



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego CA 92101

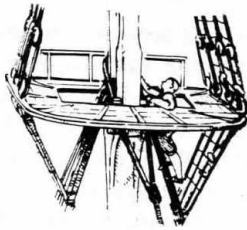
AUGUST 1999

NEWSLETTER

Volume 23 No. 8

Thru the Lubbers Hole

By Robert Hewitt
Making Bower Anchors

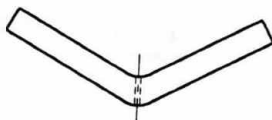


For whatever reason, there may be a time when you may want to make your own anchors. Since the scale that I build to dictates that all my parts are scratch built, I needed to make anchors that not only looked realistic, but were strong also.

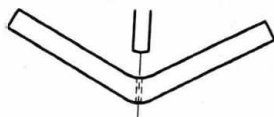
To make a seventeenth century bower anchor, select a piece of bendable wood such as pear or holly. The cross section of this piece of wood should be slightly thicker than the arm of the anchor at the crown. Using a drawing of the anchor that is to scale, lay the piece of wood over it to determine the angle needed to bend the wood.



Soak the wood for a few minutes in water and using a bending iron or a curling iron, (thanks to Krystof Bodzon for this idea) bend the wood to cover your anchor arm drawing. Select a piece of brass rod to use as a dowel, and drill a hole one size larger than the brass rod through the center of the vee.



Select a piece of square wood that matches the shank size of your anchor. Sand the end of this piece to match the arm throat.

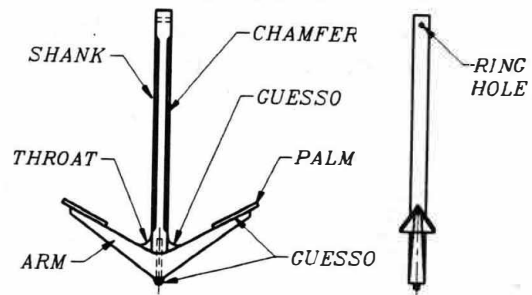


Carve out the bent piece to match the anchors arm. Taper the wood as it nears the palm. Then glue the two pieces together and let them dry. Transfer through the drilled hole into the shank and insert the brass pin through the hole and leaving a small tab sticking out of the arm.

Drill a hole in the shank for the ring. Trim the shank to length and chamfer the corners to print.

The next part to make is the ring. Use annealed brass wire and roll it around a dowel that matches the inside diameter of the ring. Loop the wire around for several turns and pull it off the dowel. Trim off the ring and store it for the last operation, but check the hole in the shank to be sure the ring fits properly without distortion.

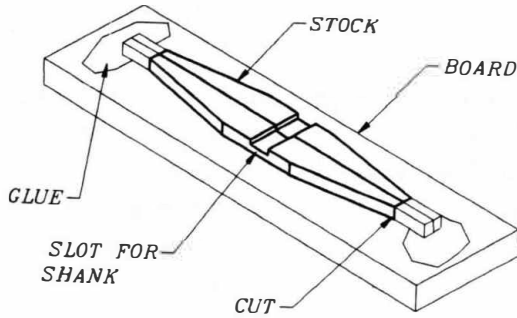
Cut out the palms. For small anchors use paper or card, for larger anchors use thinned pieces of wood such as pear or holly. Glue the palms to the arms. Cover the attached parts with Guesso (by Liquidtex available at any art store). Fill in the arm throat and the crown around the pin that was left sticking out. Fill in around the palms to a lesser degree and let dry over night. Paint the assembly black.



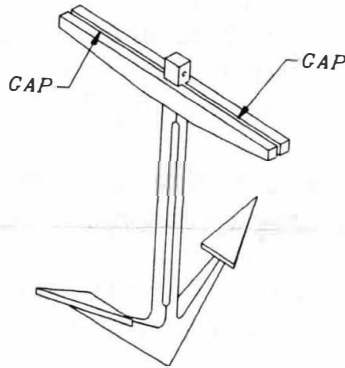
To make the stock, glue two pieces of pear that are longer than the stock to a flat board. Glue at each end only. After the glue dries, sand the pieces to the correct thickness of the stock. This should be 2/3 of the thickness of the shank.

CONTINUED ON PAGE 2

Cut a groove in the center of the stock pieces, one half of the thickness in depth, and an exact fit for the shank.

