



# San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

December 1997

NEWSLETTER

Volume 21; Number 12



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OUR XMAS PARTY...  
SOMETHING A LITTLE  
DIFFERENT!!!

SDSMG HOST BAR  
5 to 6:30 PM  
Aboard the "Berkeley"

NO HOST DINNER AT  
ANTHONY'S

(Order anything you want...  
pay for whatever you order)  
From: 6:30 to ?????

Leave Your Models Home...  
Bring Your Wife or Girl-  
Friend..(not both)

### SPECIAL KUDOS FOR A SPECIAL KO-EDITOR:

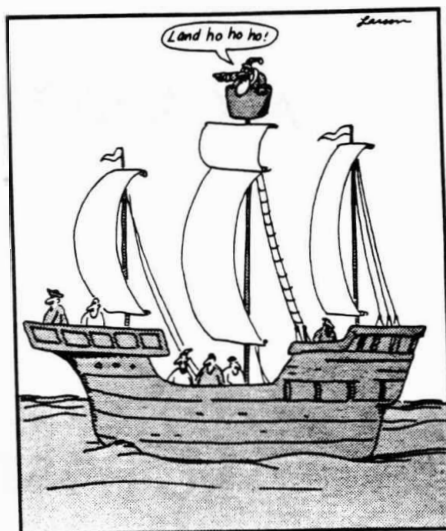
Last month's newsletter was co-editor Gordon Jones' last issue. (Think it was his quiet modesty that forbid him to say farewell in it.)

After nearly five years, (we started in Febr. '93), Gordy is stepping aside to give someone else a crack at it. No, he did not receive a more lucrative offer; he's earned a well-deserved rest.

Speaking for some 80 plus readers, we want to give you a BIG THANKS, Gordy, for a job WELL DONE!! Your efforts were most appreciated and your talents will be missed.

Many are unaware of the depth of his other interests. Woodworking, music, tutoring students, playing in a couple bands and solo recitals on several instruments besides piano...a heavy schedule for someone in their mid-seventies. Well, enjoy these other interests, Gordy. We hope that Betty won't add too much to your "Honey Do List."

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How Santa first came to the New World

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MERRY  
CHRISTMAS



# **CHRISTMAS PARTY**

WEDNESDAY, DECEMBER 17, 1997

5:00 - 6:30 PM

ABOARD THE FERRYBOAT BERKELEY

HOST BAR

FOLLOWED BY:

NO HOST DINNER AT ANTHONY'S

RSVP: JACK KLEIN /redacted/  
BOB CRAWFORD /redacted/ (MUSEUM)  
FRED FRAAS /redacted/

Thank You, Very Much, DOUG MCFARLAND  
For providing this flyer.

MEETING NOTES FOR NOVEMBER:

First Mate JACK KLEIN presided over this meeting which was called to order shortly after 7 PM. Seventeen members were present at the start with a few more coming in later; this was three times more than showed up in October. Three guests attending were James Cooper of San Diego, Kris Bodzon from Scripps Ranch and Achim "Von" Von Kapft coming up from Bonita.

First Mate JACK KLEIN announced that he and BOB CRAWFORD would form the "Nominating Committee" to seek candidates for our 1998 elections. He stated that BILL FORBES had stepped forward to serve as Newsletter Editor, a most welcome volunteer. Jack and Bob will be contacting various members who they feel are well-qualified to serve as officers in 1998 and would be willing to have their names placed on the '98 election ballot.

A general discussion was then begun on ideas for next month's meeting/Christmas party. Several members suggested that whatever we do, "let's keep it simple." No one argued this point since no one volunteered to do any work. (see the Xmas Party flyer and more info elsewhere in this n/ltr.) One suggestion was made initially, that we cancel our December meeting and not have any party. This received little to no support. Then each attendee was asked to give his opinion on how elaborate/or simple the party should be and whether or not they'd attend with a wife/ or girl friend etc. We also learned that the Berkeley would be available for us on our meeting night so the girls would not have to climb down the steps on the "Star."

