



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

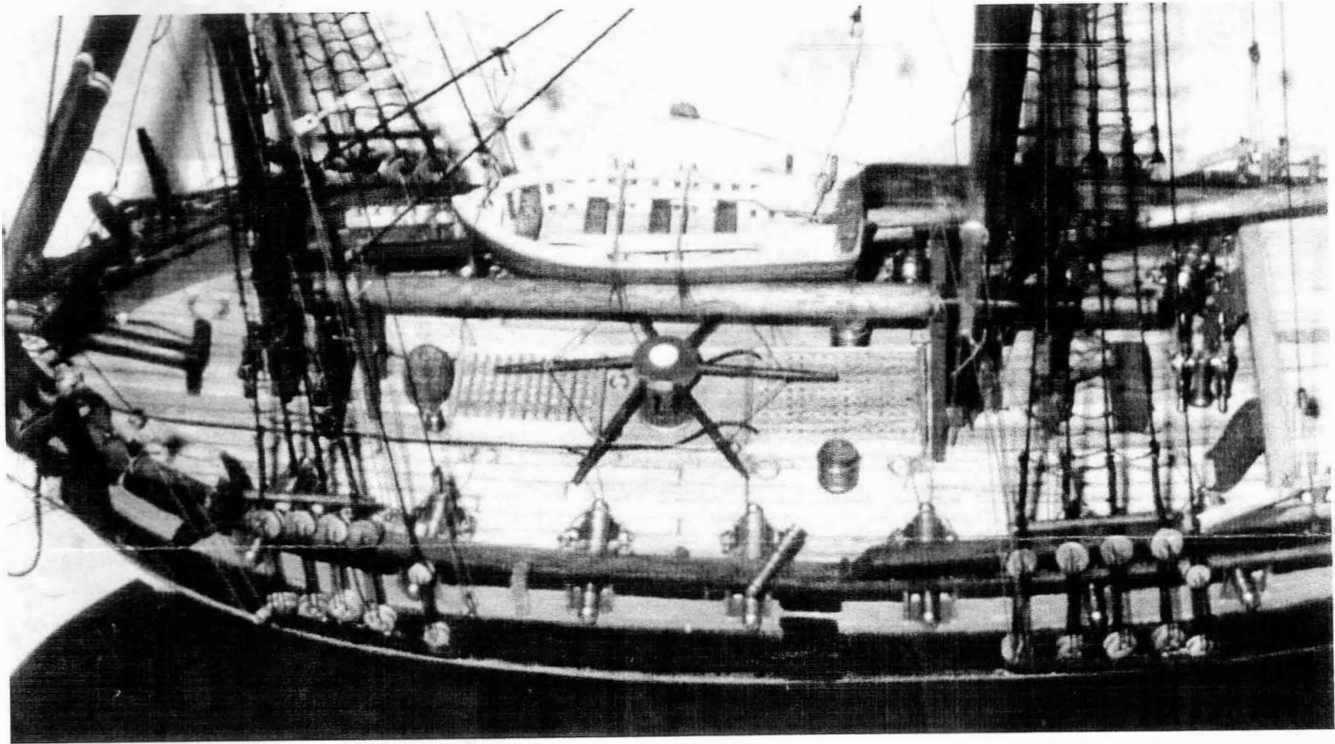
San Diego, CA 92101

OCTOBER 2000

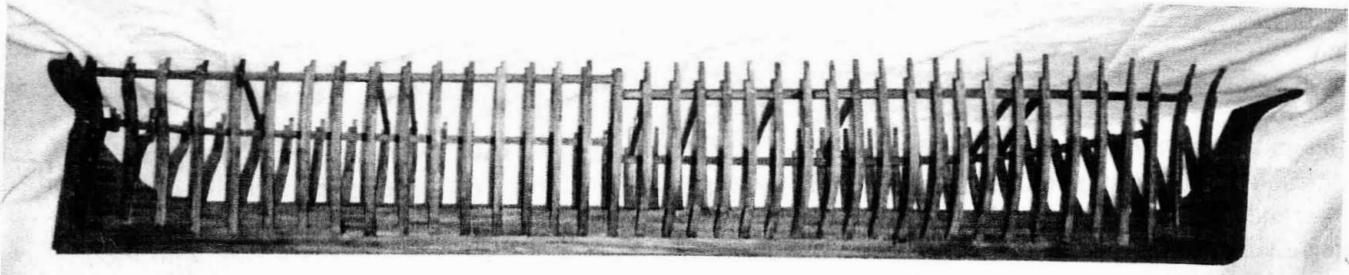
NEWSLETTER

Volume 24, No. 10

A ship that maybe never was? A frame without a name? In September, variety continued to be the trademark of our Guild's Show & Tell



