



# San Diego Ship Modelers' Guild

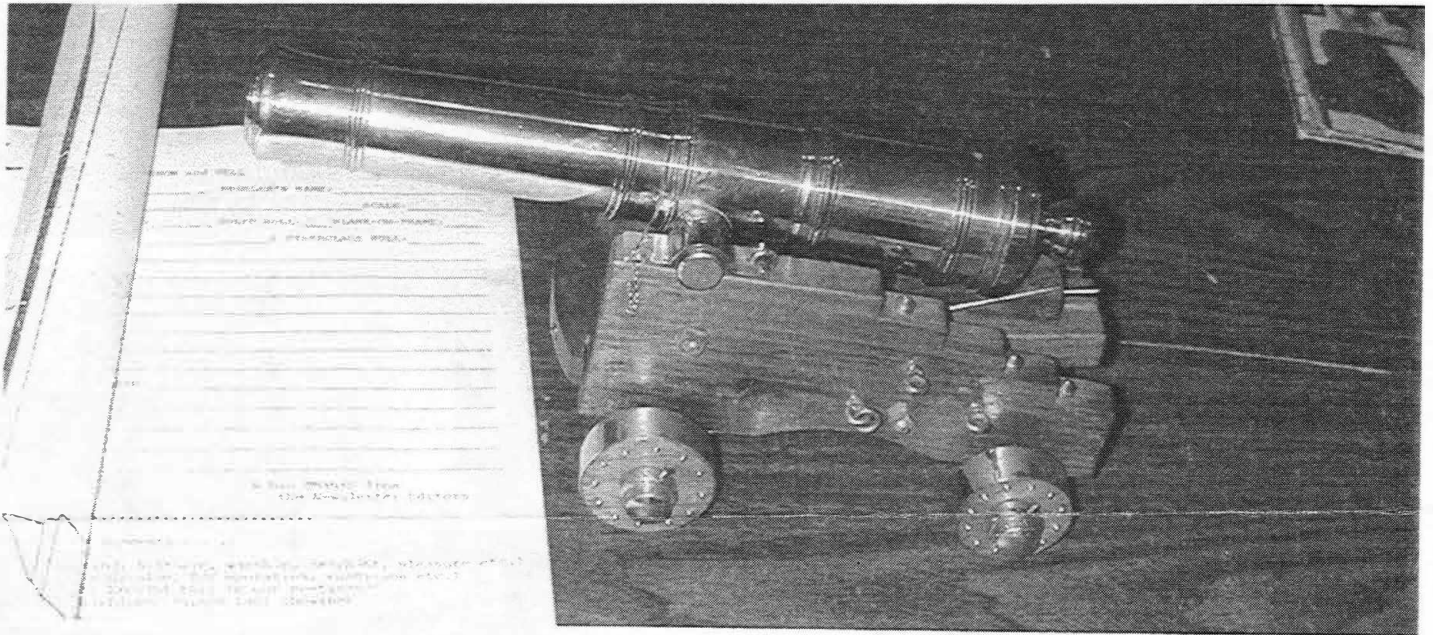
1492 N. Harbor Drive

San Diego, CA 92101

DECEMBER 2002

NEWSLETTER

VOLUME 26, NO.12



**Bob Graham** built this cannon from scratch.

## November Meeting Report

By Bob McPhail

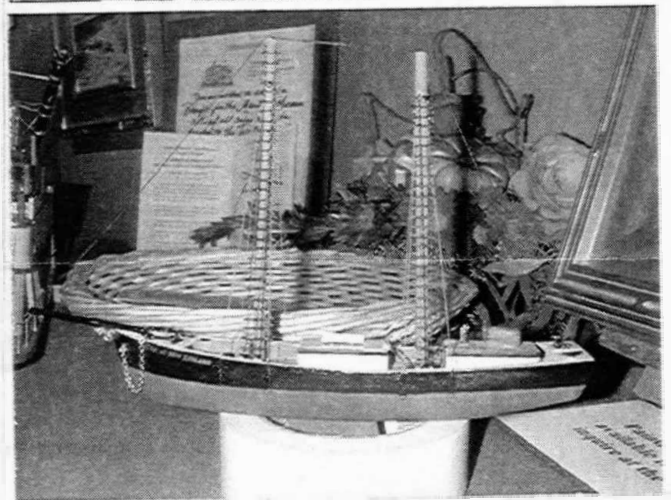
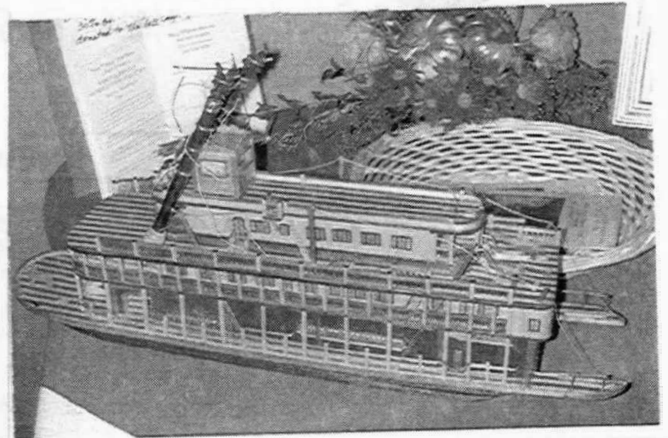
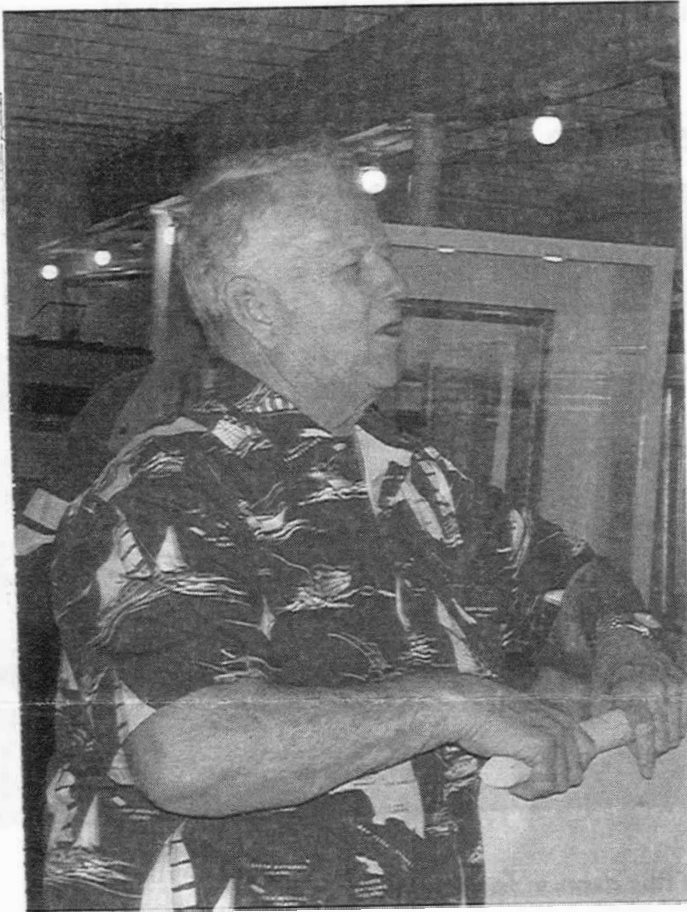
The guild master opened the meeting and asked for the pursers report. As of 31 October, there was a balance of \$/redacted/. This includes \$/redacted/ for name tags. There are sixty six regular members, six life members and nine organizations that newsletters are sent to.. Visitors were introduced. They were: Dick Kuhn, Karl Sundquist, and Todd Lewis.

