



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

JULY 2000

NEWSLETTER

Volume 24, No. 7

Models Aplenty for the June Show & Tell



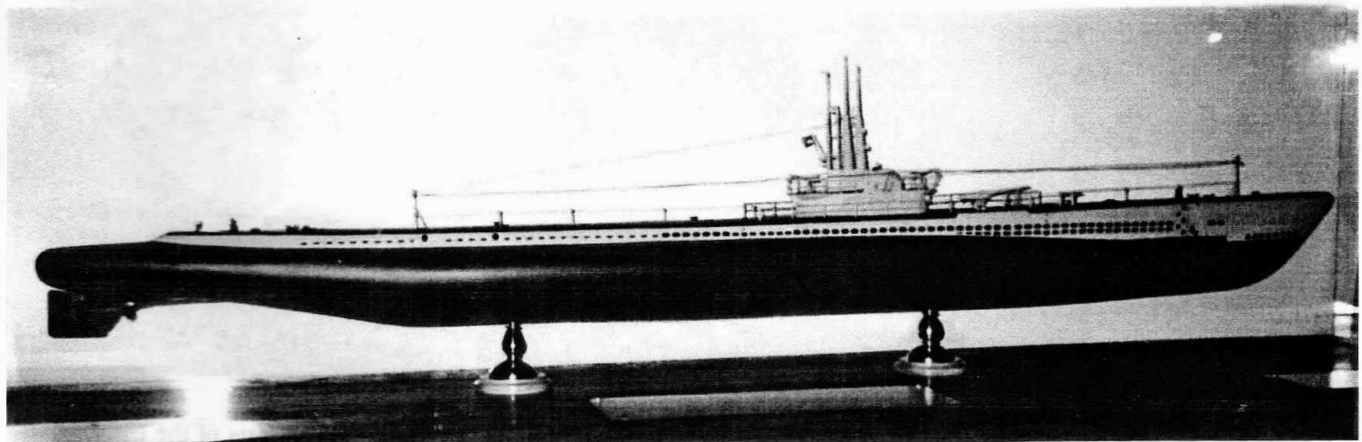
C-3 Cargo Ship. Builder **Fred Fraas's** notes read: S.S. *Sea Fox*, scale 1/16th, scratch-built, solid hull. Pre-WWII cargo ship, first of 258 built. Used Bluejacket plans and picture from Bluejacket catalog of same ship. Plans vastly different from real ship photo (1939).

Started hull more than 20 years ago but put model on the back burner for many years. Model is now 99%

complete, lacking only a few minor details & touch-up painting.

Comments about the real ship: Ship built for Moore-McCormick Lines as *Sea Fox*. Taken over by U.S. Navy in 1941 & operated as *Mormacport*, a charter troop transport. Survived WWII.

Final fate unknown.



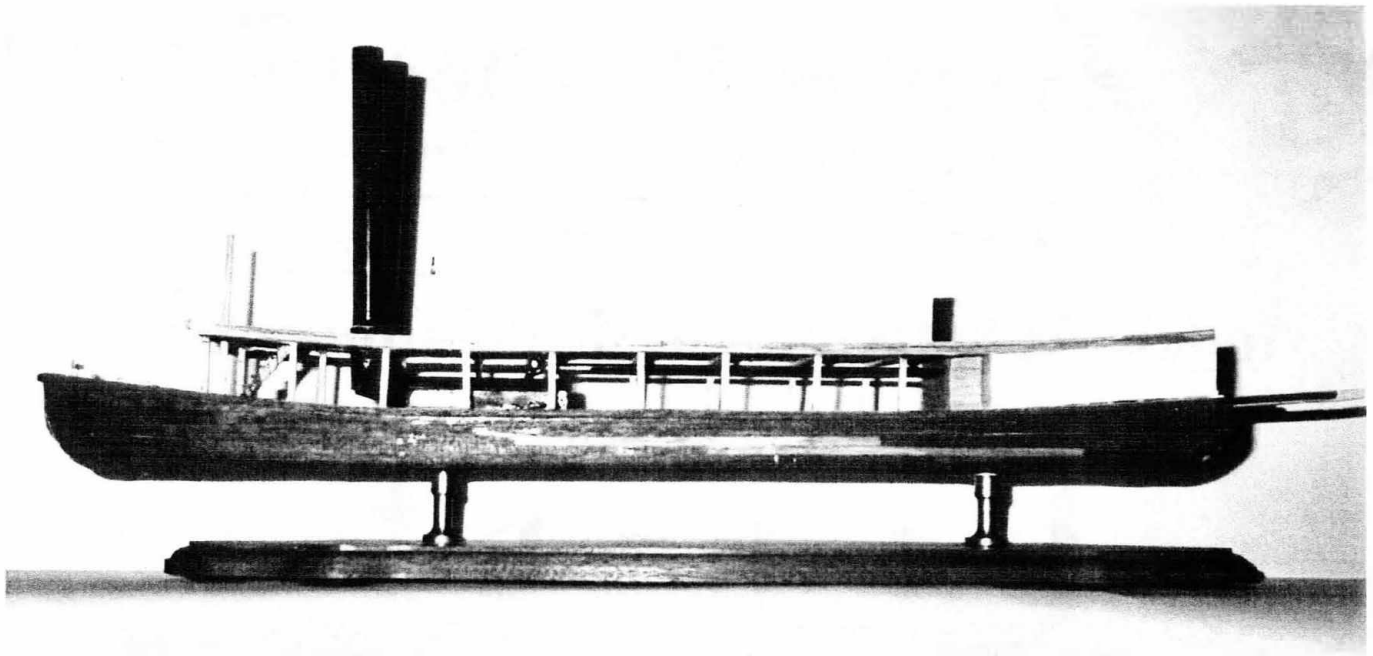
U.S.S. Tang (SS-306). Builder **Doug Smay** writes: *Tang* was one of the top-scoring submarines of World War II, despite her unfortunately brief life span. She was also one of the few submarines to win the Presidential Unit Citation twice. Her skipper Dick O'Kane was awarded the Congressional Medal of Honor.