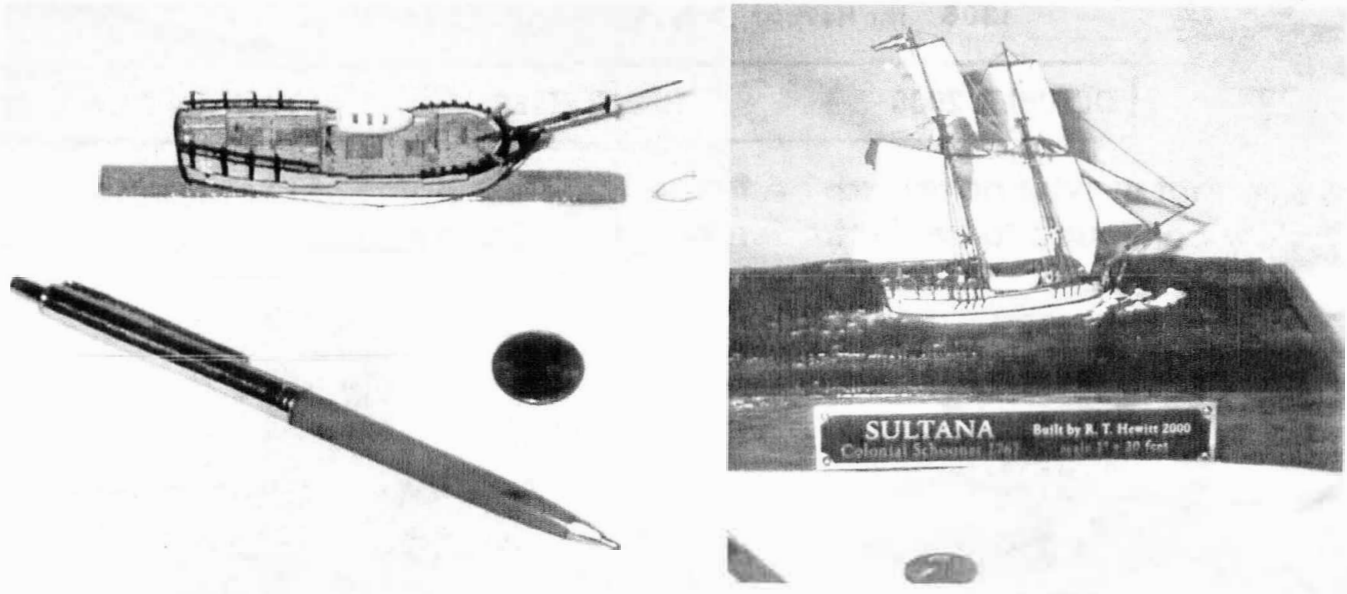
After a year of work, **Jerry Deschenes** has completed his *Fair American* built from a Shipways kit which he purchased at a Guild auction last year. Jerry paid a lot of attention to detail and it shows. Interestingly, nothing is known about the history of this ship and it is even thought that it may be an artist's creation not actually representing a ship that ever existed.



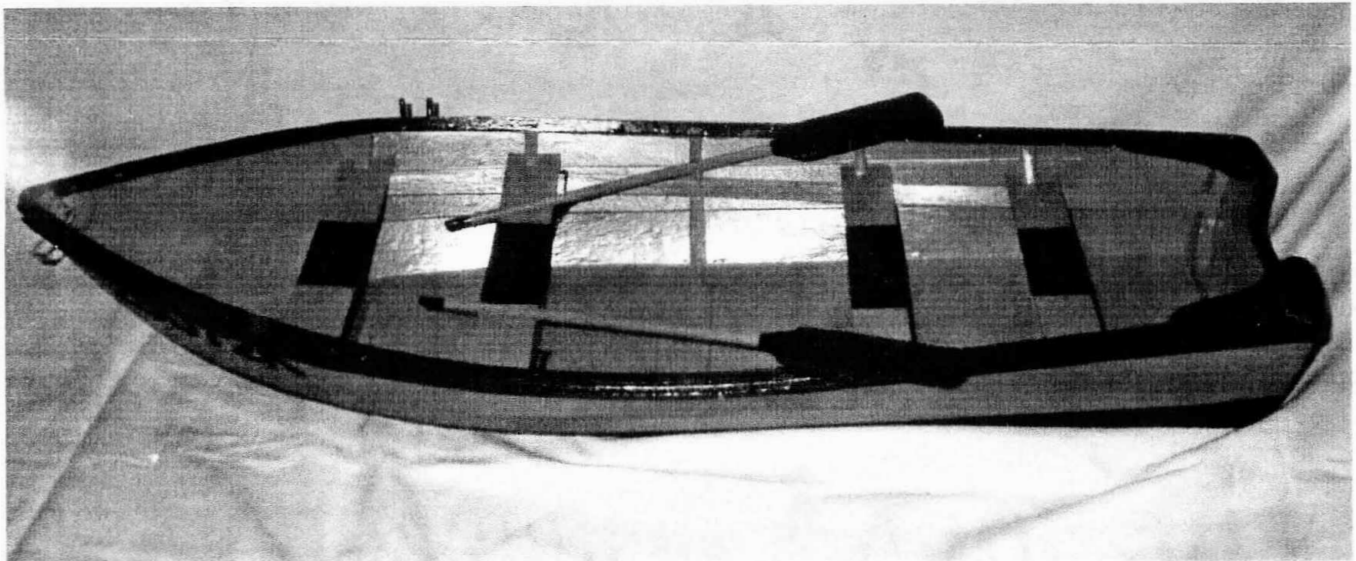
This mystery ship was given to **K.C. Edwards** by a contractor from Arizona who found it in a house he was working on. K.C. has no information regarding what ship it is supposed to represent or what its scale is. From its relative length and width it would appear to be a clipper ship and it is made of teak wood. K.C. is thinking about creating a partially planked "Admiralty" style model out of it to show off the beautifully contoured frame.