It was noted that a replica of NINA is berthed next to BERKLEY. Bill Luther made copies of FLETCHER class destroyer plans for one of our fellow members.

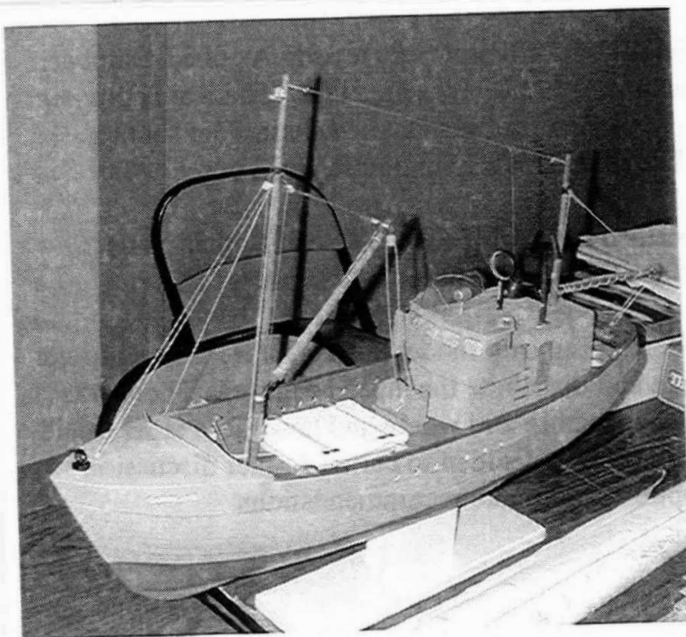
John Johnson discussed his hobby of video taping ship model museums. He wanted to get a consensus of how he could best produce and distribute the tapes he makes. There was significant discussion on possible guild sponsorship and where and how these tapes could be marketed. As a result of this discussion, it was decided to curtail further discussion and form a committee to review guild options and make recommendations.

After the break, show and tell followed.

Bob Graham discussed a model of a canon he made out of brass. He said he would make copies of the plans for those who requested them.



Chris Faddis brought in a river boat (KING OF THE MISSISSIPPI) and a model of a boat he calls "STAR OF NEW ZEALAND"



Jerry Deschenes showed his model of a North Sea trawler. He is refurbishing it after he built it over twenty years ago.