Tang was sunk by one of her own torpedoes,

launched on a circular course during her fifth war patrol.

The model, on the 1/96 scale, has a scratch-built fiberglass hull with brass fittings. It is being raffled as a fund-raiser for a World War II submarine vets memorial proposed for the new city park on the former N.T.C. grounds.

A plug was made of the hull, from which a mold was created, so I can make more hulls.



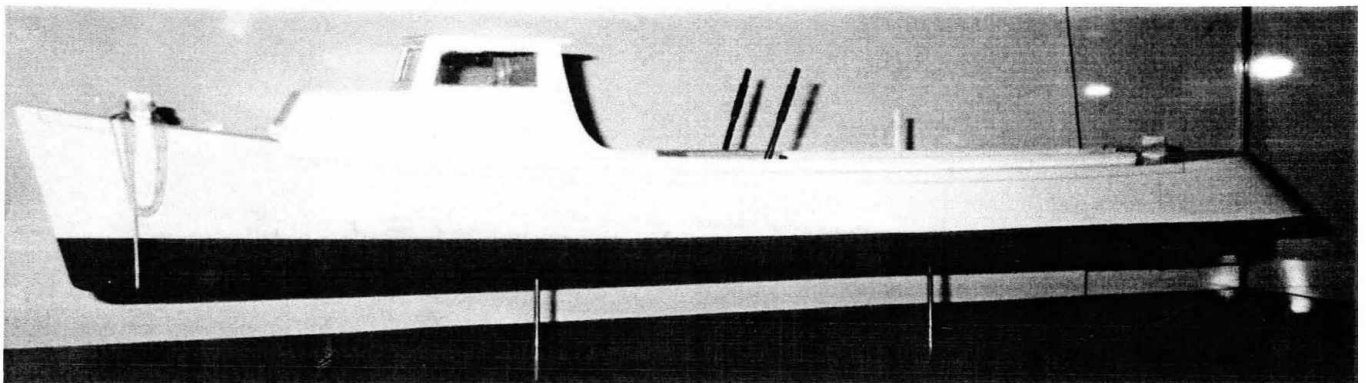
Far West. Builder **Chuck Seiler** writes: This Missouri River mountain boat was built in Pittsburgh, Pa. in 1870. Like hundreds like it, *Far West* was a cousin to the Mississippi River steamboats operating from the 1850s to early 1900. Designed for the upper Missouri and its tributaries, it had a lower profile in order to help avoid high winds, and more engine power to enable it to go upstream against swifter currents.

Its 190-foot length allowed it to carry considerable cargo while drawing only 20 to 30 inches of water. *Far West* spent time on both the Missouri and the Yellowstone Rivers. It provided logistic support to the U.S. Army during its Montana campaign in 1876. Its claim to fame came in June of that year when it transported survivors

and the first news of the Custer Massacre to Fort Lincoln, N. D.

Typically it transported goods and passengers between St. Louis, Mo. and Fort Benton, Mont., and points in between. The 3,000-mile trip took over two months upstream and one month downstream. Having to contend with both ice and low water, a typical mountain boat made one round trip in a season (March to September), but a good captain was able to make two.

Far West ended its days, as many steamboats did, by hitting a snag in the river and sinking in 1883. This model depicts the boat as it looked in 1876. In the late 1870s the roof over the main cabin was lengthened to what was called a hurricane deck.

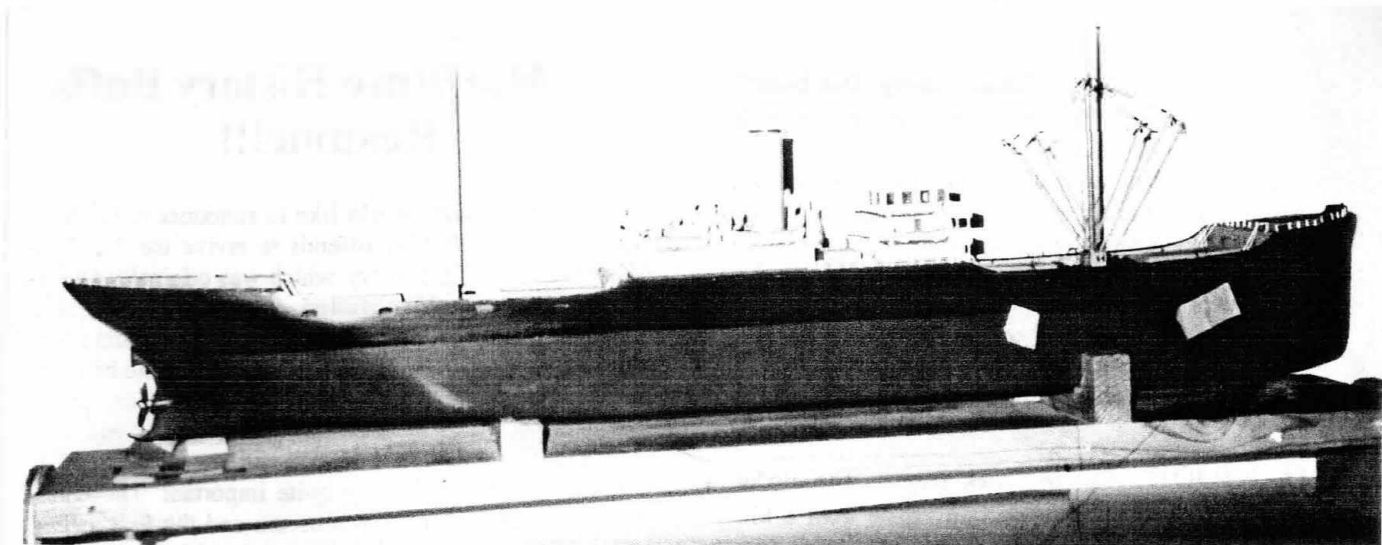


Draketail. Builder **Richard Strange** writes: The Hooper Island workboat appeared in Dorchester County, Md., around 1915. This boat was typical of the long, narrow workboats of the Chesapeake Ba except for one very distinctive feature: the sloping stern called a “draketail” or “dovetail” or “torpedo stern.” It may have

been built to imitate the speedboats of the early 1900s or the earlier torpedo boats.