More on Page 2

A tiny schooner with cigarette-paper flags, a dory waiting for a motor



Robert Hewitt created this 1" = 20' model of the colonial schooner *Sultana*. It was scratch built with a solid hull placed into a sea carved out of bass wood. The deck was drawn on the computer and printed out on rice paper. Robert decided to make three hulls at the same time, but finish them separately. The flags are made of cigarette paper, the rigging is fly tine and the mast stays are linen. Extra details which add to the realism of the finished model include a tiny crew and four dolphins preceding the bow of the ship for good luck.



This model of a colorful orange and green dory complete with oars was purchased already completed by **Lew Johnson** on his vacation to Newfoundland this summer. It is clear that Lew is delighted with this charming little boat and he confirmed that it floats very nicely. The actual scale of the 26" model is not known, but its construction is similar to the actual dories used in the lobster fishing industry. Lew is toying with the idea of fitting it out with as little electric outboard motor, ideally a "Johnson Outboard". Does anybody know where Lew can track down such a motor?

Captions and Photos by Jacki Jones

Don Dressel Tells His Gold-Leafing Secrets

The process of gold leafing carved wooden or brass figures for your ship model is relatively simple. I have found that the gold leaf adhesive size used in the process is an effective sealant to prevent the brass from leaching the gold leaf.

The figure or area you desire to gold-leaf can either be done before application to the model or after. My usual method is to attach the figure to the model, then apply the gold leaf adhesive size.

The adhesive size I use was obtained from Michael's, a chain of craft and art stores (there's a branch on Fletcher Boulevard in El Cajon). I asked for a gold-leafing kit, which they carry. The kit does not have real gold leaf, so if it is purchased, the fake gold leaf is tossed away. The kit also contains a sealer for after the fake gold leaf is applied, which I also have never used, since real gold leaf does not need it.

The bottle of gold leaf adhesive is the only thing you want from the kits—it can be purchased separately at some of the art stores. The bottle of gold leaf adhesive size is made by Houston Art Inc., 10770 Moss Ridge Rd., Houston, Texas 77043-1175.

The real gold leaf I purchase is from Easy Leaf Products, 6001 Santa Monica Boulevard, Los Angeles CA 90038-0940 (Tel.323-469-0856). There are different kinds of gold leaf, so you have to specify which kind you want. You can look this up on the Internet.

I use the German GRUH-bok, which is 22-carat German deep gold leaf in a book form. There are 25 sheets to a book; each sheet is about 3 3/8" x 3 3/8" square. The cost of each book varies by the cost of gold at the time you purchase the book, but averages around \$30 to \$35 per book.

The first step is to apply the gold leaf adhesive size. After shaking the bottle well, the material (which looks like diluted white glue) is applied by brush to the figure or area you want to gold-leaf. It goes on milky white, but dries clear. You should wait at least an hour after applying the gold leaf adhesive size before beginning to apply gold leaf.