Museum Model Curator BOB CRAWFORD then gave a very interesting and detailed account of his trip to Boston to attend the recent NRG conference held there. Besides touring "Old Ironsides" and the WWII destroyer, USS Cassin Young, He had the opportunity to tour the heavy cruiser, USS Salem, now at Quincy, Mass. This ship was mothballed in 1958 and is in the process of becoming a museum ship at the Quincy shipyard. Bob stated, "while the topside areas were utterly in shambles with so much work to be done, the interior spaces were like stepping into a time-capsule" as everything was so well preserved. He also brought back a batch of ship/museum brochures as well as three soft cover "photo" books on WWII ships. -- Bob also toured Mystic and gave a most interesting commentary on their ships and shops. Before closing, he added a detailed report on the Medea's boiler problems and how the needed repairs were finally accomplished.

The 1998 Western Ship Model Conference and Exhibit was then discussed with urgent pleas for more of our members to attend and participate. Additional info on this is also included in this n/ltr.

Following "show and tell", DOUG MCFARLAND showed a 30 minute video on classic wooden boats on Lake Tahoe. It featured fully restored in-board run-a-bouts from the 20s, 30s, and 40s, gleaming in brightwork and varnished hardwoods. One boat shown was totally dilapidated sitting alongside a long neglected barn in the mid-west. They stated this was a "pattern" boat. The rotting planks would each

be removed and copied on to new wood, then reattached to the existing frames. - The video was enjoyed by all, and we thank you, Doug, for bringing it down and the TV/VCR player.

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NOVEMBER SHOW & TELL:

HMS HOTSPUR - a 20 gun frigate or sloop of war was shown by DOUG MCFARLAND. He spent five years building this magnificent model from a Gunze Sangyo kit. It drew a lot of interest from our visitors and guild members alike who asked many questions on how he did this and how he did that. Built to a scale of 1:60, his model even features a working helm/rudder; no small feat in that scale. \*\*

411' Cargo Steamer - 1918 by BILL FORBIS. Bill built the hull bread & butter style from scratch, after first having the BlueJacket 1/8" plans reduced 50%. This promises to become a very handsome model in 1/16" scale. Bill stated that he had sailed on similiar vessels as a radio officer in the Merchant Marine.

RMS QUEEN MARY, scratch-built by Leo Castanado. He built this entirely from photos and out of scrap cardboard. Leo's model features electric engines and elaborate internal lighting and was completed in about two months.

BOB WRIGHT passed around his working drawings of the San Diego pilot boat now tied up at the museum. Many years ago Bob's father-in-law was a harbor pilot and used this craft frequently. Bob wants to come up with a sent of modeling plans for this boat, which dates back to 1914. Good luck, Bob.

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\*\*\*HMS HOTSPUR never existed as a real ship; only in C.S. Forester's third book about the epics of Captain Horatio hornblower R.N.

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IT'S DUES TIME AGAIN:

Yes, it's that time again. If you're saying, "but I just paid them," maybe you did...in July or August, as we have our share of procrastinators. (still, we'd rather get your money late, than not at all.)

Where does this money (your dues) go? Nearly all to putting out the newsletter which runs about \$50.00 a month. That's in bargain printing rates, but standard 32¢ postage.

Bring your checkbook to our January meeting or if you have extra, left-over stamps from Christmas, mail your check to our Purser:

ED WHITE  
/redacted/

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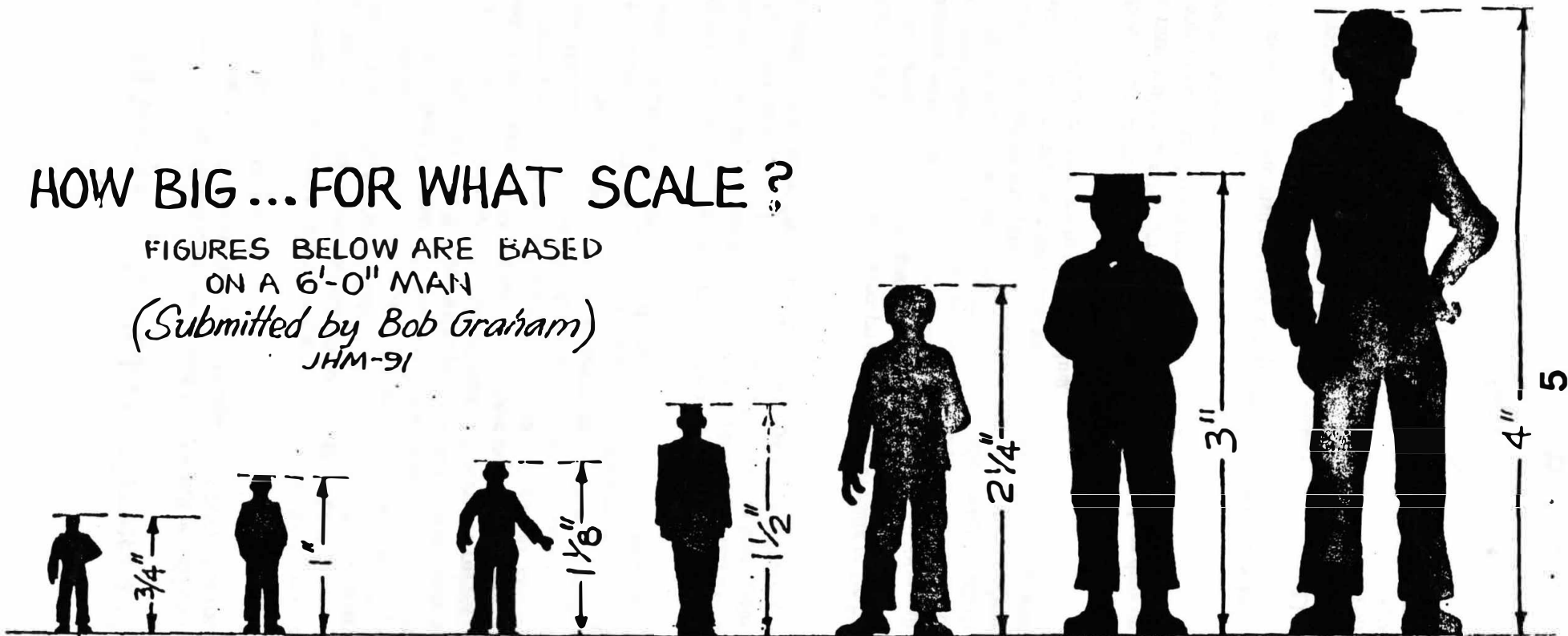
ED. NOTE:

Thanks to the Ship Modeler's Association of Fullerton, CA. for this info, and the next three pages on the Western Ship Model Conference.

# HOW BIG...FOR WHAT SCALE?

FIGURES BELOW ARE BASED  
ON A 6'-0" MAN  
(Submitted by Bob Graham)  
JHM-91

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$\frac{1}{8}'' = 1'$ (1/96) "HO" GAUGE	$\frac{1}{6}'' = 1'$ "OO" GAUGE	$\frac{3}{16}'' = 1'$ (1/64) RR SCALE OR INTERNATIONAL SCALE	$\frac{1}{4}'' = 1'$ (1/48) "O" GAUGE	$\frac{3}{8}'' = 1'$ (1/32)	$\frac{1}{2}'' = 1'$ (1/24)	$\frac{3}{4}'' = 1'$ (1/16)
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Ship Modeler's Association  
June 1997

## 1998 Western Ship Model Conference and Exhibit

The third **Western Ship Model Conference and Exhibit** will be held on-board the RMS Queen Mary at Long Beach, California on March 26 through 29 of 1998. The conference is being hosted by the **Ship Modelers Association**.

The conference will include an outstanding group of speakers from the U. S. and Europe. **Albert Hoving, Curator of Ship Models at the Rijksmuseum in Amsterdam** will speak on "*Modeling as a Method of Scientific Research*", **Joseph R. McCleary, a Director of the Nautical Research Guild**, will speak on "*U.S.S. Eagle, a Brig of War of 1812, and Jack Custer, Editor of the Egregious Steamboat Journal*" will speak on "*Steamboat Architecture and Design as it Relates to Model Building*". **Eric A. R. Ronnberg, professional ship modeler and author**, will talk on "*Ship Models for Arts Sake*" and **J. Richard Steffy, Emeritus Professor of Nautical Archaeology at Texas A & M University** will have as his topic "*Ship Models as Research Tools for Reconstruction of Shipwrecks*". **Simon Stephens, Curator of Ship Models at the National Maritime Museum at Greenwich** will speak on "*Internal Examination of Models at the National Maritime Museum*". The after dinner speaker will be **Craig Husar, a colleague of treasure hunter Mel Fisher**, who will speak on "*Treasures of the Atocha*". The seminars will be moderated by **Rob Napier, Editor of the Nautical Research Journal**.

