin** offered to open the library on a case by case basis if anyone would like to come down and resume work. **Kevin** can be contacted at librarian@sdmaritime.org prior to visiting the Library.

Purser's Report: Purser Jon Sanford reported the following Guild Account activity following his return from vacation: **Balance on August 7, 2020** \$<redacted>

Jon reports from his post as **Model Shop Coordinator** that after providing many years of inspiration to Maritime Museum of San Diego visitors and to Museum staff and Guild members, **Bob Duncan** has relinquished his long held spot next to the door of the Model Shop. **Bob** would build models and share his craft and stories with all who would stop and visit the Model Shop leaving many with a taste of his love for crafting ship models. He reported he will continue building ship models from his home and the Guild looks forward to hearing from him often.

September 2020

Next Meeting scheduled for 8 September, Cancelled. Notice: SDSMG Officers will email an announcement when Meetings resume: **until that time please consider all upcoming meetings cancelled.**

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Next Community Build Meeting Scheduled for 12 September, Cancelled. Notice: The Community Build Leader will email an announcement when Meetings resume.

Model Shop Coordinator Report continued:

Jon reported a clean-up effort is underway in the Model Shop to free up space for model builders and make the space more attractive to Museum visitors. Look for a call for help sometime in the future especially for any who feel nimble enough to climb a ladder to reach the upper shelves of the Model Shop and help clean the display cases. As reported in a previous communication to the Guild, **Jon** has put considerable time and effort into cataloging plans and he would like to put those plans in the hands of interested model ship crafters. Next, **Jon**, with help from a few others, is organizing supplies and materials in the Model Shop. These are available to builders who might need something for a project. A small sample of what is available in the shop is pictured below. Contact **Jon** at modelshop@sdshipmodelersguild.org to come and take a look around!



Guy Lawrie, Isaac Wills, and Jon Sanford meeting in the Model Shop



Guild Master Alex Roel reports no updates to the “On The Web” or the “Community Build Sails On” reports this month. **Alex** reminds the Guild, one of the [Chartered Chapters](#) of **The Nautical Research Guild**, that the NRG recently announced the relaunch of their completely redesigned [website](#)... now is a good time to explore (or revisit) this valuable resource.

Presentations and Museum Model of the Month Programs have been suspended until Guild Meetings are resumed but following are a few items that may be of interest.

Kevin Sheehan told us in the earlier **Maritime Museum Report** that the price of admission to the Museum includes a cruise on the bay in the Museum’s Pilot or Swift Boat. Capt R.S. Moore SC USN (ret) served aboard USS *Satyr* (ARL-23) supporting the Brown Water Navy in the Mekong Delta of Vietnam in 1968. Perhaps the following pictures taken by the young officer of a Swift Boat, Tango Boats, and a nested riverine force with barracks ship USS *Mercer* (APL-35) in the background might inspire one to take advantage of a cruise aboard the Museum’s Swift Boat.



USS *Satyr* (ARL-23) continued:

A last picture of the USS *Satyr* (ARL-23) taken from her recommissioning booklet in February 1968. The young officer, R.S. Moore, saved the booklet and now notes the signature, it is LCDR Donald Rutherford, the Commissioning Commanding Officer. After recommissioning she was assigned to her homeport in San Diego before sailing to the Western Pacific. Historically, *Satyr* was built and commissioned under another name during the closing years of WW II. She was activated and deactivated several times over the years including for service during the Korean War.



Next, from the bowels of the Guild website's Newsletter Archives, <http://www.sdshipmodelersguild.org/public/bridge/frmPastIssues.htm>, a favorite newsletter edition of **Chuck Seiler** can be found, March of 2006. This edition contains several articles of interest including a "rest of the story" tale about Virginia by that noted author, **Rupert Morgan**, but with the reported shark encounters in the press this summer, this was a cautionary tale!

A Shark That Was A Shocker by Al Adams

Encounters with sharks can be impressive. This one was very much like Russian Roulette. It was the shark's decision. I had never before seen five young men blanch white at the same precise instant. It was a shocking experience.

A well-known psychiatrist in Los Angeles had commissioned me to skipper his newly purchased yacht from Connecticut to Los Angeles by way of the Panama Canal. The crew turned out to be his daughter's dates and boy friends from the University of Southern California--all non-sailors--anxious to go over the horizon for adventure.