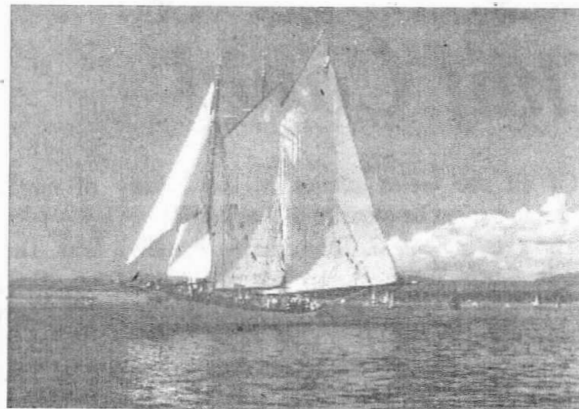
The gold leaf is applied by picking it from the book and placing it over the area you have sized. A stiff brush is used to help the gold leaf to conform to the contours and shape of the object being gold-leafed.

Care must be taken, for the gold leaf is very thin and will disintegrate at the drop of a hat. *Don't sneeze!* A soft brush is used to clean the excess gold leaf off. You are done. If additional gold leaf has to be applied, simply repeat the process.

My model of the *Friesland*, a Dutch warship, was successfully gold-leafed about 10 years ago and still looks excellent.

Don Dressel is Treasurer of the Ship Modelers Association in Placentia, Calif., and often writes for that

club's newsletter. He was recently elected to be a director of the Nautical Research Guild. He can be reached at /redacted/



The gaff-rigged schooner Zodiac

Cruising in Puget Sound On a 76-Year-Old Schooner

A West Coast sailing experience that is not too well known in Southern California is cruising aboard the schooner *Zodiac* out of Snohomish, on Puget Sound.

Zodiac is an interesting, handsome, historic and fairly large old wooden ship. She measures 127 feet on deck, 25½ feet in beam, 10 feet in depth. The masts are 101 feet tall, and the sail area 7,000 square feet. Under power from her Caterpillar engine she can make nine knots

This ocean racing yacht was designed by William Hand and built in 1924 at East Boothbay, Maine. She participated in the 1928 Transatlantic Race from New York to Spain. In 1931 her owners put her up for auction and she was purchased by the San Francisco Bar Pilots Association.

Renamed *California*, she served until 1972 carrying pilots to ships outside of Golden Gate and inside the bay. Then the Vessel *Zodiac* Corporation bought her, restored her with the help of hundreds of volunteers, and gave her back her original name. She was put on the National Register of Historic Places in 1982.

Her business now is charters for sailing in the San Juan Islands. She can be booked by 49 passengers on day sails for \$2,500, and by 24 passengers on overnight sails for \$2,500 per day. Per passenger that works out to about \$50 a day and \$100 overnight—not bad. You get to tail off on the halyards and sheets, too.

The Vessel *Zodiac* Corporation can be reached at P.O.Box 322, Snohomish, WA 98291-0322. Phone: 425-483-4088 With some exceptions, *Zodiac* does not sell individual tickets.

The Elderhostel organization offers five-day cruises starting from the Fairhaven Cruise Terminal off I-5 in Bellingham, Wash. The price is \$545. Elderhostel's toll-free phone number is 1-877-426-8056.

The Contraption That Could

Of all the weird scenes in the history of naval warfare, this must be close to the weirdest:

The date is Feb. 17, 1864, during the Civil War. The place is the Atlantic Ocean just off Charleston, S.C. Under a bright moon, a loony Confederate submarine, fashioned from the boiler of a steam locomotive, churns at four knots toward the Union blockade gunship U.S.S. *Housatonic*.

Inside the sub, named *Hunley* for her sponsor there's a crankshaft that runs down the middle for most of the 40-foot length, and goes out the stern to a propeller. The diameter of the hull is only four feet, but that's enough room for eight sweaty seated men to work the cranks, turning the prop. Up forward the skipper, standing in the conning tower, peers through small portholes to steer the vessel.

A 17-foot spar, tipped by a torpedo containing 90 pounds of gunpowder, protrudes from the sub's bow. Ordering the crew to spin the cranks at frantic speed, the captain rams this deadly probe through the wooden sides of the *Housatonic* next to a magazine holding 7,000 pounds of powder.

Yelling "Full astern!" or something like that, he jerks on a lanyard that triggers the torpedo as the sub backs away. *Housatonic* blows up and goes down in five minutes, becoming the first ship ever to be sunk by a submarine.

Survivors on the *Housatonic* later reported that they saw the sub pull off, reverse course and head for Charleston. Unluckily for the Confederacy, *Hunley* at this point also sank, no one knows why.

Over more than a century, many a treasure-hunter searched for the wreck of the secret weapon of the South. In 1900, P. T. Barnum offered a bonus of \$100,00 for her recovery. It took 136 years before *Hunley* was pulled up from the sea and broke into bright sunlight on Aug. 8, 2000.