As with the previous conferences, there will be a superb display of ship models. For the 1996 Conference there were 225 models of both modern and period ships of both static and radio controlled configurations. The model exhibit will be open to both conference participants and the general public for all three days of the event. All conference attendees are invited to contribute to this display.

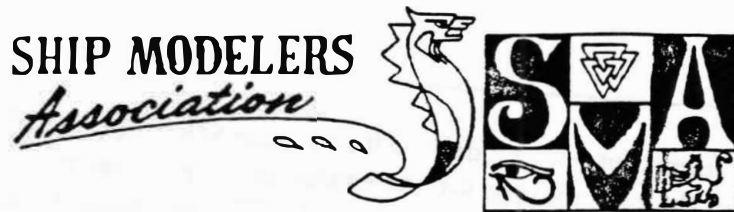
Conference activities begin with a reception on Friday evening in the Exhibit Hall. On Saturday, conference attendees will participate in technical sessions given by the speakers identified above. The banquet will close out Saturday's activities. Sunday's activities will consist of round table discussions hosted by the previous day's speakers and demonstrations of ship modeling techniques in the Exhibit Hall. The Mayflower Group, a monthly workshop which is a part of the Ship Modelers Association, will present a display oriented to novice modelers during all three days of the conference. During the conference, vendors will be available to show, discuss, and sell their products which are relevant to ship modeling.

Conference attendees and their families are invited to stay at the Queen Mary Hotel. Reduced room rates will be in effect for the Conference, and up to three days on either side. Hotel guests will enjoy one of the period state rooms that first class passengers used when the Queen Mary was plying the Atlantic.

For more information, visit our web site at <http://www.ship-modelers-assn.org>

For registration forms and more information contact:

Lloyd Warner  
2083 Reynosa Dr.  
Torrance, CA 90501  
310-326-5177  
E-mail [warwoods@pacbell.net](mailto:warwoods@pacbell.net)



**Western Ship Model Conference and Exhibit**  
 To be held at  
**THE RMS QUEEN MARY IN LONG BEACH, CALIFORNIA**  
**MARCH 27, 28 & 29, 1998**

**REGISTRATION FORM**

	<u>Cost per person</u>	<u>Number</u>	<u>Total</u>
Conference registration (includes all seminars)	\$30	_____	_____
Late registration (after March 13, 1998)	\$40	_____	_____
Friday Evening Reception, Q. M. Exhibit Hall	\$20	_____	_____
Saturday Banquet, Windsor Salon	\$35	_____	_____
Beef _____			
Fish _____			
Pasta _____			
			Total _____

Make checks payable to Ship Modelers Association Conference

**Sorry, no refunds after March 13, 1998.**

Name/s \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_ Telephone (\_\_\_\_) \_\_\_\_\_

Areas of Interest \_\_\_\_\_

Number of models you plan to exhibit \_\_\_\_\_ Please fill out the enclosed form for your models.  
 This will help expedite model receipt when you arrive. All models on display will be identified  
 with a placard, NO adhesive labels will be used.

Send completed form to: Lloyd V. Warner  
 2083 Reynosa Drive  
 Torrance, CA 90501

Name \_\_\_\_\_

Please fill out the following form/s for your model/s. This information will be used to make a placard for the exhibit and be published in the proceedings for the conference. Under more information, please give a brief history or interesting facts about the prototype and your model. This will make it more informative for the attendees. If you need to remove your model before the regular closing at 5PM, please indicate approximate time of your departure. \_\_\_\_\_

Name of Model \_\_\_\_\_ Type of Model \_\_\_\_\_

Circa \_\_\_\_\_ Scale \_\_\_\_\_ Size: Length \_\_\_\_\_ Width \_\_\_\_\_ Height \_\_\_\_\_ Cased(Y/N) \_\_\_\_\_

Kit \_\_\_\_\_ Modified Kit \_\_\_\_\_ Scratch \_\_\_\_\_ R/C \_\_\_\_\_ For Sale(Y/N) \_\_\_\_\_

More Information \_\_\_\_\_

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# Permanent berth at Pearl Harbor awaits WWII battleship Missouri

**By Ed Offley**  
SEATTLE POST-INTELLIGENCER

BREMERTON, Wash. — The battleship Missouri, long the symbol for the U.S. victory over Japan in World War II, will soon move from here to Pearl Harbor, Hawaii, site of the Japanese attack that propelled America into that historic conflict on Dec. 7, 1941.