Father, daughter (a well-known lady Olympic diver), the boy friends and I arrived at the yacht, a fine big schooner riding at anchor on Long Island Sound, off the shore of Connecticut. It isn't recommended to set sail on a 6,000 mile cruise with a non-sailing crew. They were young and anxious so out we went across the Sound and into the Atlantic between Block Island and Montauk Point. It was a sporting endeavor, made more interesting with an 86' schooner and no engine. California, here we come!

More wind than was needed took us wet and fast out to Bermuda and on into the lower Bahamas to Fortune Island where we anchored over a sugar sand bottom in three fathoms, 150 yards from the beautiful white sand beach. Sharks don't usually swim over a white sand bottom. They seem nervous and too vulnerable, or maybe they get sunburned.

Out on Diana Reef, off Fortune Island, we took the 16 foot dory and came back with 15 conch and 11 lobster. The galley was busy. The girls made conch chowder and prepared baked lobster. This was sluiced down with Barbados rum, at anchor. A real feast in the evening trade wind.

The next day the Olympic 3-metre board diver made known her desire to dive so I measured up three meters on the foremast ratlines and she started splashing. Almost immediately she had a visitor--a big tiger shark that swam around the yacht. Out of the water the diver came saying "What am I to do? I can't practice." I said "I will take care of the problem. Just keep your suit on."

continued next page

A Shark That Was A Shocker continued:

From the refrigerator I brought out a six pound beef roast and sewed it tight on a big shark hook with a heavy stainless steel wire leader. The 1,000 yard reel that Zane Grey presented to me was always on these long cruises. It's line was 108 pound test, the same line, rod and reel, that Grey used to establish four of his World's Records with bill fish and tuna.

I jumped in the dory with the rod, reel and the beef roast and rowed out to the edge of the reef. I then lowered that enticing bait in three fathoms of water. Back on board I readied my fish fighting chair and strapped on my harness. It took just forty minutes for the big tiger shark to make his decision and, wham! He took the bait. The line sang out. I was ready. He was big, heavy and strong. It was hot and the crew poured sea water over me to keep me cool. He took me around the yacht nine times. Enough!

I asked the fellows to bring the dory to the boarding ladder. I jumped in with my gear and two of the crew came along. The tiger towed us for miles as I slowly gained line on him. Finally I was able to bring him exhausted back to the yacht. The fellows tossed me a 12-foot length of one inch line which I looped around the Tiger's tail. To this the main halyard was attached and, with the halyard on the winch, up went the shark for pictures and to be weighed. He tipped the scale at 525 pounds. Now the girl could go diving. She kissed me. With that much shark we towed it to the beach. I wanted to share it with the destitute natives. They shook their heads and told me "We will not eat the shark. If we do, some day the shark will eat us!"

All of the crew came ashore with cameras. The fellows had not sailed before until this cruise and they were excited with the shark. It was a new experience, too new!

I was busy talking to the assembled natives. Then to my amazement I saw that one of the fellows had opened that huge set of vicious jaws with its big serrated teeth and called out to his buddy "Take my picture" as he held the jaws open and put his head way inside. I ran over as the camera clicked and said "Fellows, don't do that. You can't be sure that the shark is dead. You are taking a big chance." But one had his picture, the other four also had to have such a wild photo for the fraternity house. So each took his turn opening that huge cavernous mouth with those vicious stalagmite and stalactite dentures that can rip and tear. Then into that dangerous unpredictable abyss they each inserted their own heads which contained the brain that should have told them that this was very dangerous.

The power of those jaws is tremendous and their ability to crush teamed up with those teeth, certainly had a grisly potential and uglification. Those young men were proving to me that they were creatures of impulse rather than reason. What I was seeing was not too well considered. It was no way to have a head on one's shoulders. They had been warned. It was now at the shark's discretion and I had not determined just how discreet Tiger sharks really are.

The last of the five was on his knees on the sand and had just removed his head allowing those huge jaws to come together when the shark rolled its big eyes and opened those jaws to their limits and slammed those teeth and jaws closed with such force it could be heard a hundred feet around. It was shocking and scary. The natives were frightened. Five young fellows from USC blanched white and their legs went limp as they must have thought how close each had come to his demise.

I brought that set of jaws back to Los Angeles for those fellows' children and grandchildren to see so that they might, one day, relive that scene.