The submarine was finally located in May 1995 by magnetometers towed by a team organized by Clive Cussler, author of the novel "Raise the Titanic." At 4½ miles out in the Atlantic, it was in 28 feet of water and not far from the wreck of *Housatonic*.

The National Geographic Society sponsored the Cussler dive team, and a non-profit organization called Friends of the *Hunley* undertook the recovery and salvage operation. So far this has meant removing three feet of silt from on top of the hull, trenching around it, and constructing a 55-foot steel cradle to distribute its weight

evenly while it was being lifted.

That was accomplished by a large floating crane, which then gently lowered the hull onto a barge. The barge moved across Charleston harbor, up the Cooper River to the Charleston Naval Base. Another crane dropped her into a big tank of refrigerated water that was waiting for her.

The sub has to be kept away from air, light and heat because she is covered with a greenish layer of cement-like material called concretion. This cocoon is composed of underwater corrosion and marine deposits, and scientists want to keep it intact until they are ready to begin conserving the sub within six months. Some kind of electrolysis is involved.

This is going to be a major archeological excavation. "The *Hunley* is an international treasure," says Maria Jacobsen, leader of the archeological team. "It's the first--- the grandmother of all modern submarines. It's a true time capsule. Inside there is data and fragments that will illuminate the story."

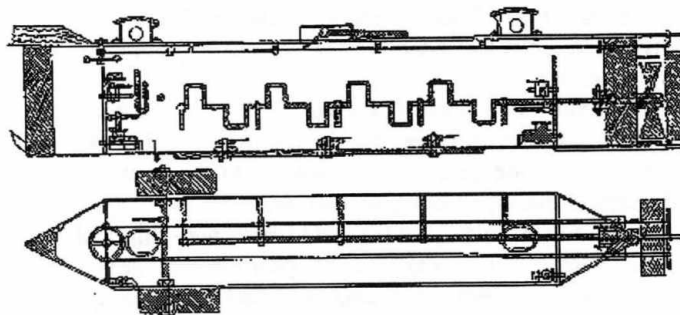
Two major questions may eventually get answers.

What's inside this vessel that someone nicknamed the "peripatetic coffin"? That's like "guessing from a crystal ball," says Jacobsen. "I expect there are skeletal material remains in there. However, these remains are probably quite disarticulated." She recalled that when excavating a 17th century ship off Texas scientists found a skeleton with a portion of the brain still preserved.

Also to be discovered are navigational gear, steering mechanisms, pumps, a compass and a depth gauge, a watch, tools, firearms, shoes, belt buckles, buttons, provisions, even good luck charms.

What caused Hunley to sink? Rivets popped by the *Housatonic* explosion? "Rivet technology wasn't very well developed in the 19th century," says team director Robert Neyland, the U.S. Navy's chief underwater archeologist. A story in "Time" offers the interesting theory that "maybe [the sub] got stuck on the bottom and the crew opened the sea cocks in a suicide pact?"

Certain it is that *Hunley* was doomed to be a death



Sketch of *Hunley* from "Charleston's Maritime Heritage, 1690-1865," showing crankshaft, wheel, conning towers, propeller and diving vanes but not torpedo spar.

trap. On two earlier voyages out of Charleston, she sank twice, killing 13, including Sponsor Horace L. Hunley himself.

Millions of dollars have so far been poured into raising and preserving *Hunley*, and she will eventually be put on display in a new wing of the Charleston Museum.

Housatonic is getting into the act, too. She was a 12-gun, steam-powered warship, 207 feet long and 38 feet wide, that was sent to Charleston as part of the Northern blockade of Southern ports. After the explosion and subsequent channel clearing, there wasn't much left of her. Mainly coal, says one diver

Nevertheless, there's a proposal afoot to create a

Hunley-Housatonic National Battlefield, "no less important than Little Big Horn or Gettysburg," says a South Carolina archeologist.

Modelers, such as Ed Parent and Irwin Schuster at the U.S.S. Constitution Guild in Massachusetts, have had difficulty in finding credible plans for *Hunley*, though Ed has drawn some very neat ones from various sources, and built his idea of what the boat could have looked like.

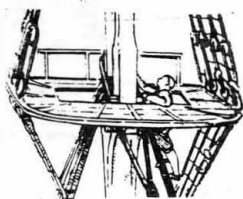
Once the *Hunley* is on public display, accurate plans may cease to be a problem.

Much of the material in this account came off the Internet. Just type "Hunley" into the Yahoo! search engine.
---Bill Forbis

Tales of the Confederate Navy: No.2, Charleston

THRU THE LUBBERS HOLE

By Robert Hewitt
CSS CHARLESTON
The Ladies Gunboat



The success of the *MERRIMACK* in keeping at bay a strong Union force created a great deal of news reports and local fund raising to build more ironclads. Funding for the *CHARLESTON* came primarily from women's clubs. The bulk of the funds came from the members selling their jewelry.