## Show and Tell

Name: Chuck Seiler

Date: 21 NOV 2002

Name of Model: ONEIDA

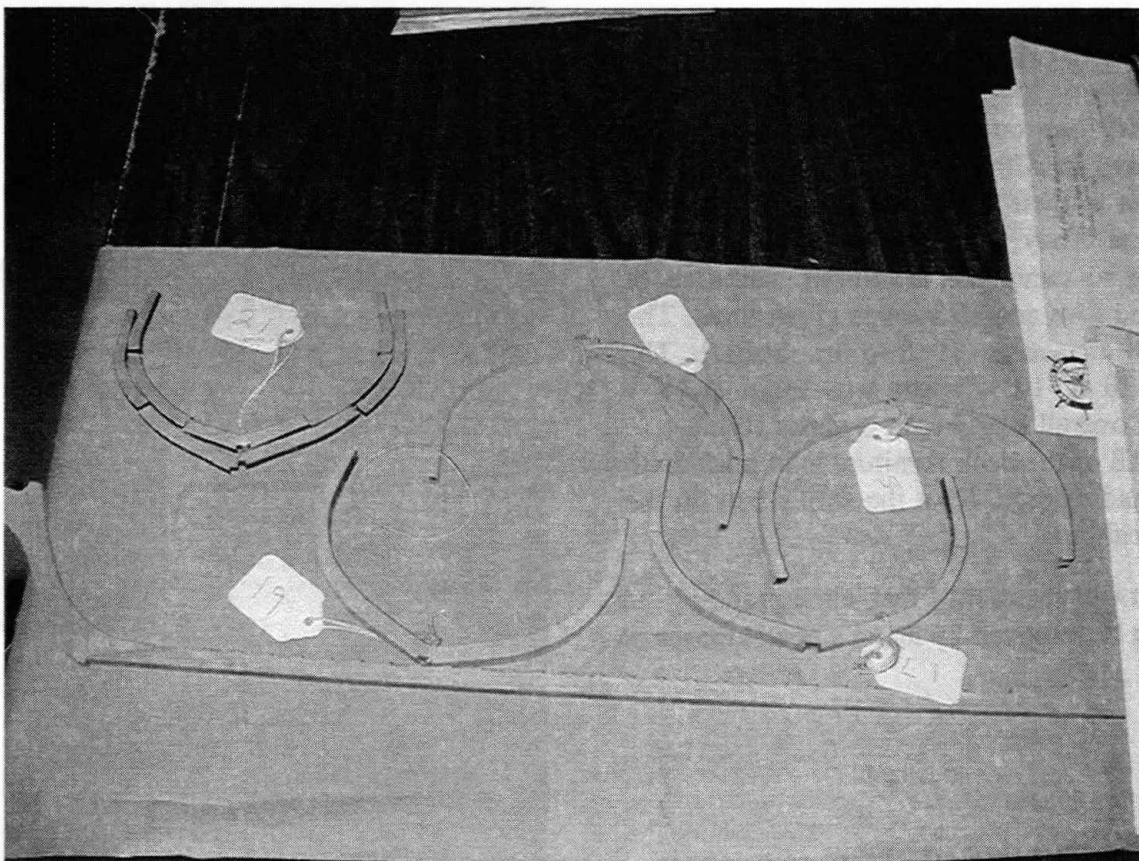
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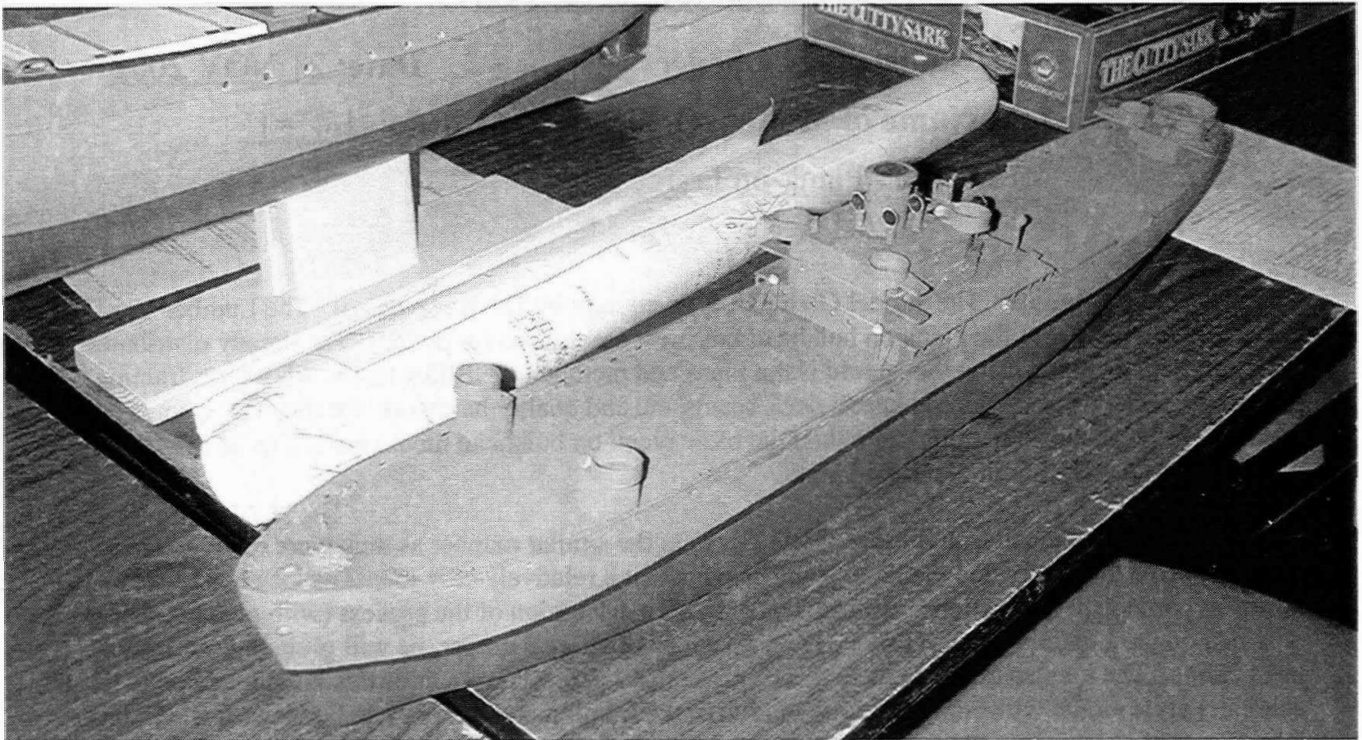
Type: Plank on Frame Kit

**Comments about model:** The model ONEIDA is an attempt by Dave Stevens of "The Lumber Yard" to provide an alternative to the plank on bulkhead kits most manufacturers put out. He already distributes timbering sets for ships using the Harold Hahn plans and method. ONEIDA features laser cut framing pieces and deck pieces, including knees, deck beams, etc and quality hardwood for the deck clamps and wales. This results in something more than the basic plank on bulkhead model but not quite as demanding as a scratchbuilt plank on frame.

The frames are each made from nine separate pieces in the similar manner as they were really made. The laser cutting of the pieces and the large plans help make it a relatively easy job. The kit does NOT, however, come with instructions. Instead, a step by step discussion of the process (with pictures) is provided on the Lumber Yard website. If you do not have internet access, he will probably send you instructions. The kit also does not include a rigging or sail plan. The result of this kit is intended to be an admiralty style model with some planking left off so the framing and interior can be viewed. I will bring it back as more progress is made.

**Comments about the real ship:** ONEIDA was built on Lake Ontario in late 1808/early 1809. Designed as a brig, it carried 18 carronades in gunports along the side and one 32 pound long gun forward. It saw extensive service on the lake during the War of 1812. Sometime after the war it was sold out of service and carried on until 1838 as a merchant vessel.





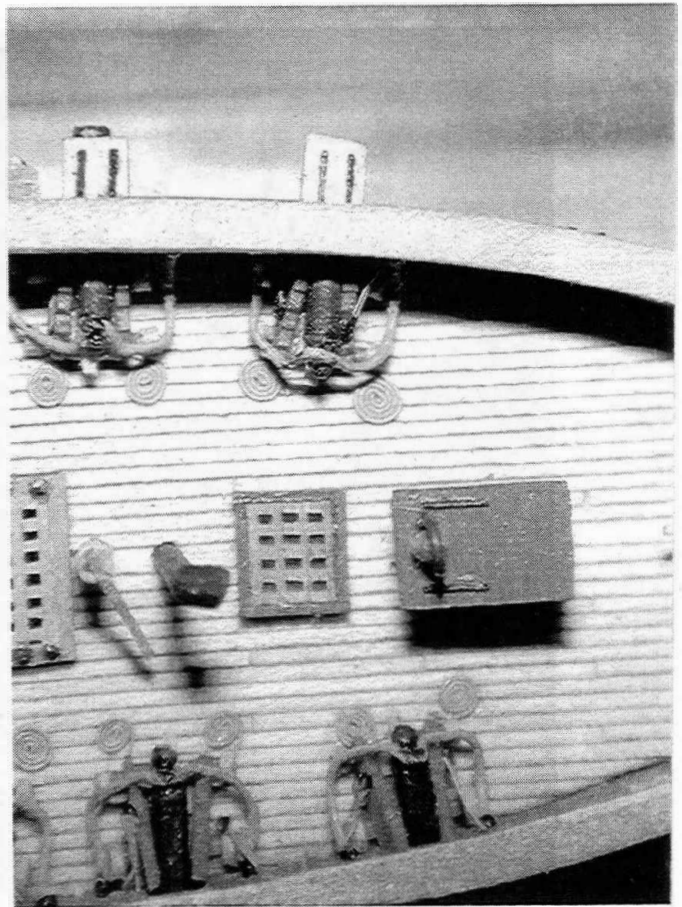
Howard Franklin discussed his model of a World War II liberty ship, JEREMIAH OBRIEN" from a Billings Boat kit. The scale is 1/16 inch = 1 foot The real ship is berthed at San Francisco.