The End

Following is a story about exploring seldom seen spaces by the public on the maritime Museum's *Star of India*. Before **Isaac Wills** returned to SUNY Maritime College to resume his studies in Naval Architecture, he took time to talk about his volunteer experience at the Maritime Museum and lead the Editor on a tour of some of the less viewed areas of the Maritime Museum's *Star of India*. **Isaac** said, "I have had the immense pleasure of working as a volunteer maintenance crew at the Maritime Museum of San Diego. We have been working hard to keep the museum afloat and it has been a most rewarding experience! I've gotten very intimate with the nooks and crannies of the vessels as well as made many great friends working among the crew! I highly recommend contacting Jim Davis and/or Sarah Faxon through the MMSD website to get out on the ships! I've even gotten to see all manners of sea life at the museum, including a Green Sea turtle who hangs around the museum! We've named him Pilot after the 1914 workboat."

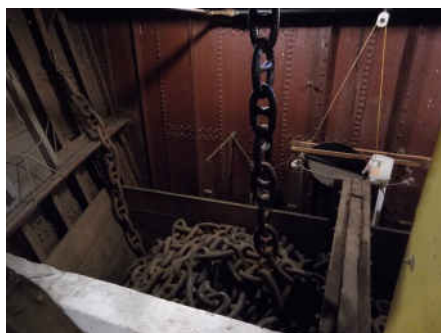


Isaac with Pete, Ann, & Jim Davis
in front of *Star of India*

Pictures from a below deck tour of *Star of India* with a few captions:



Heading below with Isaac, watch the
footing and head space!



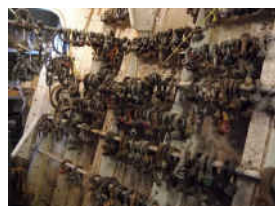
Anchor chain is stored in bins below
deck.



A pull cart on rails gives access to
the bilge area on each side of the
keel.



Star, the world's oldest active sailing ship after beginning her life in the Isle of Man in 1863, requires continuous maintenance and stores for equipment and repairs all found below her decks. And Pilot the Turtle feeds off the growth on anchor chain!



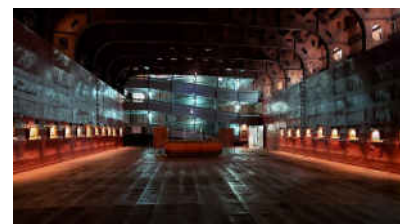
Museum Ship Valley Camp

Frontier, the ship at 1912
 1000 S. 1st St., St. Paul
 B-10-1717

Labels on the plan include: Engine Room, Boiler Room, Captain's Cabin, Exhibit Area, and various other rooms and areas.



largest

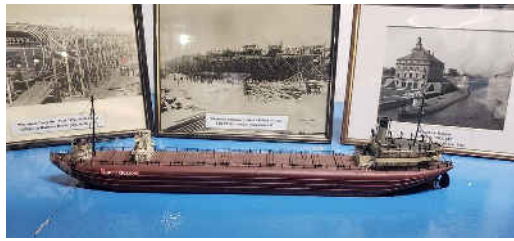


Sailors might be finding God this night!



Museum Ship *Valley Camp* continued:

The museum has a very nice model selection that pictures both commercial and pleasure ships.



Show and Tell

Thanks go to those who have contributed their projects to this edition's **Show and Tell**.



U.S. Brig *Syren* (1803)

by Royce Privett, seen here to the left

Chuck Passaro designed Kit by Model Shipways MS2260

Scale - 1:64, 3/16 inch = 1 foot

Royce sent along a few pictures showing that his work on *Syren* continues and the model reflects his diligence. As recently as November 2019 he had reported enough time on this project that it now has kept him occupied for around 4 years and hours that only he can report. The Guild looks forward to viewing his build one day down the road at a Guild Meeting.





Howard Griffus reported on *NEPTUNE*, a heirloom pond boat from the late 1800s according to its owner who is from Oceanside, CA. **Howard** tells, “I will kind of sort of go along with that estimate because the boat looks like a Nathaniel Herreschoff design of that time. Herreschoff was the developer of the fin keel with a bulb ballast during that period. The model suffered a deck level broken mast after an encounter with an over active dog.

“Our Guild was contacted to see if repairs could be made and I offered to do the job with the owner transporting the model down and picking it up later.

“The damage was limited to the lower 2 inches of the mast in what, in the jargon of ski patrol, would be called a “boot top fracture”. The wound was cleaned of splinters and a small batch of two-part epoxy was mixed up and applied to the “fracture”. The damaged areas were tightly wrapped with string and set aside to cure overnight. The next day the string was unwound

and the area dressed fair with a sanding board (read that, fingernail file) and a brass tube ferrule was made up and driven over the damaged site reaching to just below the boom. The repair site looked just like an original installation.