The *CHARLESTON* was laid down in Charleston, South Carolina in December, 1862, and was ready for service nine months later. It took until early 1864 to obtain a crew. She became the flagship of the squadron with Commander I.N. Brown in command.

She aided in the defense of Charleston harbor. She did night duty in turn with *CHICORA* and *PALMETTO STATE* to forestall any sudden attack on the harbor itself.

Widely known as the "Ladies Gunboat", she was blown up in Charleston harbor on the morning of February 18, 1864, to avoid capture

when Charleston fell to Union forces.

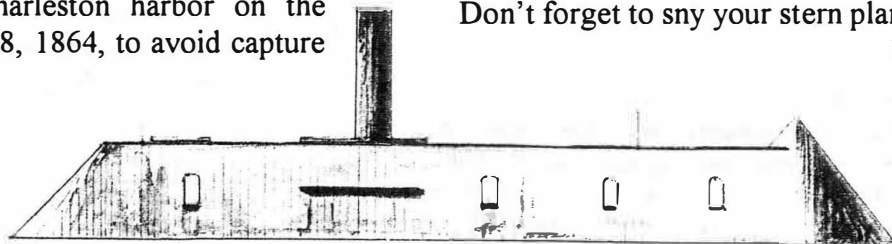
Her dimensions were 180 feet long by 14 foot beam and 14 feet deep. She could only reach six knots speed. The Confederates had to use whatever motive power was available and in reality, *CHARLESTON* was little better than a floating battery.

Author's note: after writing this article, I began to think of why a ship is called a "she". There is a tea mug from the *HMS VICTORY* gift shop that explains the reason quite clearly, however we may get quite a rebuttal from the ladies. The mug reads, "A ship is called a she because there is a great deal of bustle around her; there is usually a gang of men about; she has a waist and stays; it takes a lot of paint to keep her good looking; it's not the initial expense that breaks you, it's the upkeep.

"She can be all decked out; it takes an experienced man to handle her correctly; without a man at the helm she is absolutely uncontrollable; she shows her topsides and hides her bottom and when coming into port, always heads for the bouys." If anyone were going to visit the *VICTORY* this year, I would greatly appreciate having that mug, payment in full, of course.

Don't forget to sny your stern planks!

Robert



Charleston---Little better than a floating battery

20-to-1 for \$20 Dues

By a 20-to-1 landslide, members attending the September meeting agreed to a rise in membership dues to \$20. The last time our dues were raised was exactly 20 years ago, September 1990, when dues went from \$10 to \$15. Increased postage rates and printing costs for the Newsletter certainly justify the first increase in ten years. The labor costs of the Newsletter have remained the same---free, by the Newsletter volunteers. And we still pay no rent for meeting space.

We had one guest at the meeting: Fred Schaffer from Los Angeles. Purser Bob McPhail reported an increase in our treasury to \$/redacted/, up from \$/redacted/ reported in August. [Ed. Note: don't believe this includes the September Newsletter costs].

Six members volunteered to man the SDSMG booth at the Chula Vista Ffestival 2000 held September 16 and 17. On Saturday, **Robert Hewitt, K.C. Edwards** and **Chuck Seiler** manned the booth. **Ernie Andrews, Lou Johnson and Fred Fraas** were on hand Sunday. On both days, a steady stream of visitors boarded the tall ship *Bill of Rights* (down from San Pedro) and our own steam yacht *Medea*.

For new business, ideas were submitted by various members for raising funds to increase our treasury. These included holding a monthly raffle, selling donated books and unwanted model kits and locally produced videos. No conclusion was reached as to which we should use. More on this later.

It was announced that a new model magazine is available, "Model Ship Journal," which will apparently concentrate on steam warships and merchant vessels. A copy is available in the model shop. Subscription rates start at \$30 annually for four issues.

At this point, Show & Tell sessions began (see pages 1 and 2).
---Fred Fraas

Bob McPhail has received membership applications from five new members. They are Chari Wessel of San Diego, Richard O. Roos of Oceanside, Sid Kline of San Diego, Ramsey R. Arnold of San Diego and Michael Freeman of San Diego. Arnold writes that his interests are "model building, both display and operational, promoting the lore of the sea and preservation of the craft of scale ship modeling.

This month's issue of the Newsletter goes out to 76 members.

"Pass it on, please!" wrote Jean K. Eckert in the South Bay Model Shipwrights newsletter, when she printed this item, and **Fred Fraas** agrees with her. Here it is under the title "How to Survive a Heart Attack When Alone."