The performance of the boat was not improved by the shape of the stern, although that may have been the intent. A few are still in use, although the type has not been built since the 1950s.

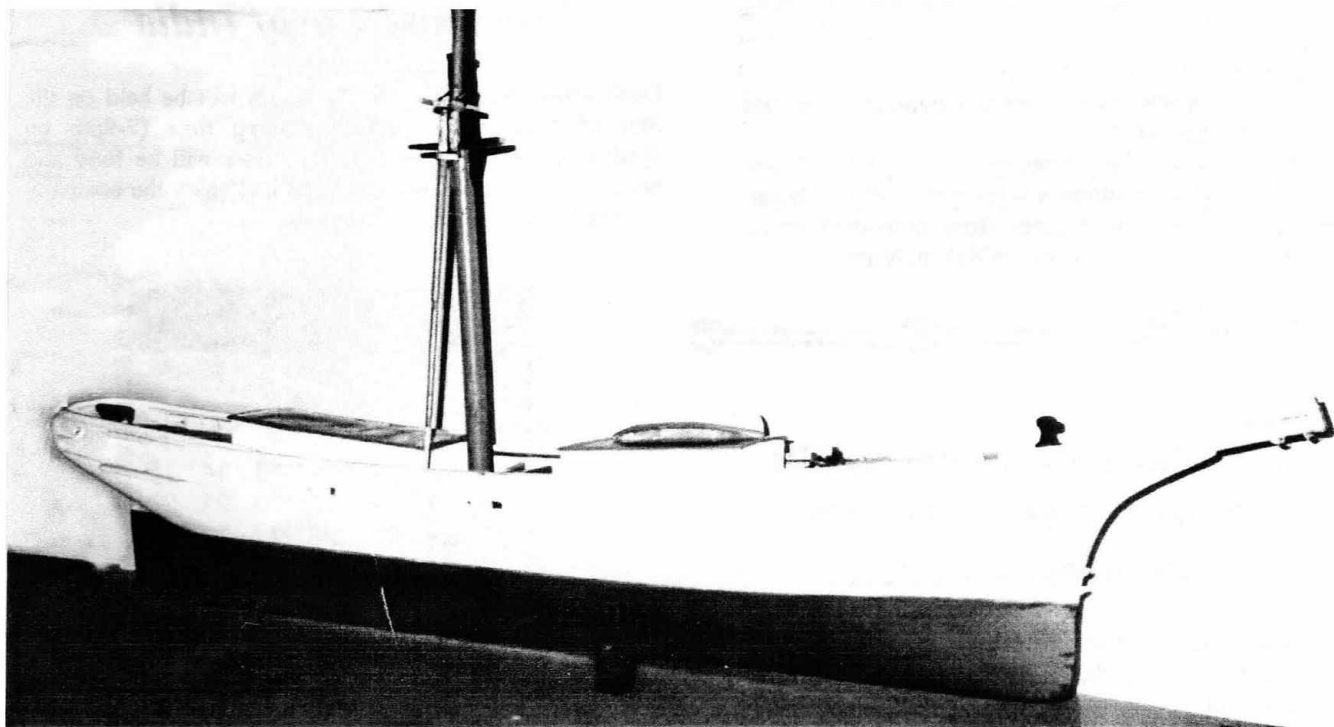
This plank-on-frame model was scratch-built from basswood.



Wolverine. Builder Bill Forbis. On the afternoon of the June 14 meeting, I needed to install only one more vang to finish the foremast cargo-handling rigging. I managed to bungle the job so badly, like breaking becketts on a topping lift, that I had to bring the model with Irish pennants stuck to the hull by masking tape.

Nevertheless, she's about 85% finished, mainly needing aftermast booms and dozens of ventilators.

When I sailed on her in 1943 in the North Atlantic, the crew all believed that she was a Hog Islander, one of hundreds of such ships built around 1918—the Liberty ships of World War I. But the Internet tells me that this type of ship was built in pieces all over the country, and assembled at many other shipyards as well as Hog Island (which is now the site of the Philadelphia International Airport). And *Wolverine* is not listed as a true Hog Islander



Sailor's Model. Gordon Jones found this ship mysteriously abandoned in the bilges of the *Star of India* some years ago, and invented a history for her. From the shapely hull he judged her to have been a Downeaster, probably carved by one of her own sailors. The mess of

rigging suggested to Gordy that she was probably dismasted off Cape Horn. He christened her *Admiral Coburn*, for some reason or another. Gordon wants everybody to know that he paid the Maritime Museum \$25 for his find.

Fair American. Builder **Jerry Deschenes'** notes say that the model was built plank-on-frame from a Model Shipways kit on the 1/8" to 1 foot scale.

Writes Jerry: I'm working on the standing rigging. The running rigging and the yards need to be completed. [Model Shipways] gives you plenty of wood but the plans were not complete; you need to know more about the nomenclature of the rigging.