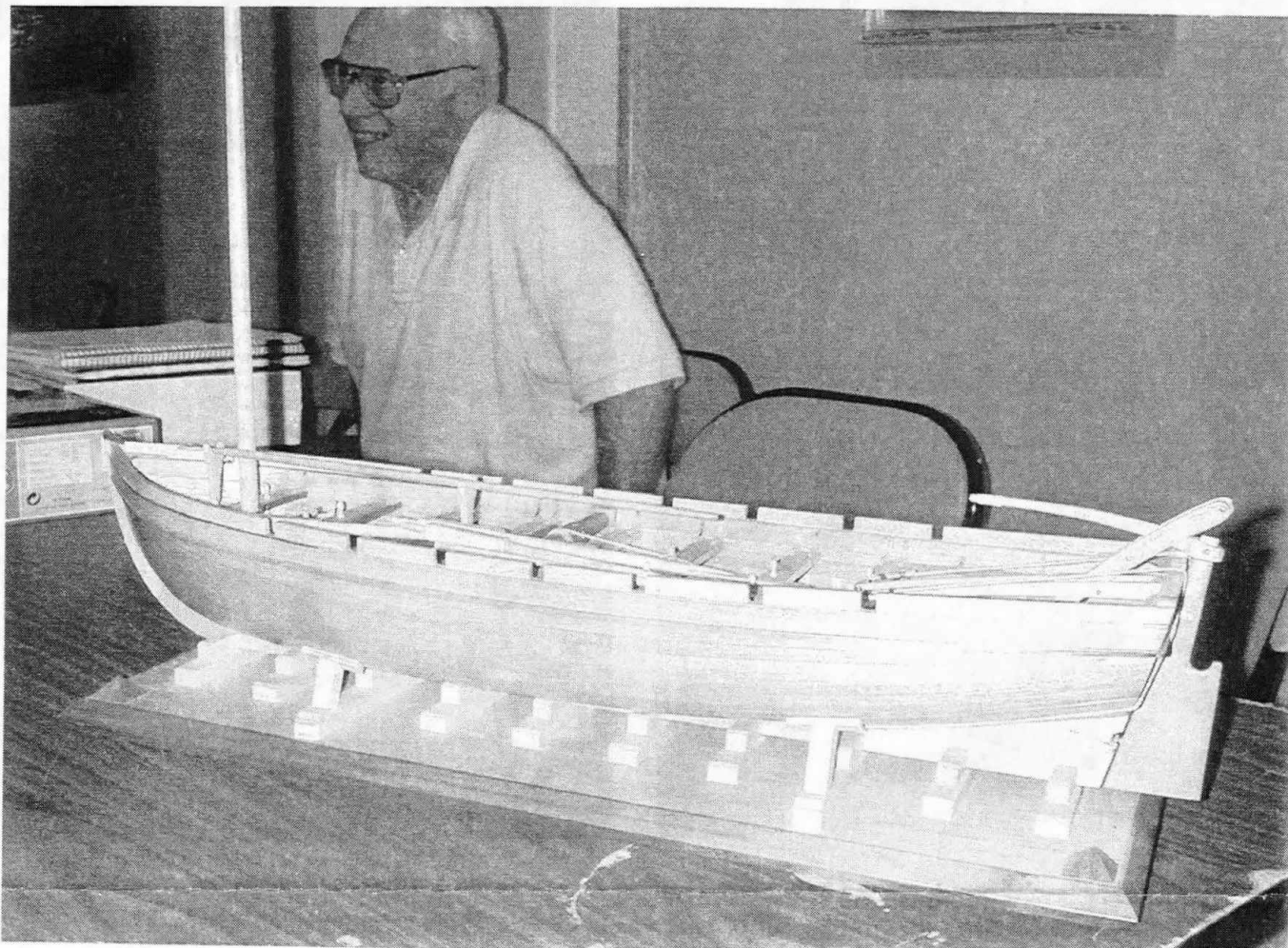
H.M.S. FLY scale 1"= 20 ft.  
By Robert Hewitt

Thirty one cutters were brought into the Royal Navy in 1763. They were very broad in proportion to their length. The ratio being 2 1/2 or 3 to one. They were fast weatherly craft and well able to carry the enormous sail area of square and fore and aft canvas given them. The FLY hull measures 51 ft.-6 in. overall. The beam is 20 ft. 10 1/2". She was listed at 78 + tons. The overall spar length is about 107 ft.

All of the deck furniture is in place with six 6 pound cannon. Note the ship's bell on the captains cabin.

It was mentioned that ebony sanding residue can be removed by using a pencil eraser on it.