Without help, a person whose heart stops beating properly and who feels faint has only about 10 seconds before losing consciousness. Those victims can help themselves by coughing repeatedly and very vigorously.

A deep breath should be taken before each cough and the cough must be very deep and prolonged. A breath and a cough must be repeated about every two seconds without letup until help arrives, or until the heart is felt to be beating normally. Deep breathing gets oxygen into the lungs, and coughing squeezes the heart and keeps blood circulating. The squeezing pressure in the heart helps it regain normal rhythm. This gives time to get to a phone or to help, calling between breaths.

Next Meeting

October						
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				

Bending Wood by Lamination

By Richard Snyder

A couple of months ago I showed the laminated beams I produced for my *Soleil Royal*, and was asked to write up the procedure for the newsletter.

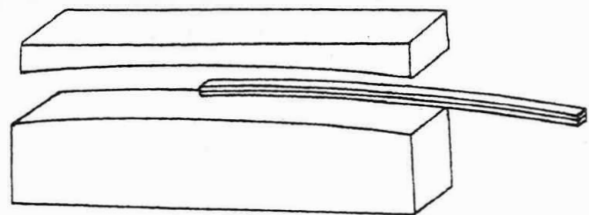
The concept is that two pieces of wood laminated together have different radii, and therefore will hold whatever camber has been created. The resulting beam will be much stronger than a single piece of wood which has been bent or cut to the camber required.

I took a piece of scrap wood and drew on its face the camber of the beams required. This could be a wale, planking, or any other piece of wood for a ship requiring a curve. I cut the piece of wood into two pieces, thereby creating the jig for the lamination.

The beams were to be 1/8th inch thick, therefore I cut two pieces 1/16th inch thick and approximately the length required for the beams, and glued them together using Titebond wood glue. I then placed them between the two pieces of the jig while the glue was still quite wet, and clamped the jig together. Rubber bands served this purpose quite well. The result is a beam with the correct camber which will not lose its shape.

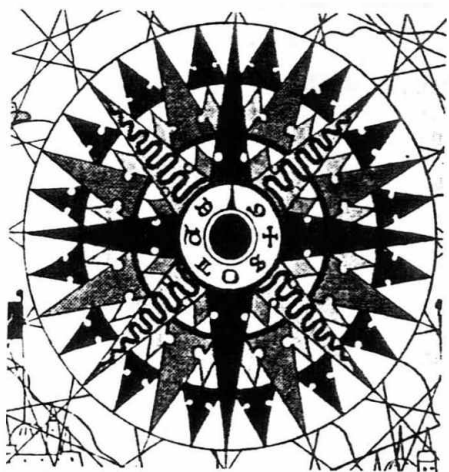
I tried both steaming the wood and pre-bending it before laminating, and also laminating the wood without pre-bending. Both methods worked quite well. More severe cambers might require pre-bending.

The accompanying drawing should make the procedure quite clear. *From the SMA newsletter*



Sea Talk

Gleaned from the Oxford Companion
To Ships and the Sea



Wind-rose from a 16th-century chart

WIND-ROSE or **WIND-STAR**, the compass of ancient mariners before the introduction of the magnetic needle. Usually associated with the Phoenicians, the rose had eight points named for the prevailing winds which blew from the various countries round the Mediterranean. These were, in the Italians version of the wind-rose, Tramontana (north), Greco (north-east) Levante (east), Sirocco (south-east), Mezzodi (south), Garbino (south-west), Ponente (west), and Maestro (north-west). It is to be assumed that mariners of those early ships were able to recognize these winds either by their characteristics of temperature, moisture content, etc., or else by association with sun, moon or stars, otherwise it would hardly be possible to use a wind-rose for purposes of navigation with any degree of certitude.

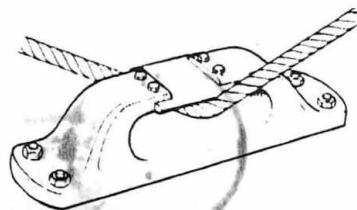
POTEMKIN, a Russian battleship of the Black Sea Fleet, which was the scene, in June 1905, of a famous mutiny. The ostensible reason for the mutiny was bad meat brought on board to be made into borscht, which the men refused to eat. The ship's commander, Giliarovsky, this refusal amounted to mutiny and acting in accordance with an old Russian naval custom, ordered that a number of men should be selected at random, covered with a tarpaulin, and shot. The men selected to do the shooting refused to fire their rifles.