There is very little known of the ship's history; most of it comes from newspapers. The Naval Academy in Maryland houses the original model.

Half Moon. Builder: **Nick Rugen.** The model was built plank-on-frame on the 1/16" scale from a kit. This is the ship that Henry Hudson, having failed in two earlier attempts to find a route to Asia over the top of Siberia, sailed westward and in 1609 followed the coast of North America from Chesapeake Bay to Nova Scotia, with a side trip up the Hudson River. (He entered Hudson's Bay on his fourth voyage in 1610, in a ship named *Discovery*.)

Frigate Essex. **Royce Privett** is nearly finished building this model from a Model Shipways kit designed by Jim Roberts. Privett writes: The only thing that has been accomplished since this model was last shown in March is that the launch has been built and swung from the stern davits. Next is to build the yards and then on to the rigging!!!

After the U.S. Navy completed the *United States*, *Constitution* and *Constellation* in the early 1790s, it began accepting donations of frigates from individual cities. *Essex*, built in 1799, was the gift of Salem, Mass.

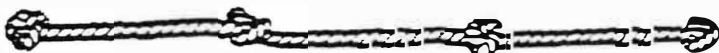
Maritime History Buffs Resume!!!

Bob Eberhart would like to announce to his fellow Guild Members that he intends to revive the San Diego Maritime Research Society which was originally founded in 1946 by Jerry MacMullen, a prominent San Diego "waterfront reporter" from that era. One of the aims of the organization will be to research local maritime history in order to seriously document the city's legacy, and to publish scholarly papers on the findings. This will entail some historical "detective" work and not only sounds like fascinating work but also quite important. The club is endorsed by the Maritime Museum and the first meeting will be held on the orlop of the *Star of India* at 7pm on August 3rd. For more information please call Bob at (619)283-7561.



Annual Guild Party Next Meeting On the *Star of India*

Don't forget the annual party which will be held on the *Star of India* at the usual meeting time (7-9pm on Wednesday evening July 12th). There will be food and beverages so please bring a guest and enjoy the company and the lovely view from the deck.



Del Mar Fair Volunteers!!!! Reserve your spot on the *Medea* Cruise

Jack Klein requests all the Del Mar Fair volunteers to contact him by July 20th to RSVP on their invitation to join the fun on a luncheon cruise on the historic steam yacht *Medea*. The cruise is scheduled for August 25th and will leave at precisely 11:30am but all must be present on board by 11am. After a delicious lunch and a leisurely cruise, we will return at 2pm. Please let Jack know if you will be bringing a guest! Contact Jack at the Museum Model Shop /redacted/ ext. 109 or at home (/redacted/).

July						
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					



THE JUNE 14, 2000 MEETING

Decisions, Decisions

Twenty-one people were present when the June 14, 2000 meeting came to order, mostly the usual crowd of old crocks plus some young crocks. Exception: Guild Master **Jacki Jones** with a beautifully re-sculptured nose. The operation, she says, was traumatic, but the results were a cosmetic surgeon's equivalent of a home run with the bases loaded.

The visitor list was led off by **Doug Smay**, a former Guild member—in fact, the Newsletter editor—in the late 1980s, until other concerns took up his time. His military service was on submarines, and he brought with him his model of the U.S.S. *Tang* (see *Show & Tell*). One of the more impressive displays in the San Diego Maritime Museum is Smay's large-scale (3/16") S-Class sub, the S-47.

Another visitor, just looking us over was **Sid Klein**, no kin to **Jack Klein**. And **Jim Hammon**, a member, modestly described himself as a visitor because he's not often seen at meetings.

Jack Klein is indisputably a member, but he has decisively stepped down from his longtime service supervising the Guild's booth at the Del Mar Fair, being replaced by **Robert Hewitt** (who was attending his mother's 90th birthday celebration in the East).

At the meeting, as his last act, Jack explained in detail the duties of the volunteers for booth service—things like giving information about ship modeling, passing out membership applications, and offering catalogs and brochures for the Museum and for **Lloyd Warner**, the wooden ship-model parts manufacturer.

Purser **Bob McPhail** reported that the club treasury, set at \$/redacted/ at the May meeting, was down to \$/redacted/, mostly because the May issue's color pictures were expensive. He did not appear worried about this. He also relayed a report that **Phil Luther**, a new member as of a few months ago, had undergone triple-bypass heart surgery.

Bob also said that he has been filing new members' autobiographies as written on their membership applications, and suggested that they should regularly be published in the Newsletter, whose editors heartily agreed.

Jack Klein again proposed a vote on raising club dues to \$20 a year. He said that none of the increase from \$15 would be retroactive, and pointed out that the club's by-laws require a paper ballot from all members. Jack thought that this should be done with all deliberate speed.

Bob Graham announced a yard sale of a "lot of good [ship-modeling] stuff" that belonged to **Craig Coleman**, an SMA founding member, before he died on March 25. The sale will take place at Bob's house at 10 a.m. on July

9. The address is /redacted/. Bob passed out maps showing the directions, to those interested. All proceeds will go to **Nancy Coleman**, **Craig's** wife.

The next meeting, on July 12, will be the annual anniversary Guild party. It will be held topside on the "STAR" - a most impressive area to have a party. After much learned and balanced discussion, with valuable ideas contributed by everybody, it was agreed that **Bob McPhail** can spend \$75 on food - probably shrimp--at Costco on three "party platters" (like we had last year) plus \$25 for mixers and paper plates. He'll provide \$60 to **Fred Frass** to buy liquor, wine and beer at the naval base.