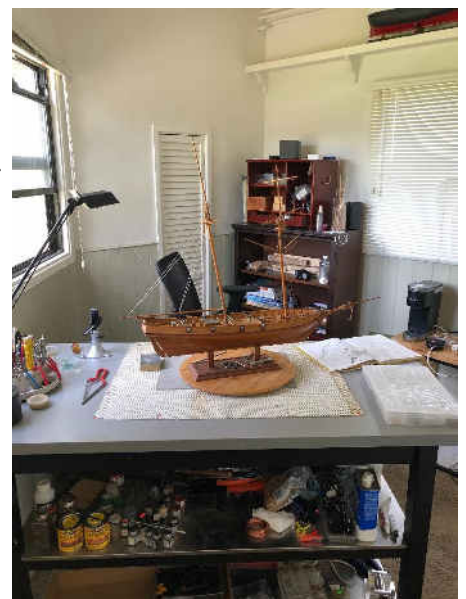
“These models were rigged with toggles and hooks on the shrouds so it could be easily taken down and transported. I noticed when I re-stepped the mast a couple of the shrouds were missing hooks and had been just knotted to eyes in the deck. I had some Monel wire of the right diameter in my parts box so I bent up and replaced all the missing hooks. The dark bronze Monel looked like the other existing brass hooks. A nicely aged brass turnbuckle replaced the knot on the fore stay. You never know when you will find a home for these lost parts you collect. I called the owner to tell him his boat was ready and in a couple days he showed up and was very pleased with the repairs.

“A footnote: In conversation with the owner, an elderly gentleman, he mentioned that nobody in his family wanted the model and could he put it in his will to the Guild for disposal. I said we had done this before and so, somewhere down the road, *NEPTUNE* may show up on our tables for Show and Tell....h”

Mike Hite sent along some pictures of his organized and tidy work space telling the Guild that with limited space, it is his only option! In his space is his current project which he believes is a **Baltimore Clipper**.

He reports that he, “Found it in an antique store in Ramona on sale for \$50, someone started the project but never finished. Funny, on one side of the model the builder didn’t stagger the planks on the hull. The planks were just joined end to end.

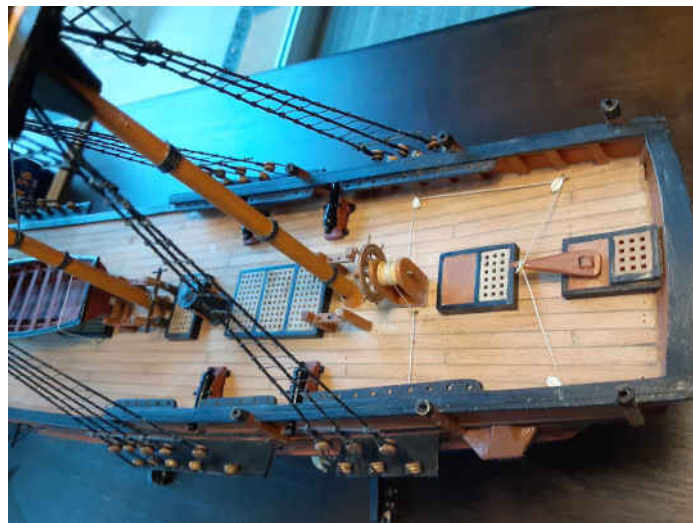
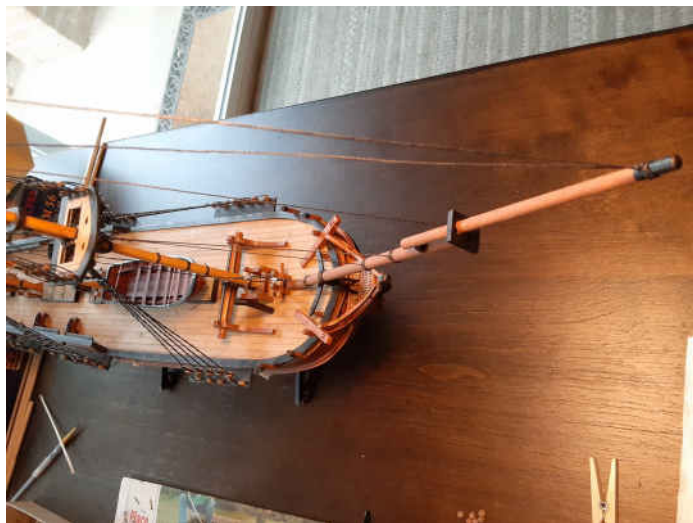
However, the builder did use very tiny nails in placing the curved wood in the gunnels. They also started the rigging, but stopped along the way to completion.” Mike reports the project is now coming along nicely.