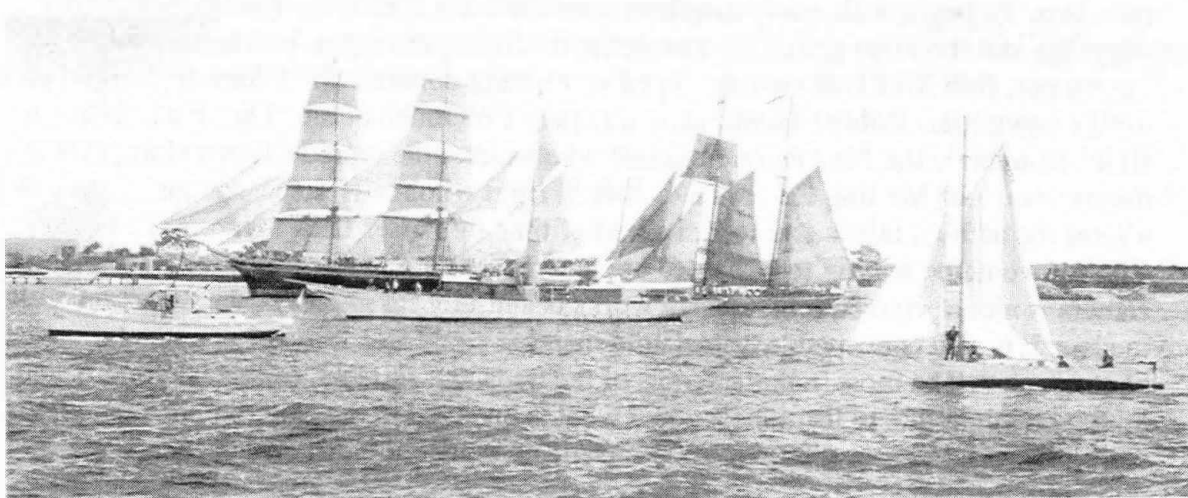




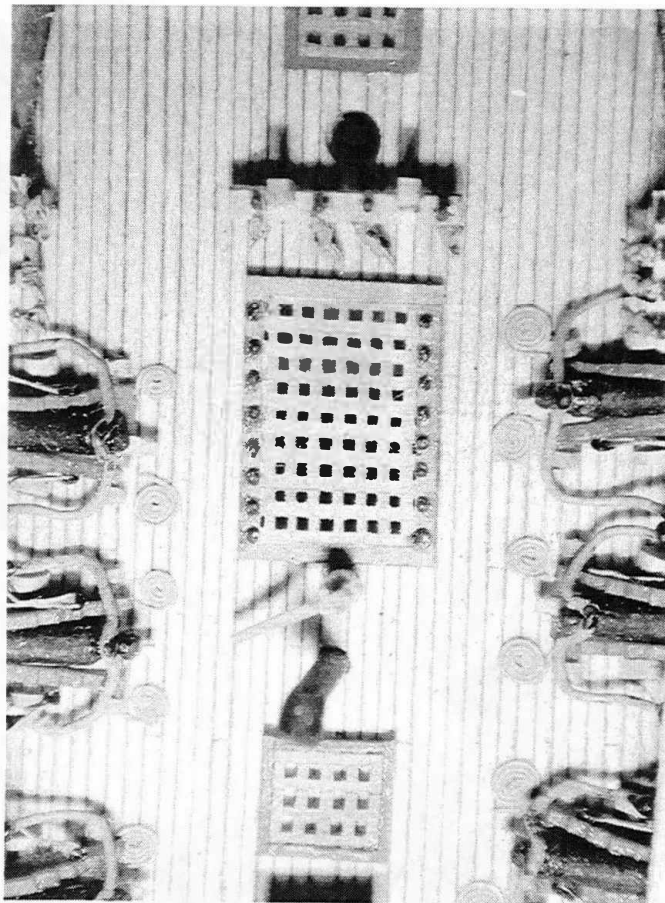
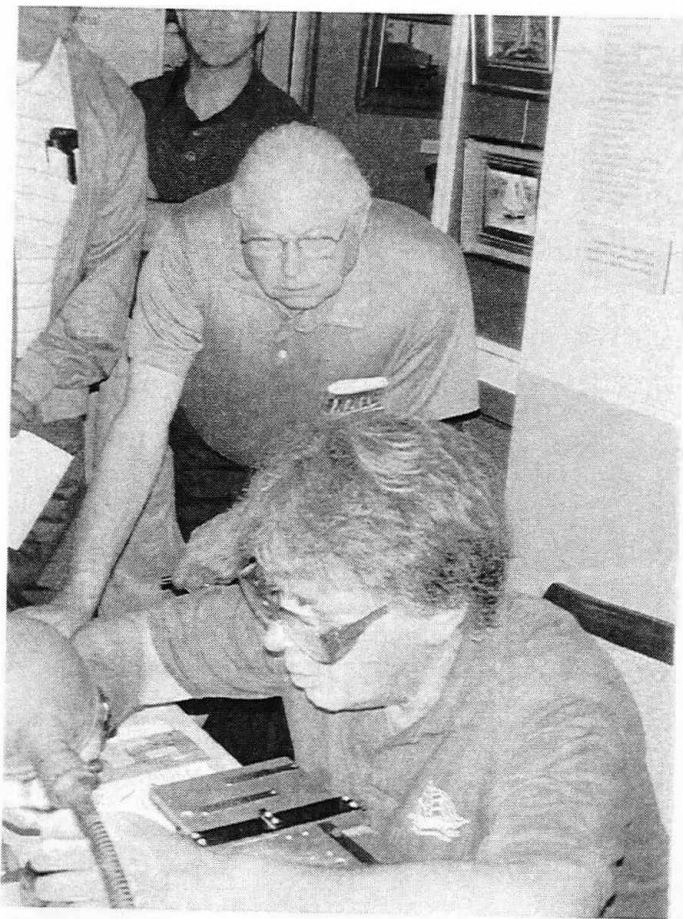
Dick Roos discussed his model of HMS VICTORY launch. Scale is 1/2inch = 1 foot. It is double planked hull and built upside down. Final ribs are installed after the "rough" frame is removed. The model was left unpainted but with a Deft clear finish *applied*.

Chuck Peabody brought in his new CONSTRUCTO kit (still in the box) of CUTTY SHARK. He was interested in getting hints about construction.

Dick Camfield discussed a three headed sander he brought in to show.



*Summer 5 days Frigate Pratt*



**Robert Hewitt** conducts the Miniature Grating Demo as **Dick Camfield** looks on. Robert is fashioning the grating out of pear wood using a Pricac miniature table saw. This technique was described in the July 2002 newsletter. Anyone wishing to get a copy of the technique notes please ask Robert at the next meeting because he will be bringing extra copies.

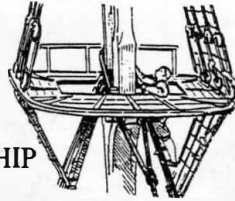
## Who Wants to be the next Editor?

It's not too early to start thinking about the election of next years officers. There will be an opening for the position of editor since the current editor, **Jacki Jones**, is experiencing time constraints. The Editorial position currently has excellent support from other Guild members. To begin with, many members spontaneously contribute articles, newspaper clippings and shop tips giving the newsletter its diverse character. In addition, the Logkeeper, **Bob McPhail** provides typed up meeting minutes which form the central core for the newsletter. **Robert Hewitt** (also a regular Columnist of the "Thru the Lubber's Hole" column) is the Production Assistant who handles the reproduction and delivery of the copies to our Mailing Co-ordinator **Bob Wright** who mails, folds, stamps, staples and affixes the address labels sent to him ahead of time by Purser **Dick Strange**. To be the editor it would be helpful to be able to use a computer or a typewriter. While a digital camera is nice, a conventional camera works beautifully for photos of the Show and Tell models. It is also conceivable that a Guild member could step forward as a regular photographer. The most important tools of the trade are: scissors, paper and glue! If you think you might like to learn more about what is involved in the editorial position, please contact **Jacki Jones** at (858)581-2376 or send an e-mail to [biochick@pacbell.net](mailto:biochick@pacbell.net).