Del Mar Fair 2000



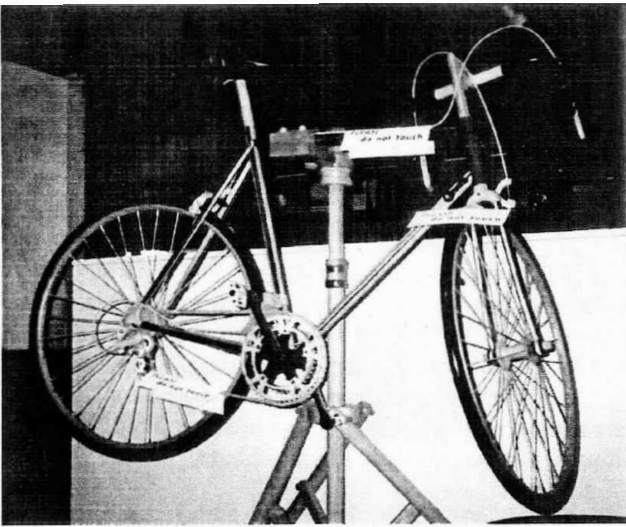
Bob and Peggy McPhail at the Ship Modelers' Guild Booth at the Del Mar Fair!

Thanks to all Del Mar Fair Volunteers

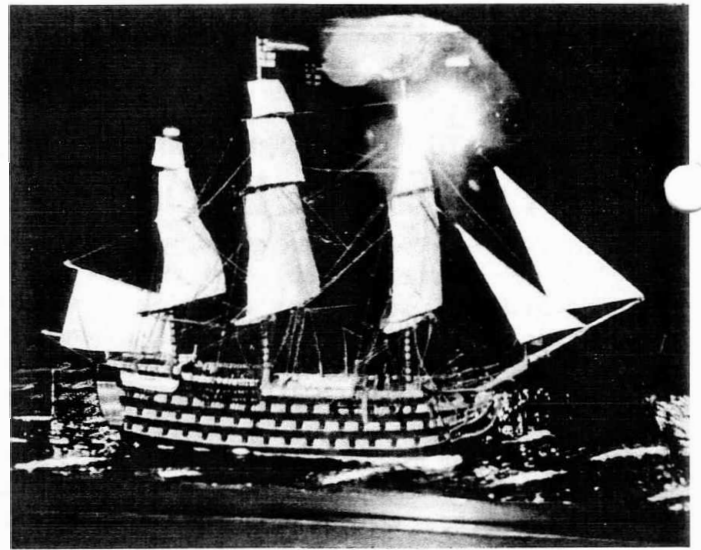
Jack Klein
Joe Bompensiero
Bob McPhail
Ernie Andrew*
Susanne Levonian
Jerry Deschenes
Tom Taylor
Ed White*
Chuck Seiler*
Bob Graham

Robert Hewitt
KC Edwards*
Chuck Hill
Roger Roth
Fred Frass*
Jacki Jones
Nick Rugen
Jim Hammond
Dick Strange

*Special thanks for helping out
at the last minute!



The first place ribbon for scale modeling at the Del Mar Fair was won by Bruce Friederich for his remarkable life size 10 speed bike.

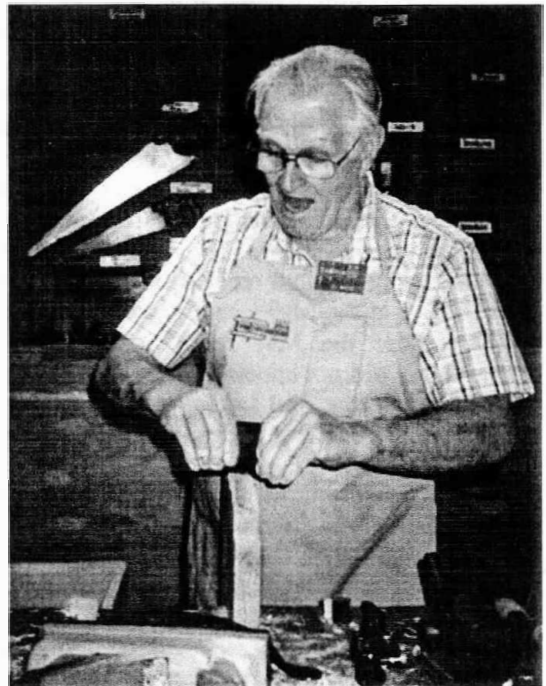


Robert Hewitt received an honorable mention at the Fair for his precise creation of a 1:480 scale *HMS Victory* (Robert is a scholar of the *HMS Victory*, having created four models of this historic vessel).

Our Multi-talented Guild Members Shine at the Fair



Ernie Andrew took three ribbons at the fair this year for his skill in designing faceted gemstones. He won a first place in the Five Faceted Stones category (pictured above), another first in the One Faceted Stone category with a stunning cubic zirconia and a second place in the Natural Stone category with a beautifully designed Rose de France. Ernie says that he used a Faceting Head which can set angles down to a tenth of a degree! He uses various grades of diamond lap, the final lap being a polish.. Congratulations to Ernie for his precision work! **Lew Johnson** is a stone cutter as well and he also submitted an entry in this years faceted gem competition.