Tom Hairston reports that the three pictures he sent show the progress he has been making on finishing the model of HMAV *Bounty* for the family of Dr. William Brown. **Tom** tells us, "I have added the bowsprit and jibboom, the ship's boat (that infamous boat), four cannons, the steering mechanism, and most of the standing rigging. Left to do is the yards, anchors, some more back stays, and the running rigging."

"On another note, I have finished the Mini-Star kits for the next fair, if there ever is one. There 610 kits complete that I will be sending to the Guild Model Shop for storage." **Tom**, a Bravo Zulu for you!



HMS *Roebuck* (1774)

by Don Dressel, , pictured here at an SMA Meeting in Jan. 2020

Scratch Built based on 1:48 scale plans by Harold Hahn and instructions that Harold Hahn included with his book [Ships of the American Revolution and their Models](#)

Scale 1:64



Don best describes his pictures. So, this picture "shows the rudder installed with the pintles and gudgeons. The rudder does rotate, but I am thinking of making it permanent, since one cannot touch the rudder once the model is in the case (eventually). This photo also shows the preliminary work on the stern with ebony - I am still trying to figure out exactly what I am going to do next on the stern and quarter galleries. Not quite the same as a "kit" which already has the stern and quarter galleries done for you."

HMS Roebuck (1774) continued:

The picture to the right “shows the interior of the stern with the tiller installed along with the ‘sweep’ for the tiller. I was going to make it functional (see above) but realized that it would be VERY difficult to do, as the wheel is on the upper deck, which once installed would be almost impossible to rig properly (since I would have no access to the lower deck to install the necessary rigging line, blocks, etc.).”



The picture to the left “shows the upper gun deck framing completed (excuse my messy work area). You can see that the lower gun deck is becoming very difficult to see, but with close examination the details are still there. All lower deck cannons are fully rigged and there are other things to see on the decks below that.”

The final picture to the right “shows the upper gun deck being planked amidships with the lemon wood spars in place to make sure they are correct. More planking will be installed on the port and starboard sides for the upper deck cannons, but space between the midships planking and the port and starboard planking will be left open to see below decks.”

Don adds, “Any hints as to easy ways to make wooden dowels for the planking and decking would be appreciated - it is very time consuming to make the bamboo dowels with draw plates - the only way I currently am aware of.



“Beware of ‘dropping’ something into the ‘hold’ while working on the upper deck - it can be VERY difficult to remove the offending item you dropped - it took me over an hour to remove one clamp that ‘fell’ while working on the upper deck.

“The next step is to install the deck clamps for the poop and forecastle decks, then install the bulwark planking port and starboard followed by the carriages and cannon of the upper deck. The deck beams for the poop and forecastle decks then will be made and installed, followed by the planking of those decks. Capstans have to be installed, ‘oven’ made and installed, and other details completed before the work can continue on the stern, quarter galleries, and bow. Gunports have to be made and installed also. I hope I do not forget anything before the masting and rigging commences. Cheers!”

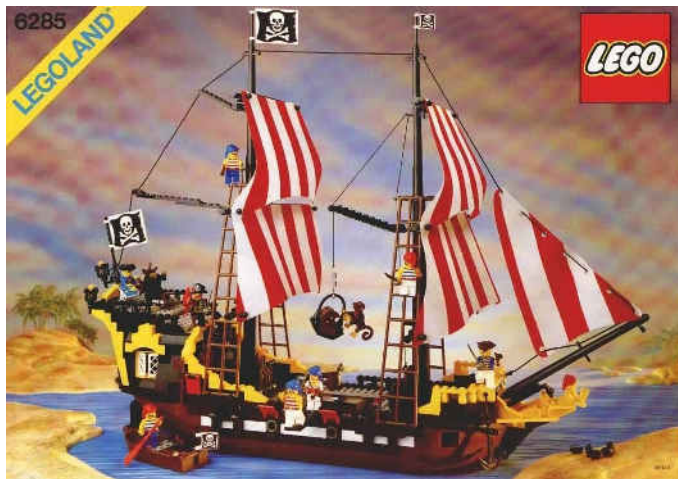
***Soleil Royal* by Isaac Wills, Heller kit, Scale 1:100, a multi-year project.** Isaac reported even though he had not worked on the ship itself, he completed all 3 of the ship's boats. In the picture to the right, the largest boat is the Admirals Barge, the first boat he made for *Soleil* that he showed at a Guild meeting last year. Isaac tells that unfortunately, she was dismantled while he was away at college so the barge appears a bit different. He de-rigged her altogether and stored the spars and masts for later use in their stowed position.