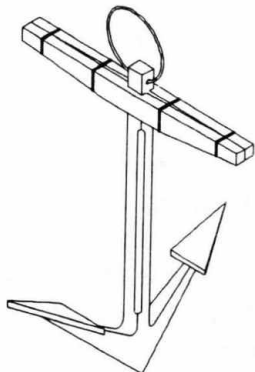


Trim the shape of the stock and remove the two pieces from the board. Glue the stock to the shank. There must be a gap between the stock and the shank. Let the glue dry.



Place some glue between the ends of the stock and clamp evenly at the same time to close the ends.

Add the ring to the shank. It does not need to be glued. Finish off with black thread wrapped and glued around the stock to simulate iron bands.



Good

Luck

and

Good

Modeling

Our July SDSMG Birthday Party

The *Star* to ourselves. We've had the whole ship to ourselves before, but never like this and probably never again. On July 14, she was closed to the public at 5 p.m. She had been one of seven tall ships from seven nations along the Embarcadero participating in the Festival of Sail, a week-long display of tall ships which came to San Diego to celebrate California's sesquicentennial. Even at 7 p.m. the Embarcadero was jammed with sightseers and pier-side inspectors.

In short, it was a perfect evening except we could have had more members attending. We had plenty of food thanks to Bob McPhail and his run to Costco/Price Club. About 15 attended including three wives and Jackie Jones.

We congregated on the after starboard side of the *Star* and were out of the public eye in this respect. The weather could not have been nicer. Parking might have been a problem for some who might have just given up and gone back home. Who knows? All week long it was very hectic as an estimated 40,000 people actually boarded these seven ships.

So what happened to the leftover food? It was given to the security guard and the *Star's* night watchman who also appreciated the treats. And since nothing was brought for Show-&-Tell, no one had to haul anything home.

--Fred Fraas

Resolution Identified

In an incredible coincidence, two of Captain James Cook's exploration ships have been found in the same location. Researchers now claim that the hull of H.M.S. *Resolution* rests on the bottom of Newport harbor, Rhode Island, not far from the bones of H.M.S. Endeavour.

The *Resolution* was used by Cook during his second (1772-73) and third (1776-80) voyages, and later sold out of the British Navy. It was first renamed *Marie Antoinette* and then *La Liberte*. Serving as a whaler, she ran aground in Newport in 1793, was not accepted back into service, and was abandoned in the inner harbor.

--Ship Modelers Association

Next Meeting

August						
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				

FOR THE RECORD

A Super Tall Ships Spectacle

How tall can a tall ship get? Tall enough that the 23 figures standing on the yards of the Indonesian barkentine *Dewa Ruci*, pictured at right, look like ants. How many sails can a tall ship carry? Thirty, to judge from Japan's four-masted bark *Kaiwa Maru*, shown below. And how many miles can the world's oldest iron-hulled bark, the *Star of India*, sail without an engine or a tug? At least 20, as she did on July 13 for her rendezvous with six other Class A (mostly more than 200' in length) and five Class B (less than 200') in San Diego's first tall ship parade.

Starting with their ghostly appearance out of a fog bank at the mouth of the harbor, a sight viewed from about a thousand small boats, the ships staged a super spectacle for the 150th anniversary of the California Gold Rush.

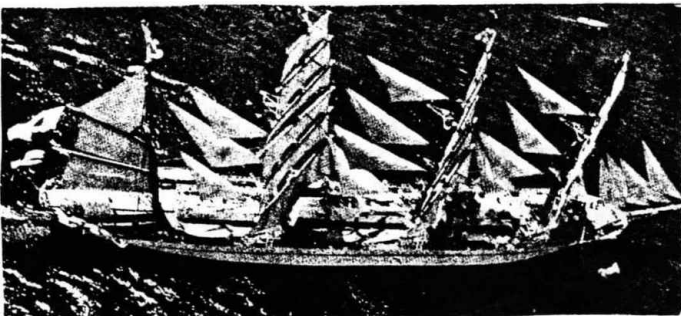
In Class A, besides *Dewa Ruci* (191'), *Star of India* (210') and *Kaiwa Maru*, (361') there were the Coast Guard's *Eagle* (266') from New London, Conn., *Gloria* (255) from Colombia, *Concordia* (188') from Canada and *Guayas* (268') from Ecuador. In Class B were *Californian*, *Swift of Ipswich*, *Bill of Rights* and two *Pilgrims*.

Such an event has never happened before, and couldn't have. "In the 1880s and 1890s, quite a few lumber ships and square-riggers came and went here, but the sight we are witnessing here today is unprecedented in San Diego," said Ray Ashley, executive director the San Diego Maritime Museum, which organized the Tall Ships Festival.