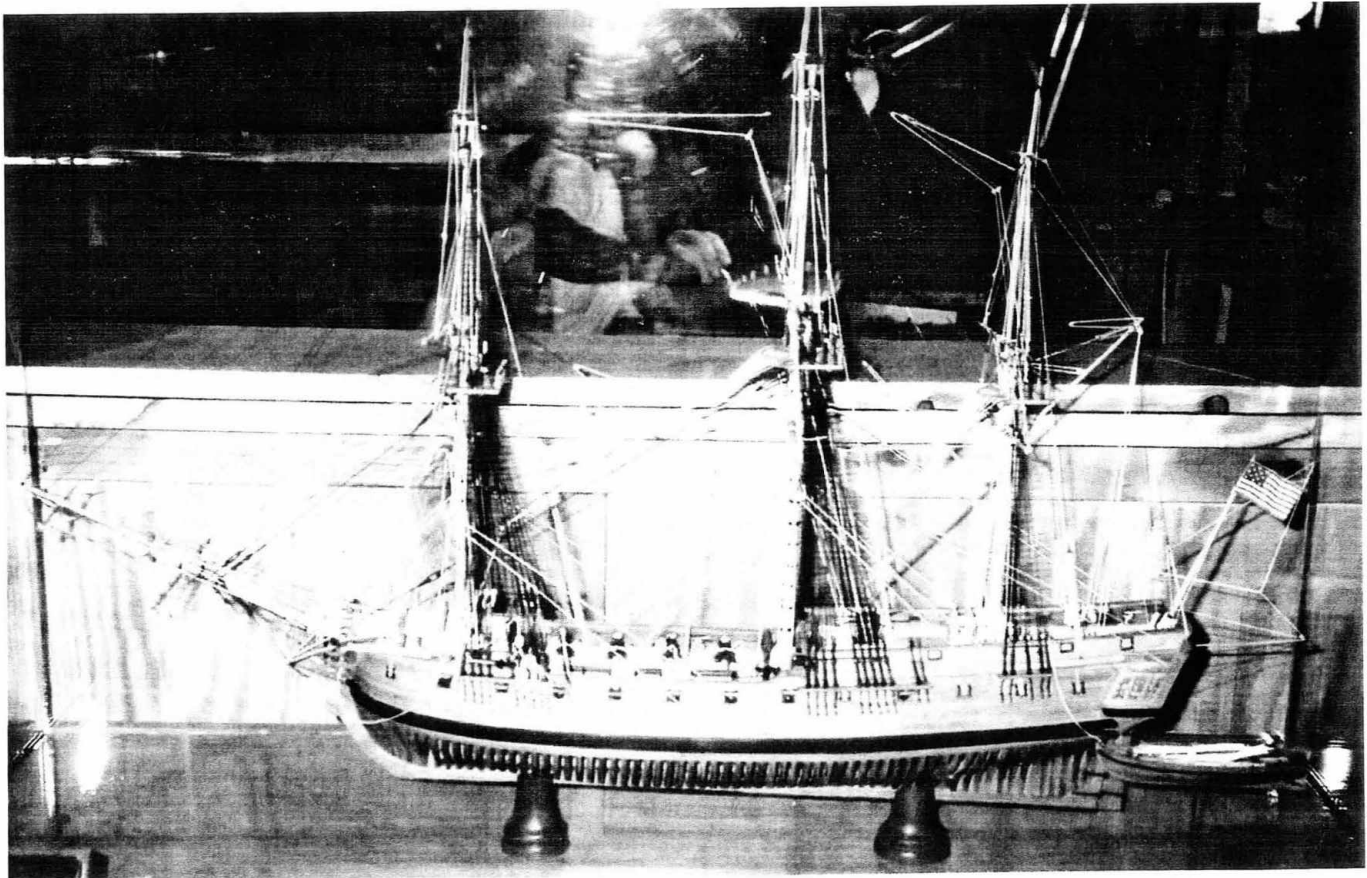
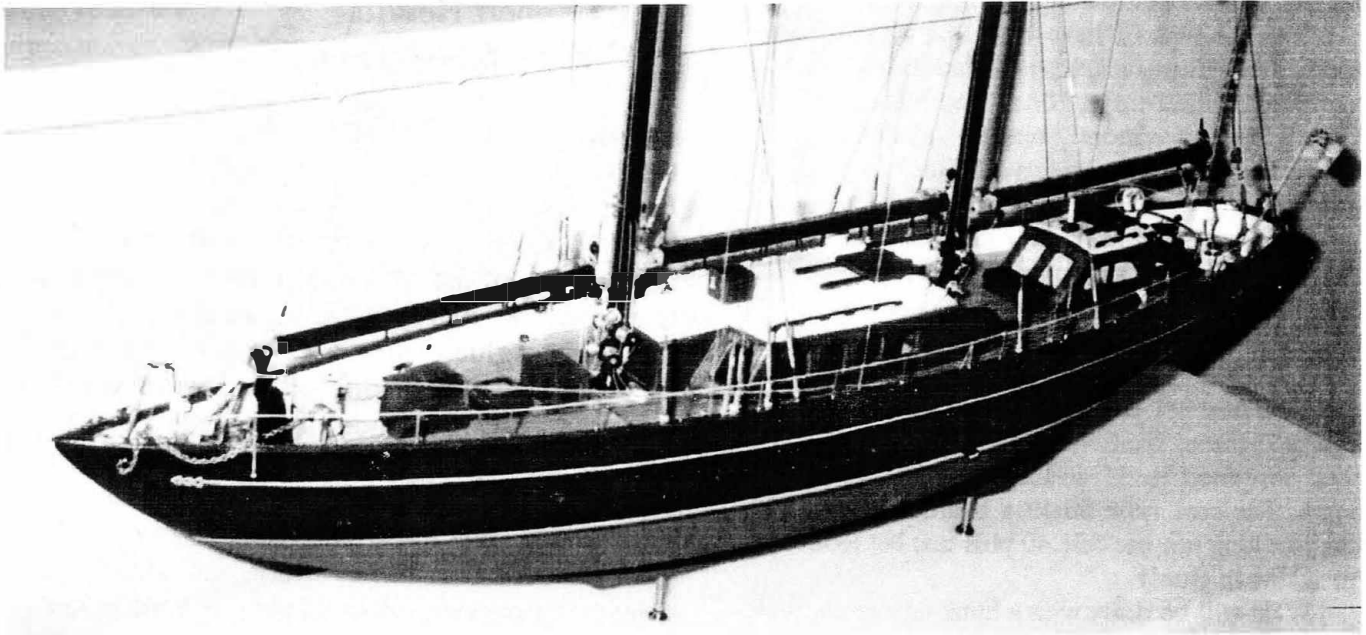
Ed White was demonstrating his skills to Del Mar fairgoers at the Fine Woodworker's booth which showcases the use of antique 19th century tools and techniques in the creation of charming little oak "Chairs for Charity". Our Ed is a busy fellow who also volunteers at the Rancho Guajome Adobe State Park where he enjoys demonstrating the art of Blacksmithing to the visitors.