Sometime next month, Secretary of the Navy John Dalton will sign a formal contract turning over the Missouri to a Hawaii-based nonprofit group, and the historic warship's 44-year connection to Puget Sound will come to an end.

After years of debate and last-minute political maneuverings by

Bremerton civic activists this summer that failed to change the Navy's mind, the 45,000-ton battleship is heading for a permanent mooring site at Pearl Harbor.

Next spring, the Missouri will tie up just several hundred yards from the submerged and shattered hulk of the battleship Arizona, blown apart by Japanese bombs in the sunrise attack 56 years ago tomorrow.

Pearl Harbor veterans from Bremerton, who will gather this weekend to commemorate the anniversary, say they haven't been directly drawn into the Bremerton-Honolulu rivalry for the battleship, although their national organization opposed the transfer on grounds it

would be harder for the aging World War II generation to visit the ship in Pearl Harbor.

The Honolulu-based USS Missouri Memorial Association argues the Missouri will be readily accessible to all visitors, including elderly veterans.

"This ship is not Hawaii's ship and it is not Bremerton's ship; it belongs to the nation," said Adrienne Greenlees, marketing director for the nonprofit group, which won a protracted and sometimes bitter competition with Bremerton for the battleship. "We want to do this transfer gracefully with help from everyone."



**FROM THE MODEL WORKS****Techniques for carving, fairing bow bulwarks**

By Ted Williams

This month's toughie is bow bulwarks. One of the more difficult structures to do well is stand alone plating that is faired into the hull, especially if it has curvature. There is no easy way. Simply carving the hull block away to form these structures is a lot of work and almost certain to damage them in the process. Gluing thin plastic or curved veneer to the deck edge isn't very successful either.

The technique I use produces a nice effect and a bulwark/hull joint that is undetectable. Bow bulwarks are best applied after all other hull carving and sanding is finished to avoid damaging them in handling. In principle you will be building a rough, oversize bulwark, in place, out of short, straight, well fitted pieces, perhaps 1/8" thick. (See figure.)

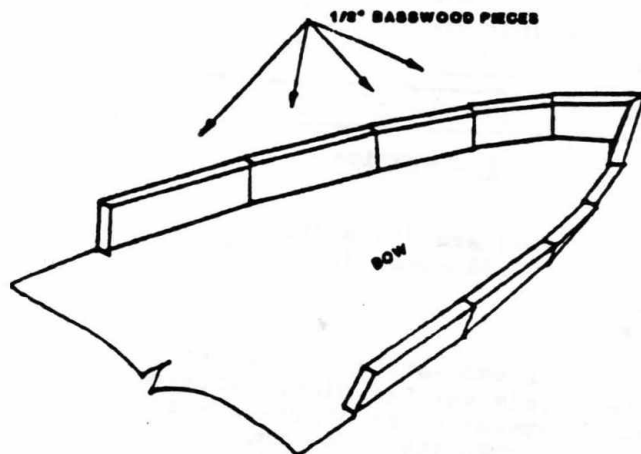
Once the glue is thoroughly dry, use a sanding block to carefully fair the outboard surface of the bulwark with the hull. As with most of the procedures noted below, too much pressure will break the piece.

When the exterior fairing is complete, use very sharp gouges and curved sanding blocks to shape and fair the inboard surface of the bulwark. It is important to make the bulwark edge thin and uniform and the inboard surface straight in the "vertical" direction. This requires extreme care.

Use plastic filler putty where needed and cheat a little on the thickness at the deck joint; it won't be noticed. Once the bulwark is shaped and of the proper thickness, finish sand and seal the inside surface.

Most bow bulwarks have a cap rail, which is normally a horizontal flat plate or pipe welded to the top edge. Make this from thin plastic rod, if the latter, and glue it in place.

If flat plate, cut a thin styrene piece and, holding it in place on the bulwark, trace the outside of the bulwark on



BOW BULWARK BUILDUP

*Ted Williams is the proprietor of Williams Model Works in Vienna, Va., and is a member of the Washington Ship Model Society.*

it. Cut out the parabola shape, allowing a small excess to overhang the bulwark. Then carefully freehand draw and cut out the inside curve of the cap rail, allowing, perhaps 1/16" excess inboard.