This account was later denied by officers of the ship who survived the mutiny, but one rating named Vakulinchuk was undoubtedly shot by Giliarovsky and four other officers were killed by the crew. When the *Potemkin* returned to Odessa, Vakulinchuk's body was exhibited to the crowd ashore and rioting followed, some five thousand people losing their lives mainly during the

famous charge of mounted Cossacks down the Richelieu Steps.

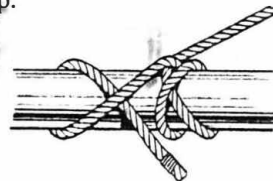
After meandering around the Black Sea in search of support, the *Potemkin* was scuttled by her crew in shallow water off Constanza, but was later raised and refitted. She was broken up after the First World War (1914-18). The mutiny forms the subject of the Soviet film "The Battleship Potemkin," made in 1925 and famous in the history of the cinema.

PANAMA PLATE, a metal plate bolted to the lugs of a fairlead to close the gap between them when there is any risk of a hawser or warp jumping out, as for example when a ship is secured alongside a high quay and the hawser comes down through the fairlead at a steep angle. It originated in the Panama Canal where ships have to secure to the sides of the many locks at constantly varying heights as the level of the water in the locks is raised or lowered.

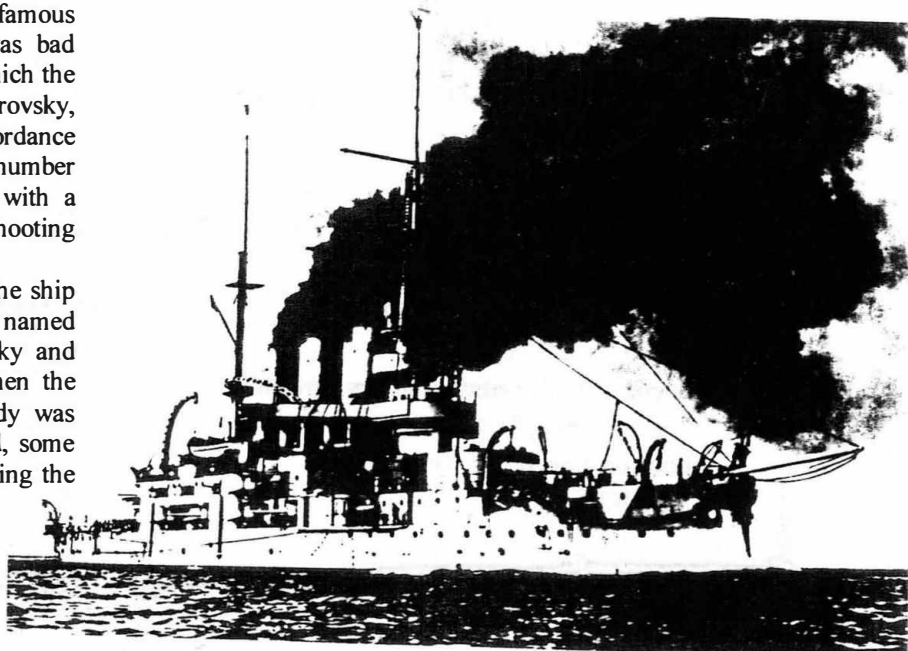


Panama plate on fairlead

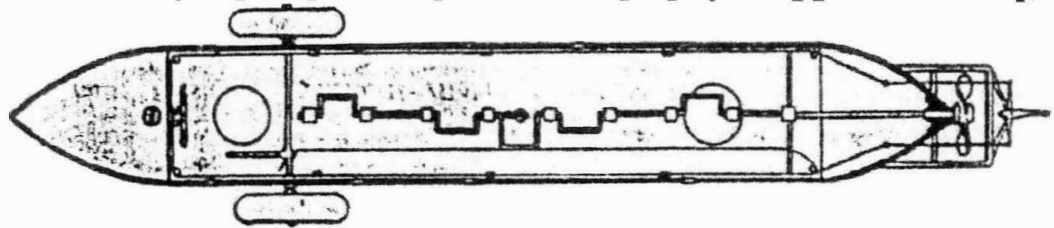
ROLLING HITCH, a hitch used on board ship for bending a rope to a spar. The end of the rope is passed round the spar and then passed a second time round so that it rides over the standing part; it is then carried across and up through the bight. A rolling hitch properly tied will never slip.



Rolling hitch



the ocean. Now it belongs to the archeologists.



For 136 years, this Confederate sub belonged to

/redacted/
Fred Fraas



1306 N. Harbor Drive
San Diego, CA 92109

San Diego Ship Modelers' Guild



SAN DIEGO SHIP MODELERS' GUILD

Officers for 2000

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

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 \$20 annually (\$10 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.