The middle boat in the picture is the Jolly-boat. This boat was built in the same manner as the barge however she is about 1.3 cm smaller. The Admiral's Barge and Jolly-boat were both empty shells that came with the original Heller kit. Isaac reports he built these two identically since he had the same hull form to work with though there are a few minor differences due to the difference in size between the two boats. The smallest boat in the picture is the Captain's Gig which was something Isaac crafted out of a resin boat mold he found in the Maritime Museum's Model Shop. The Captain's Gig mold, see two pictures at the right, had a bit of interior detail so he had much less scratch building to do. Isaac tells that he is very happy with how the boats turned out and he thinks they should look great stacked up on the *Soleil's* deck!



The last **Show and Tell** project is also offered by **Isaac Wills** and is a bit playful in its character. Those who have visited the Maritime Museum in the past may recall a remarkable exhibit of a ship constructed out of LEGO's and now Isaac adds his twist on LEGO construction. Those with youngsters in their lives might want to consider LEGO construction to inspire young minds and hands to take up ship crafting. Isaac's description will be quoted for the rest of his story.



"Next up is a silly quarantine endeavor I took part in. In 1989 LEGO launched its very first wave of the LEGO Pirates theme. It was a huge success at the time and is still very popular today. The largest set out of the series was called the Black Seas Barracuda! She was a 4 gunned brig, captained by the treacherous Captain Redbeard, and sailed by his raggedy buccaneer crew. While LEGO was not on the ball about the anatomical correctness of the ship (or historical accuracy), they made sure it was action-packed with play features. To this day she holds her own with more modern LEGO designs and is still an extremely sought after set that can run up to \$1,500 if factory sealed."

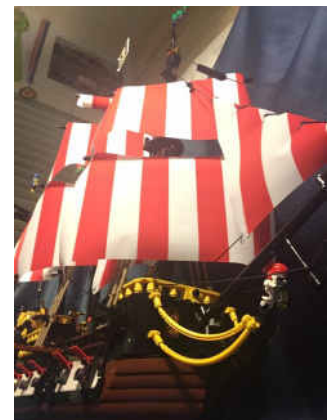
Isaac's LEGO story continued:

"In light of the 30th anniversary of the release of the very first LEGO Pirates theme, LEGO announced the coming of a new set in the early weeks of Spring. This new set would bring back the original LEGO pirates theme. The nostalgic charm that came with the original theme faded as the Pirates theme became more modernized to fit consumer demand. This new set was called the 'Pirates of Barracuda Bay'. This was a LEGO IDEAS kit which means that it was not produced by the LEGO designers but a LEGO fan. It was a much-needed facelift to the Pirates theme.



"This new set is a large shipwreck island that's home to Redbeard and his crew. The print of the facial features and clothes have been tattered and aged since Redbeard and his crew has not been in the LEGO line of Production since the '90s. **The island also converts into a ship (above picture). You guessed it! The Black Seas Barracuda in her modernized form.**

"Now with this set being announced at the beginning of my time at home. I knew exactly what I had to do; START SAVING UP! A few weeks of hard labor for a neighbor, a lecture about unwise investments from my stepmother, and \$430 later I purchased two of the new sets. I took it upon myself to build the most anatomically correct version of this ship as possible. I spent a week tearing at the original set, customizing every bit and bob I could, adding bells and whistles where possible, and just having a lot of fun. I was very happy with my final design. I upgraded her from a brig to a barque, added a brig, added a galley, extended her gundeck, and rigged her sails with stays, lifts, sheets, and rebuilt the yards (see pictures below). All with LEGO pieces that came within the two kits. I still have many, many parts leftover that I can have some fun with to create a pirate island hideout. I can say this was definitely a very fun and nostalgic project that I am satisfied with!"



Naval Architecture, Indeed! The Guild wishes **Isaac** good luck with his studies in the coming year.

The End, Again.