## THRU THE LUBBERS HOLE

By Robert Hewitt

### THE CHRISTMAS TREE SHIP ROUSE SIMMONS



After the Civil War the Holmstead Act was passed which expanded the Midwest territory. Chicago and Milwaukee were growing and there was a great demand for lumber in the area. Many other towns were also being built. In 1868 the ROUSE SIMMONS was built in Milwaukee by Allen McLand. The ship was 127 ft. long with a 27ft- 6" beam and three masts rigged fore and aft. The fore mast carried a triangular shaped square sail. She was named after Rouse Simmons of the Simmons Mattress Co. He never owned the ship but financially backed her.

In her first year she made twenty-six trips carrying mostly rail road ties, cedar posts and telephone poles. The ship was sold in 1872 to Charles Happy who owned her for twenty-six years. ROUSE SIMMONS made over one thousand runs to Chicago. Soon the lumber business died. In 1904 the ship sank in Grand Travis Bay. She was raised and sunk again in a gale in 1906. Again she was raised.

In 1884, August and Herman Schuenemann began taking Christmas trees to Chicago. People would await the arrival of their ship at the Clark Street Bridge. At that time a small tree could be purchased for twenty-five cents. An eight foot tree cost between seventy-five cents and a dollar. August became known as Christmas tree Schuenemann. In 1898 their ship was lost in a storm with August at the helm.

Herman Schuenemann purchased the ROUSE SIMMONS in 1910 to carry on the family business. Shipping Christmas trees was the family's main business, augmented by his wife and three daughters who made and sold wreaths.

November 1912 was a very stormy month. In four days between the eighth and twelfth, ten ships were sunk and twenty were broken up with a loss of four hundred men. There was also a great shortage of Christmas trees due to the huge amount of snow that hampered ground shipping.

Schuenemann knew he could make a large profit due to the shortage. He loaded his ship in Thompson, Michigan. Filled to the hold, he also lashed many trees onto the deck. As one person observed, "She looked like a floating forest".

At that time the ship had seen better days. Her sails were patched, the paint was peeling and two or three men refused to sail with her. Another ominous sign was the rats that were leaving the ship. The weather was stormy. At noon on November 21<sup>st</sup>. 1912, Schuenemann left with sixteen men for the five day trip to Chicago.

The ship instantly was in grave danger, as a blizzard came up. Ice and snow built up on deck. She was spotted near Two Rivers flying a distress signal. A power launch tried in vain for five hours to find her. She was spotted briefly very low in the water but was lost again in a wind shift. She was never seen again.

A bottle was found days later with a paper in it from the ships log saying "leaking badly, God help us, goodbye, H.S. Another bottle was found fifteen years later, reading "10:30 Friday, all hands lashed to one line C. Nelson, 1<sup>st</sup>. mate.

Many poems were written about her and she was remembered at Christmas time for many years. On April 23, 1924, Captain Schuenemann's wallet was found washed ashore. None of the bodies were ever recovered.

The wreck was finally found in 1971 by diver Kent Bell Richard in one hundred and eighty feet of water off the coast of Two Rivers Wisconsin. Her load of Christmas trees still in her hold, without needles of course!

The Grinch

## Interesting Technique for Cleaning up Old Brass Parts

By Jim Dick

This tip was discovered in a hardware store from another customer. When the shop clerk said that he didn't carry any products for cleaning up old brass parts, one of the other customers in line spoke up. He advised that we go to Taco Bell and pick up some of those free little packets of Taco Sauce. All you have to do is brush the taco sauce generously onto the brass in question, and let it sit overnight, then rinse it off. Once at home, this technique was employed on an old decorative lock apparatus and resulted in a bright and shiny brass piece that looked like new!

# Raising turret last big job in recovery effort

By SONJA BARISIC

THE ASSOCIATED PRESS

**HATTERAS, N.C.** — Navy divers preparing to raise the 160-ton gun turret of the iron-clad USS Monitor from the bottom of the Atlantic have found what is believed to be the skeleton of one of the Civil War ship's doomed sailors.

Expedition leaders hoped to raise the turret today despite roughening weather.

Divers planned to remove as much of the skeleton as possible from inside the turret before the raising.

"We have a fairly complete skeleton," said John Broadwater, manager of the Monitor National Marine Sanctuary and chief scientist for the Monitor expedition.

Archaeologists said last month they had found apparent human remains in the sediment inside the turret, but they consisted only of two bone fragments.

Additional digging revealed a skeleton as well as buttons and scraps of cloth that might have been part of a uniform, Broadwater told reporters Saturday during a conference call.

The lower part of the skeleton was pinned beneath one of the two cannons inside the turret, he said.

"We will make every attempt to identify this crew member," Broadwater said.

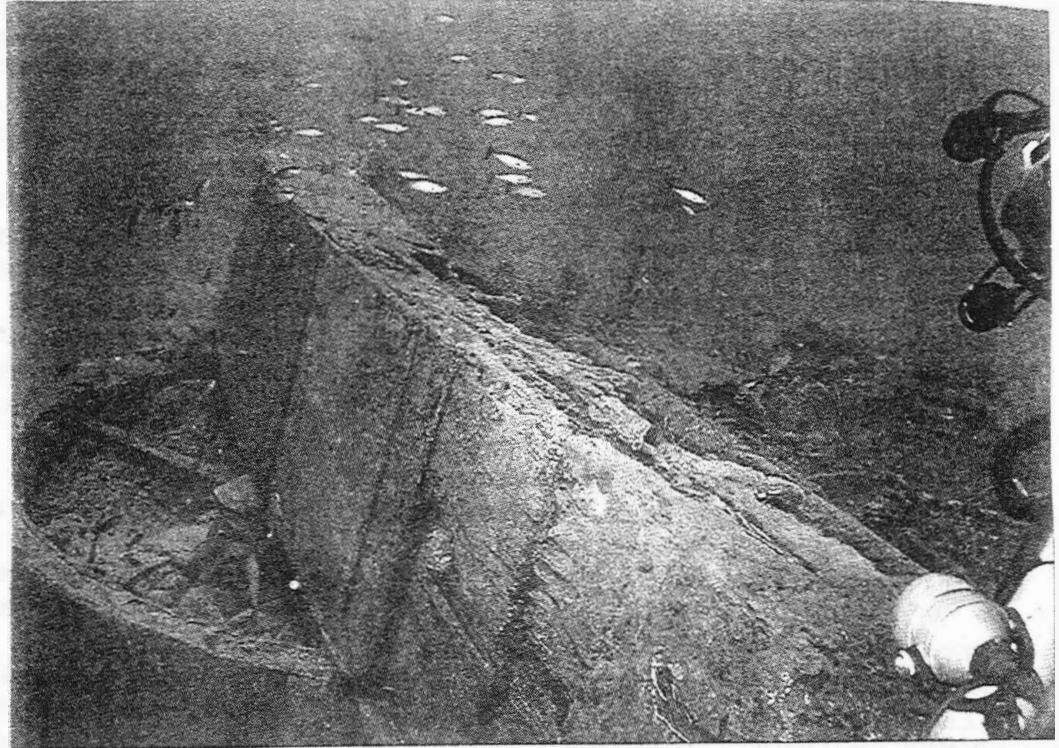
Sixteen officers and crew members died Dec. 31, 1862, when the Monitor sank during a storm.