Glue the rough cap rail in place on the bulwark, being certain there is a small amount of overhang outboard. With a sanding block, gently sand the outboard edge of the cap rail fair with the bulwark. Then, using a narrow, sharp, hobby knife blade and a small, curved sanding block, slowly start to trim the inside edge of the cap rail until it looks uniform, fair and the right width.

Next, paint the inboard surface of the bulwark and cap rail. When that is dry, mask the bulwark and paint the deck.

**Adding stiffeners**

Bulwark stiffeners can then be added. Each will have to be individually trimmed and placed. I use tweezers and apply a tiny dot of cyanoacrylate (CA) glue to each as I place it (after I know it will fit). After the stiffeners are placed, I go around with a thin wire (toothpick?) and add more CA at the top of the stiffener/bulwark joint to strengthen it.

The stiffeners must be hand painted. It is tedious, and you will probably have to go around afterwards and touch up the deck if it is a different color., but I don't know how else to do it.

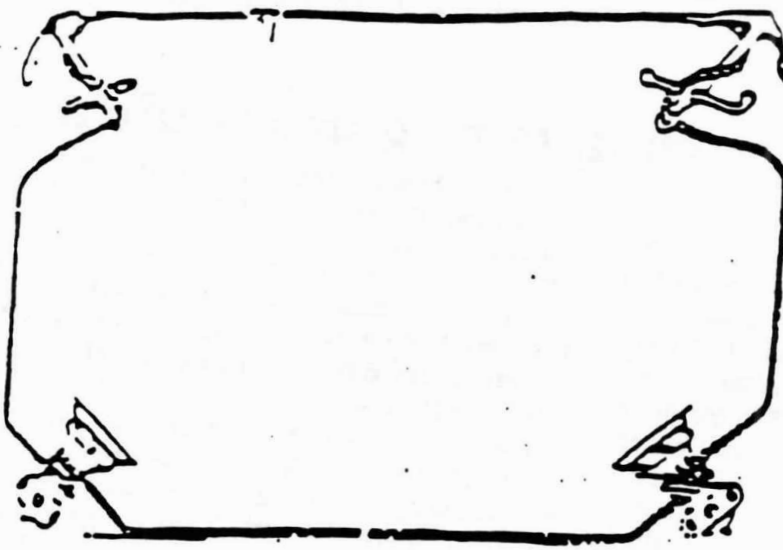
Bow bulwarks with extensive waterway cutouts are more difficult but not impossible. In larger scales the stiffeners must be truly structural to hold the bulwark in position; be sure they are glued securely to the deck and bulwark.

After carefully marking the cutouts with a pencil on the outboard surface, begin cutting them out with the point of a hobby knife. Go slowly, cutting a little at a time. The objective is to make thin slots that can be enlarged to the final dimensions with needle files. Be careful to place them so as not to cut the stiffeners.

A lot of cleanup of fuzzy edges will be necessary using the knife, files and sandpaper. Seal the inside surfaces of the cutouts first with model airplane glue and the job will be a lot easier.

Another, similar technique for making bow bulwarks is to cut a groove along the edge of the bow deck, glue the wood pieces in place and then proceed as above. It makes a stronger joint, but is more work, and I've never had a problem with the flush mounted bulwarks.

Either method, if well executed, can really dress up a model. Bow bulwarks done as above are not child's play, but are well within the capability of most scratch builders, and, I believe, well worth the effort. Good luck!



From the Guild's Officers  
and the entire Newsletter  
Staff.....

*Season's  
Greetings*

San Diego Ship Modelers Guild  
c/o Maritime Museum Assoc. of SDiego  
1306 North Harbor Drive  
San Diego, California 92101

**San Diego Ship Modelers Guild  
officers for 1997**

Guild Master	Tom' Taylor	/redacted/
First Mate	Jack Klein	
Purser	Ed White	
Logkeeper	(open)	
N'letter Editors	Fred Fraas	/redacted/
	Gordon Jones	
Regatta Commodore	<u>VACANT</u>	

Founded in 1971 by Bob Wright and the late Russ Merrill

Schedule of Activities:

Membership:

**- WEDNESDAY -**

Meetings — ~~Third Thursday~~ of the month. 7:00PM Social, 7:30PM Meeting, held on board the ferryboat "Berkeley."

Dues are \$15 annually (\$7.50 after July 1st)

R/C Operations — Saturday mornings at the Model Yacht Pond. (Mission Bay)

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

Annual Regatta — Third weekend in June.

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