San Diego Ship Modelers at the Del Mar Fair

By Fred Frass

Congratulations to **Phil Matson** for winning second place with his superb model "Sintra". Third place was won by **Joe Bompensiero** with his "Hancock" and **Robert Hewitt** received an Honorable Mention for his "HMS Victory". Competition seemed very keen this year.

First place went to a man who built a full size "model" of a 10 speed bike: all out of wood including the chain! Also submitted were **Jack Klein's** "Challenger", the SS Jeremiah O'Brian and SS Lane Victory, both by **Fred Frass** and **Robert Hewitt's** "Mocha Dick".



TOP: A detailed view of the deck of the graceful *Sintra* created by **Phil Matson** using poplar, spruce and teak.
BOTTOM: **Joe Bompensiero's Hancock** is a real beauty! The ship's boat in tow fascinated the fairgoers.

Bye-Bye to B.&B.

By Fred Frass

Where to find it; where to buy it! We're talking basswood, ..for solid hulls scratch-built. Solid hulls just like Blue Jacket features in their kits.

Over the years I have built several 1/16" scale models from Blue Jacket plans (and their fittings). I used poplar glued-up in "bread and butter" fashion. Poplar seemed more readily available than basswood; less expensive as well. But it's tougher to carve.

While working at the fair this year, a passer-by told me about Rockler's on Clairmont Mesa Blvd. I was told they stocked huge hunks of basswood which he mentioned to store help, would be a scratch-builders delight. So the next day I charged out to Rocklers. I discovered they had indeed, 4"x 6", 4"x 7" pieces from 4 to 8 feet in length, they also stock basswood in 1" and 2" thickness' varying in length. The cost runs \$6.40 a board ft (A 4"x 6", four feet long ran me \$51.40 plus tax; but look what I'm saving in glue!)

What will be done with a hunk this size?? Build the liner "S.S.America" in 1/16 scale (circa 1939) which will make a model 46.5" long; 6" wide and various depths. Should be a fun job with Blue Jacket's plans. Now if I could just figure out a way to line up ten lifeboats and their davits on each side in perfect order.

Stay tuned...