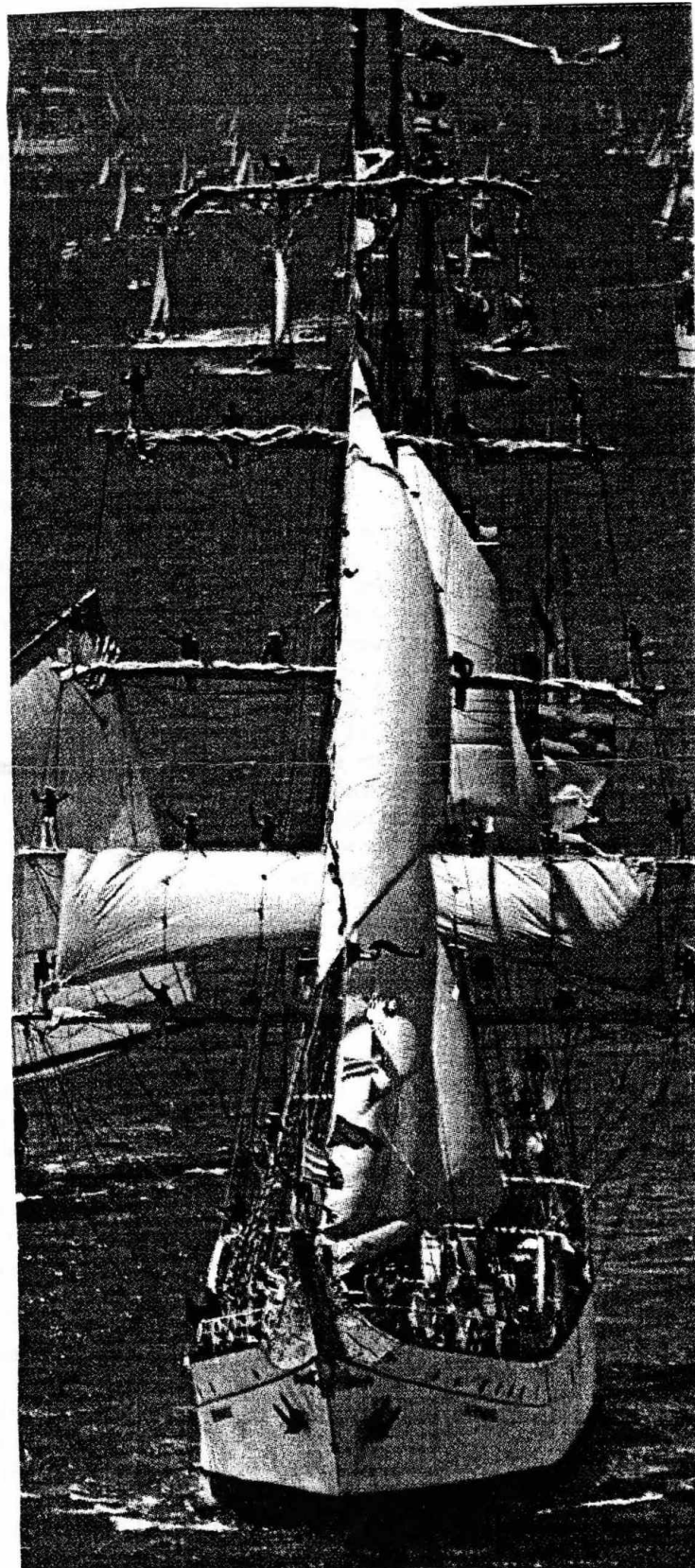
"Ships coming here a century ago were not this big and never entered the bay in a grand review like this. This is something very special," he said.

The thought led at least one politician to propose doing it again. Councilman Brian Wear, a year 2000 mayoral candidate, said: "I want to work to see this held on an annual basis, by pushing for San Diego City to make a major contribution—in excess of \$100,000—toward the event."

Capt. Richard Goben was "very happy" with the smooth performance of *Star of India's* crew of 120, plus guests. It was his fourth voyage as skipper and twelfth overall on *Star*.



San Diego Log



San Francisco Chronicle

Shop Notes from Other Newsletters

Glue tips for cyanoacrylate bottles are not so expensive that you can't simply throw them away if glue hardens in them. But if you want to clean them out, it can be done, says The Fife Rail, a Chicago modelers newsletter. Just keep a small jar of acetone handy and toss the tips into it. After a bit the glue should dissolve.