Expedition members had expected calm weather through the weekend, but by Saturday afternoon waves were running at 2 to 4 feet and wind was blowing at 15 knots.

"We're keeping our fingers crossed that the weather will cooperate," said Cmdr. Bobbie Scholley, the Navy's commander for the expedition.

A custom-made, eight-legged steel claw was to be used to hoist the turret and its twin 17,000-pound cannons onto a barge.

The National Oceanic and Atmospheric Administration is working with the Navy and



MONITOR NATIONAL MARINE SANCTUARY/THE ASSOCIATED PRESS

The turret, bottom, of the Civil War ironclad Monitor is shown on the bottom of the Atlantic Ocean.

the Mariners' Museum in Newport News, Va., on the \$6.5 million project.

The turret will be taken to the museum to be preserved and displayed along with nearly 600 other artifacts that already have been recovered from the Monitor, which lies in 240 feet of water 16 miles off Hatteras, N.C.

The raising of the turret is the final major job in a five-year effort to save the unique features of the Union ship. The entire vessel is too fragile to be raised.

The Monitor's engine was lifted last summer. Previous dives have raised the anchor and propeller. But the turret is considered significant to the preservation effort.

"This was the first revolving gun turret, not just in the United States, but the world," said Jeff Johnston, the principal researcher with the sanctuary.

"The one thing everyone has wanted to see since day one was the gun turret. It's worth saving. It's the great-grandmother of modern warships."

The steam-driven Monitor and the Confederate ship CSS Virginia revolutionized naval warfare when they fought to a draw on March 9, 1862, near Newport News in the first battle of ironclads, which were covered in iron plates to repel cannon balls. Until the Virginia and the Monitor, most fighting ships were wooden and relied primarily on sail power.

"They are excavating the very symbol of modern warship technology," said Alan Flanders, an Old Dominion University naval historian not affiliated with the expedition.

While the Virginia had banks of guns, the entire ship had to be maneuvered to aim the guns.

The Monitor, however, had a revolving gun turret, 9 feet deep and 20 feet wide. That meant the crew could maneuver the ship to stay out of harm's way while maintaining accurate fire by swiveling the turret.

"That is the revolution," Flanders said. "The turret in its own day ... proved itself as the most advanced warship weapon design in the world."

The clash with the Virginia was the Monitor's only battle. The ship sank while being towed south, landing upside down in an area known as the "graveyard of the Atlantic" because of the numbers of ships lost there.

The wreckage was discovered in 1973.

Work around the wreckage has been going on 24 hours a day as Navy divers clear silt and debris and cut away wood and steel.

The divers use special techniques that allow them to work at the 240-foot depth for hours instead of minutes. Divers in four-hour shifts tear away debris that fell from the steamship's coal bunker when it slid to the bottom. They remove rotten wood and steel plates, cutting a 25-by-45-foot section of the hull away to expose the turret.

Once in the clear, the 20-foot diameter turret will be attached to the grappling device and hoisted carefully to the surface by a crane on a gigantic work barge.



# Sub came close to sinking

## Crew would have been killed, investigators say

By James W. Crawley  
STAFF WRITER

The Navy's only diesel submarine, the San Diego-based Dolphin, came within 75 seconds of sinking in May as seawater flooded several compartments and electrical power failed, according to a report released yesterday.

And if the ship had sunk, investigators concluded, there was no possibility of rescuing the crew because the Dolphin is the only Navy sub without a standard rescue hatch.

The 41 sailors and two civilians aboard the research sub were apparently saved by using portable pumps and lashing a steel door shut. Both actions forestalled sinking after waves burst through the door of a conning tower the night of May 21 about 100 miles off San Diego, a Navy spokeswoman said.

When flooding shorted out all electrical power 50 minutes later, the crew abandoned ship and swam through 12-foot waves, churned by 20-mph winds, to a nearby research boat and frigate. A Coast Guard helicopter plucked two sailors from the water. Several sailors suffered minor injuries.

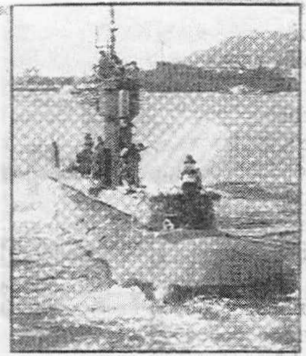
The crew "did an outstanding job," said Navy spokeswoman Lt. Kim Marks. "Their actions and training allowed them to save the submarine."

Investigators targeted the improper design and installation of a reinforced steel door and incorrect gasket for allowing tons of seawater

### Dolphin data

- **Length:** 165 feet
- **Beam:** 18 feet
- **Propulsion:** Diesel-electric engines
- **Power:** Battery
- **Operating depth:** Over 3,000 feet
- **Submerged speed:** 10 knots (short duration), 3-4 knots (sustained)
- **Scientific payload:** 12-plus tons
- **Assigned crew:** 5 officers, 46 enlisted
- **Operational endurance:** Over 15 days
- **Commissioned:** 1968

SOURCE: U.S. Navy



DAVID HARDMAN / Union-Tribune

to flood the sub, filling several large compartments and causing electrical shorts that eventually blacked out the ship.

Blame centered on improper procedures by officials at the Space and Naval Warfare Command Systems Center in San Diego, which uses the research sub, when the door was modified several weeks before the accident.

Navy officials have not decided on any disciplinary action.

"What we do is improve the process so we'll keep this from happening again," Marks said.

Navy officials have not decided whether the Dolphin will be repaired, at an estimated cost of \$9.9 million, or scrapped.