ROCKLER

WOODWORKING AND HARDWARE



858

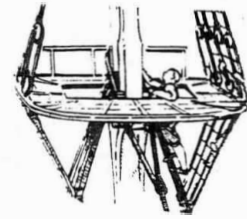
Phone: (619) 268-1005

Fax: (619) 268-0628

Kearney Plaza 8199 Clairemont Mesa Blvd.
San Diego, CA 92111

E-mail: store6@rockler.com

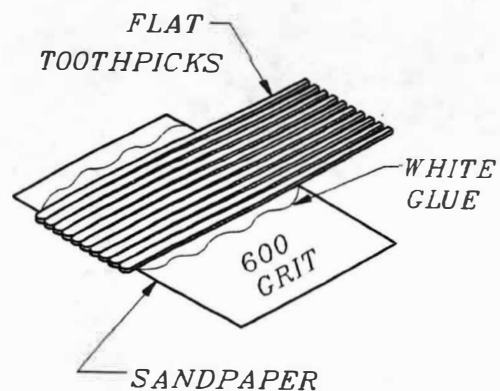
THRU THE LUBBERS HOLE



By Robert Hewitt

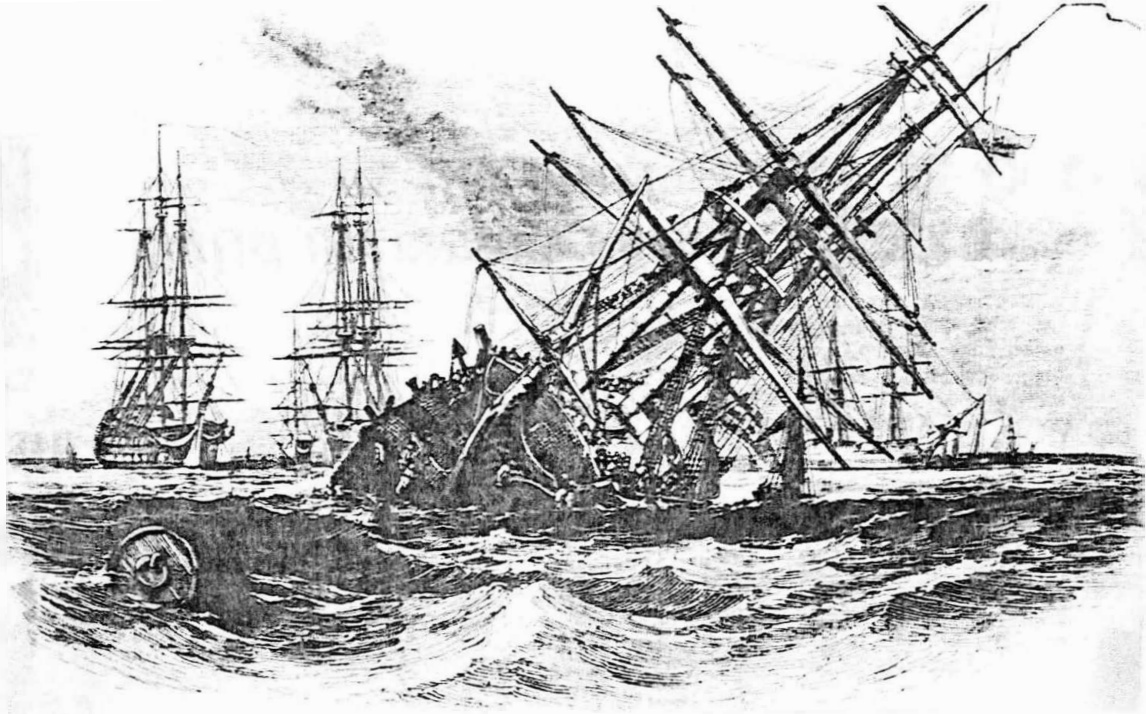
CHEAP SANDING STICKS

After our Nautical Research Guild Conference meeting last November, my good friend, Gus Agustin, left me two small cases filled with the overage of parts from his construction of the MEDEA models. Included in this treasure trove were a number of flat toothpicks glued to a 600-grit piece of sandpaper. Just slice one off as needed with a single-edged razor blade. They make excellent work of those pesky radii in the corners of gunport openings. The beauty of this is that any grit can be used, just keep one end free to note the grit number. For larger work you could use tongue depressors, also known as craft sticks, but they're smaller and cost more. Another type of sanding stick can be made from 1/4" or 3/8" square mahogany stock available at the railroad model shops. Cut into sticks six inches long with the sandpaper glued on any or all sides.



Found in the South Bay Model Shipwrights newsletter (originally from "The Fiferail" of the Nautical Research & Model Ship Society of Chicago)

The 3M Co. has a new archival-quality double-sided tape that comes in 36' rolls, 3/4" wide. Called 3M HiPerformance D/C Polyester Tape with Poly Coated Liner, Product #9500PC, it is great for applying copper hull plating. It can be ordered (by credit card) from Gard Distributing Co., 6981 NW 42nd St. Miami, FL 33166 (305-592-69200 For \$12.64+ s/h.



Loss of the *Royal George* (From *Ships and the Sea*)

Sea Talk

Gleaned from *The Oxford Companion to Ships and the Sea*

THE LOSS OF THE *ROYAL GEORGE* is one of the best known examples of the capsizing of a ship with very heavy loss of life. H.M.S. *Royal George* was a 1st rate ship of the line of 100 guns and on 29 August 1782 was lying at Spithead with almost her entire crew and a large number of wives and other women and children on board. She was given a Parliament heel [made by running the guns of one side of the ship over to the other] to expose part of her side for the fitting of a cock below water. While she was heeled, she filled with water and sank very quickly with a loss of about 900 lives.

The exact cause of the disaster is not known, but there are two possibilities: first, that she was heeled too far and water entered the lower tier of gunports, and second, that her timbers were rotten and the ship's bottom, or part of it, dropped out while she was heeled. A court martial was assembled at Portsmouth on 9 September 1782 to try her survivors for negligence and after hearing both survivors and witnesses found that the cause of the disaster was that part of the frame of the ship gave way because of the decay of the timbers. But other evidence was given at the court martial that the officers on deck had been alarmed at the extent of the heel and had called the carpenter on deck to tell him to reduce it. Certainly her timbers were very much decayed, and equally certainly, water came in through the lower tier of gunports, but it is possible that a collapse of part of the frame was responsible for bringing the gunports below water and not necessarily the extent of the heel.

DAZZLE-PAINTING, a method of deceiving an enemy as to the size, outline, course and speed of a ship by painting her sides and upper-works in contrasting colors and shapes arranged in irregular patterns. It was widely used in the two world wars to make it difficult for the gunnery control officers of enemy ships and the captains of U-boats accurately to plot a victim's movements when manoeuvring for an attack. A ship scientifically disguised by dazzle-painting could be made to look at a distance smaller than she actually was, faster than she was actually steaming, and steering an entirely different course from the one she was actually on, thus throwing out the calculations of the correct deflection to allow when firing at her by gun or torpedo. Dazzle-painting, later called camouflage, was originated by Norman Wilkinson, a British marine artist.

GRATICULE, (1) the network of projected parallels of latitude and meridians on a map or chart. (2) The scale, traditionally made from a filament spun by spiders, inserted into submarine periscopes, rangefinders, and marine binoculars.

KING SPOKE, the spoke of the hand steering-wheel in a ship which is uppermost when the helm is amidships. It is often marked with a ring carved on it or by a turk's head knot fixed round the spoke.

MAST COAT, a covering either of canvas or rubber, secured round the foot of a mast and to the deck around it, which prevents water from running below through the opening in the deck where the mast goes down to its step in the keelson. It is mainly used in sailing vessels where the masts have to be allowed a certain amount of play as they go through the openings in the deck in order to absorb the pressures of wind upon sails.

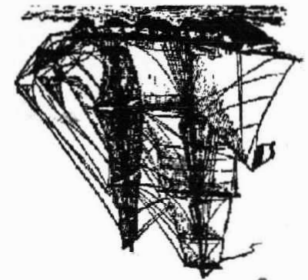
DEL MAR FAIR
2000

**guild members shine
at Del Mar!**



**July 12th
7-9pm**

/redacted/
Fred Frass



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



SAN DIEGO SHIP MODELERS' GUILD

Officers for 2000

Guild Master	Jacki Jones	/redacted/
First Mate	K.C. Edwards	/redacted/
Purser	Bob McPhail	/redacted/
Newsletter Editors	Bill Forbis	/redacted/
	Fred Frass	/redacted/

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
BERKELY.

MEMBERSHIP

Dues are \$15 annually (\$7.50 after July1).

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