The same publication says that you can remove stuck caps on paint bottles by turning them upside down and spraying them with Gumout™ carburetor cleaner. Wait ten minutes, then clean away all traces of the fluid.

Speaking of paint bottles, the South Bay Model Shipwrights newsletter has this news: "Now that Floquil Paint (now merged into Testor Co.) has discontinued its marine colors line, they have prepared a "crossover list" of comparable colors. It's available at hobby shops (maybe!), through their web site or by contacting Testor Corp., 620 Buckbee St., Rockford, IL 61104 (815-962-6654)."

The newsletter goes on to say: "Grandt Line Products makes fine injection-molded polystyrene architectural components at 1/4", 3/16", HO and 1/2" scales. Windows, doors, gingerbread, railings, strap hinges, barrels, turnbuckles, etc., and also eleven 1/4" scale Victorian metal figures. Complete catalog is \$4.75 from Grandt Line Products, 1040 B Shary Court, Concord CA 94518 (925-671-0143)."

And one more from the same source: "Member Bill Shaffer, needing some photoetched parts for his beautiful French 74, did his usual exhaustive research work searching for a firm to do it and came up with Frederic Hultberg's Fotocut, Box 120, Erieville, NY 13061 (315-662-3356). They put out a booklet explaining the method of making the necessary drawings, and the process used to produce the parts."

All About Ratlines

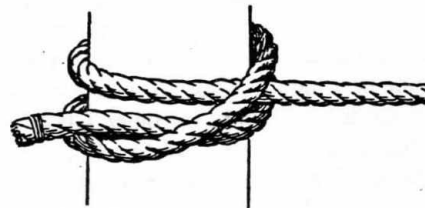
By George Kaiser

To simulate the actual method of tying a ratline to shrouds would entail folding the ratline around the first shroud and securing it with a few turns of fine line. You would then tie clove hitches on the remaining shrouds, ending with another fold on the last shroud. But this is quite impractical on anything under quarter inch scale, and really much too demanding of time and skill even on that scale. Personally, I would not attempt it on anything under three-eighths scale.

There is, however, an accepted practice on models; and that is to tie the clove hitch on the ends as well as the center shrouds. Starting a clove hitch on the first shroud is sometimes a bit of a problem that takes either three hands or more patience than it deserves. Follow this recommended procedure and you will speed up your knotting quite a bit.

First and foremost, wax the ratline and place a piece of white paper behind the shrouds so that knotting will be

easier on your eyes. Whether you are right or left handed, and no matter whether you start tying from left or right, start off the first shroud with a simple overhand knot, which you can almost tie with one hands. Now that the line is in place, continue along the process with the clove hitch including the last shroud, and then go back to the

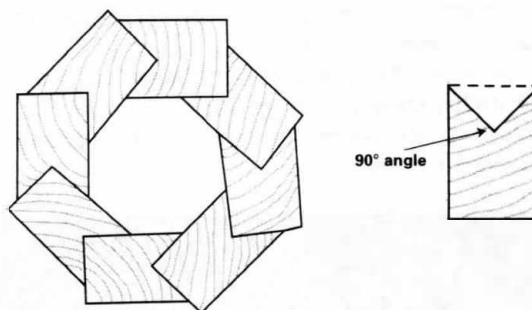


first shroud, undo the overhand knot and retie it with a clove hitch.

Do not trim off the excess line until you are satisfied that the line is trim and level, and is at the correct height above the previous line. Whether you like to have the ratline straight as a die across the shrouds, or you like to drop in a bit of sag, is a matter of choice. Do it your way, and whatever you do, keep it uniform. If you raise, lower, or respace, or otherwise adjust the ratline and it still does not look uniform, untie it and retie the line completely. In other words, do it over in preference to engineering the hell out of a mistake!

Perfection is not only a mistake, it is not attainable. Modelers must understand that skill levels increase with experience. For the novice, don't be disappointed if your work does not yet approach the seeming perfection of the master artisans. After all, the few artisans who have indeed reached the seeming perfection are still being written about in our history books. The names of Michelangelo, and others such as Rodin and Faberge come to mind. Build your model to the best of your ability and enjoy the hobby!

From Broadside!, the newsletter of the U.S.S. Constitution Model Shipwright Guild.



Shown in the current *Wooden Boat*, this "bird's mouth" method of constructing a hollow mast or boom makes more sense than the traditional way of edge-gluing eight staves beveled to 67½°. The new technique is not very useful on models, of course but interesting in the way that staves with bird's-mouth vee cuts hold themselves in position for gluing.