The Dolphin is a one-of-a-kind submarine built 24 years ago as a research vessel. It holds the official record as the world's deepest-diving submarine.

At just 18 feet in diameter, the submarine has no internal watertight bulkheads separating its seven compartments. The vessel's only hatch is inside its small conning tower and must be kept open while the submarine is surfaced so that air can be drawn inside for breathing and running the diesel engines that recharge batteries for its electric motors.

In mid-May, the Navy was testing new torpedoes that can attack quiet diesel submarines used by many foreign navies. The Dolphin, with its quiet engines, was the target for the nonexploding test torpedoes.

On the night of May 21, the seas were heavy. The conning tower of the Dolphin, which was running on the surface, was being pummeled by the waves.

A reinforced conning-tower door, installed for the torpedo

tests, failed. Changed just a month earlier, the wrong gasket was installed and handles meant to seal the door against water were improperly designed, investigators determined. Waves popped the door open, allowing water to cascade through the sub's main hatch.

About 10:50 p.m., crewmen noticed water flooding through the hatch. It quickly filled the pump room, located below the sub's control room. Officials later estimated 1,000 pounds of water flowed into the ship every second.

For 90 minutes, the crew tried to stop the water.

First, the regular pumps failed because of electrical shorts. Crewmen used two portable pumps to remove the rapidly rising water.

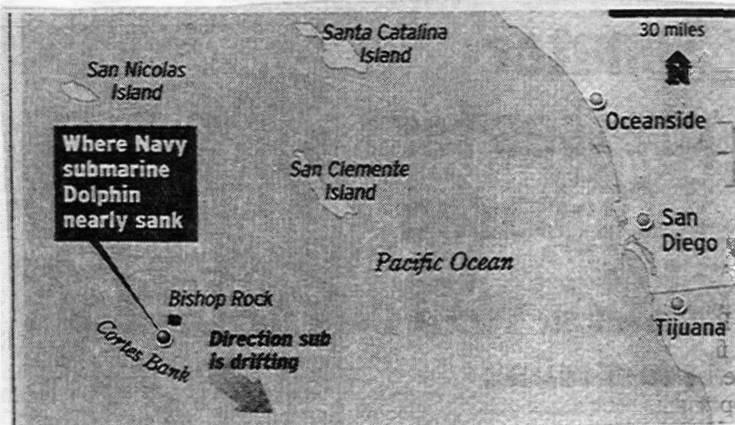
The vessel came within 75 seconds of "losing all positive buoyancy" and sinking with all hands, investigators concluded.

Had the sub sunk, there would have been no chance of rescuing the crew because the Dolphin is not equipped with standard rescue hatches like the Navy's nuclear submarines. And with the sea floor 3,000 feet down, trapped sailors would have perished, investigators concluded.

The Navy has a specialized sub, the deep-submergence rescue vehicle Mystic, based at North Island Naval Air Station. It's designed to dive as deep as 5,000 feet, link up with a rescue hatch on a submarine and take aboard survivors.

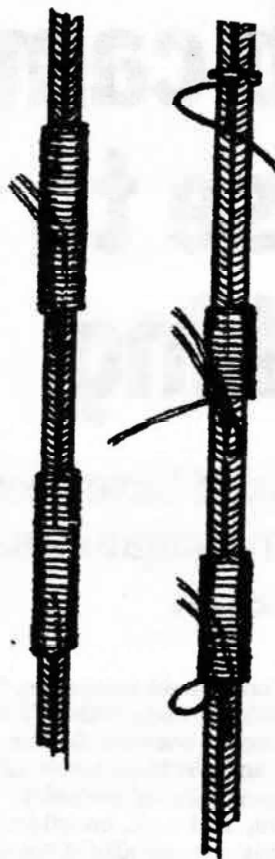
However, the Dolphin's single hatch is inaccessible, inside the conning tower, with no way for the rescue sub to connect.

"They're lucky they all got out," said former submariner Larry Shumaker. He tested the first rescue sub in the 1970s.

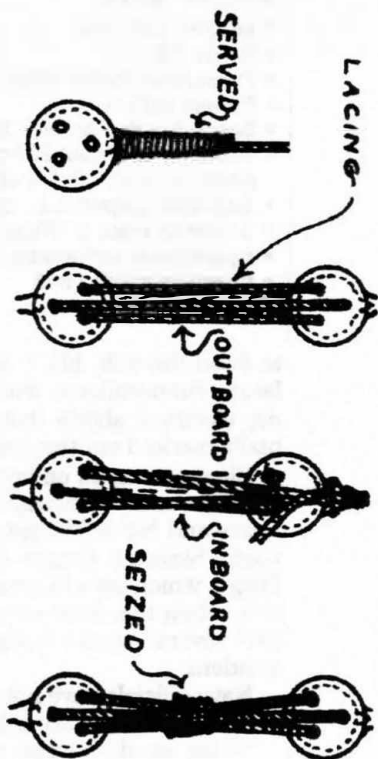


To secure deadeyes to shrouds and stays, form a tight-fitting loop of a shroud or stay around each; then 'seize' it-in nautical terms that means fasten the rope back upon itself with several lashings of cord."

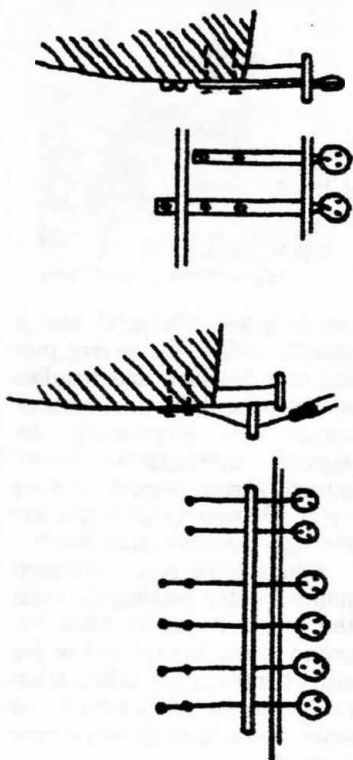
From *Ship Model Building* by Gene Johnson 1943



**HOW TO SERVE OR SEIZE ROPES  
LANYARDS BETWEEN DEAD EYES**



*Plate 68*



# San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101



## San Diego Ship Modelers Guild Officers

Guild Master	Don Bienvenue
First Mate	K.C. Edwards
Purser	Richard Strange
Editor	Jacki Jones
LogKeeper	Bob McPhail

**Next Meeting Wednesday December 11 Check at Ticket Desk for Location  
6:30 pm social, 7 pm meeting**