Looking all over for that different ship model kit:

Alot of people are looking at our WEB site to find new kits from Denmark, England, Sweden, Germany, and Holland. Why don't you?

http://people.ne.mediaone.net/acrossthepond
e-mail: acrossthepond@mediaone.net

If you are not yet computerized, send \$3.00 for a set of copies from our WEB site. We accept Visa, Mastercard, & Amex. Call me (Dudley Fay) at 800-469-3957 or fax us (781)639-7017 if you have any questions or don't see a kit you are looking for. I hope I'll hear from you.

Across The Pond
Box 153
Marblehead, MA 01945

Patrick O'Brian's 20th

Patrick O'Brian's new book, *Blue at the Mizzen*, 20th in the Aubrey-Maturin series, will appear in October, according to the bookseller Sea Room, at P.O. Box 2988, Long Lake MN 55356. "This could mean that Jack Aubrey finally gets his flag but from earlier experience, it could mean anything," says Sea Room. "And there's a rumor that POB will come to the states for the event. Watch for a series of lectures on both coasts and other good birding sites."

U.S.S. Missouri Attracts Thousands

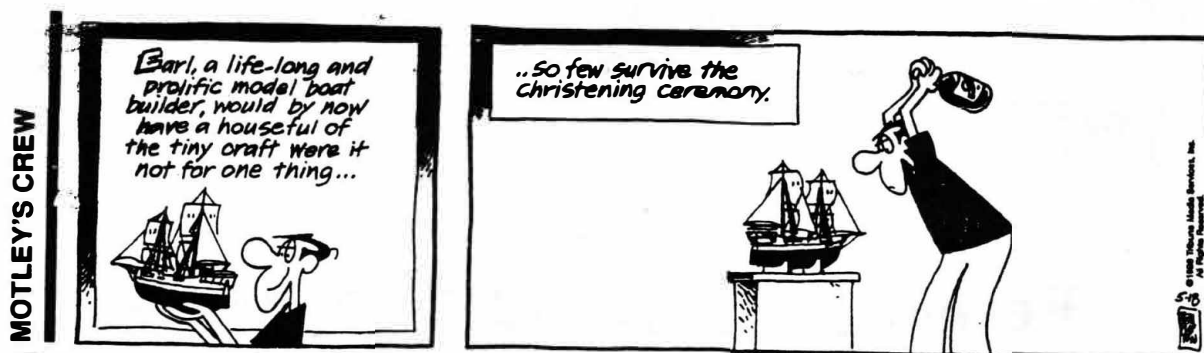
The Battleship Missouri Memorial in Honolulu has attracted more than 182,000 visitors in just under five months, reports the U.S.S. Missouri Memorial Association.

In that time, about 1,400 ceremonies have been held aboard the ship, including reenlistments, promotions, commissions and retirements as well as other special events. The number of employees has grown from seven to 100, including 51 full-time workers, with more than 7,800 volunteers. Over three acres of vertical steel surfaces have been cleaned and groomed.

"While we appreciate what's been accomplished," said Don Hess, the Missouri's vice president of operations, "there's no shortage of work to be done in the future."
--San Diego Navy Dispatch

Roman Ships Found

The July/August issue of Archeology magazine features a story of eight Roman ships recently discovered in Pisa, Italy. They were unearthed during construction work at a train station. One well-preserved 46'x20' hull is believed to be a mid-second-century AD warship. Another was a cargo ship still loaded with amphoras, and is probably from the first century BC. Though recorded in old records, this is the first physical evidence of the city's now-vanished inner harbor. --Ship Modelers Association



Enclosed: Your N.R.G. Conference Model Registration Form and complete schedule for the Nov. 4-7 Conference

Scratch-Building
A Bower Anchor
P. 1
By Robert Hewitt

FredFras /pa1dpai/

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SAN DIEGO SHIP MODELERS GUILD

Officers for 1999

Guild Master	K.C. Edwards	/redacted/
First Mate	Jack Klein	/redacted/
Purser	Ed White	/redacted/
Log Keeper	Open	
Newsletter Editor	Bill Forbis	/redacted/

8404 LaRouche Drive, San Diego CA 92119

Founded in 1971 by Bob Wright and the late Russ Merrill

SCHEDULE OF ACTIVITIES

Meetings Second Wednesday of every month.
7 p.m. social. 7:30 p.m. meeting.
Held on board the ferryboat
Berkeley.

MEMBERSHIP

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

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