



# San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

MAY 2003

NEWSLETTER

VOLUME 27, NO.5

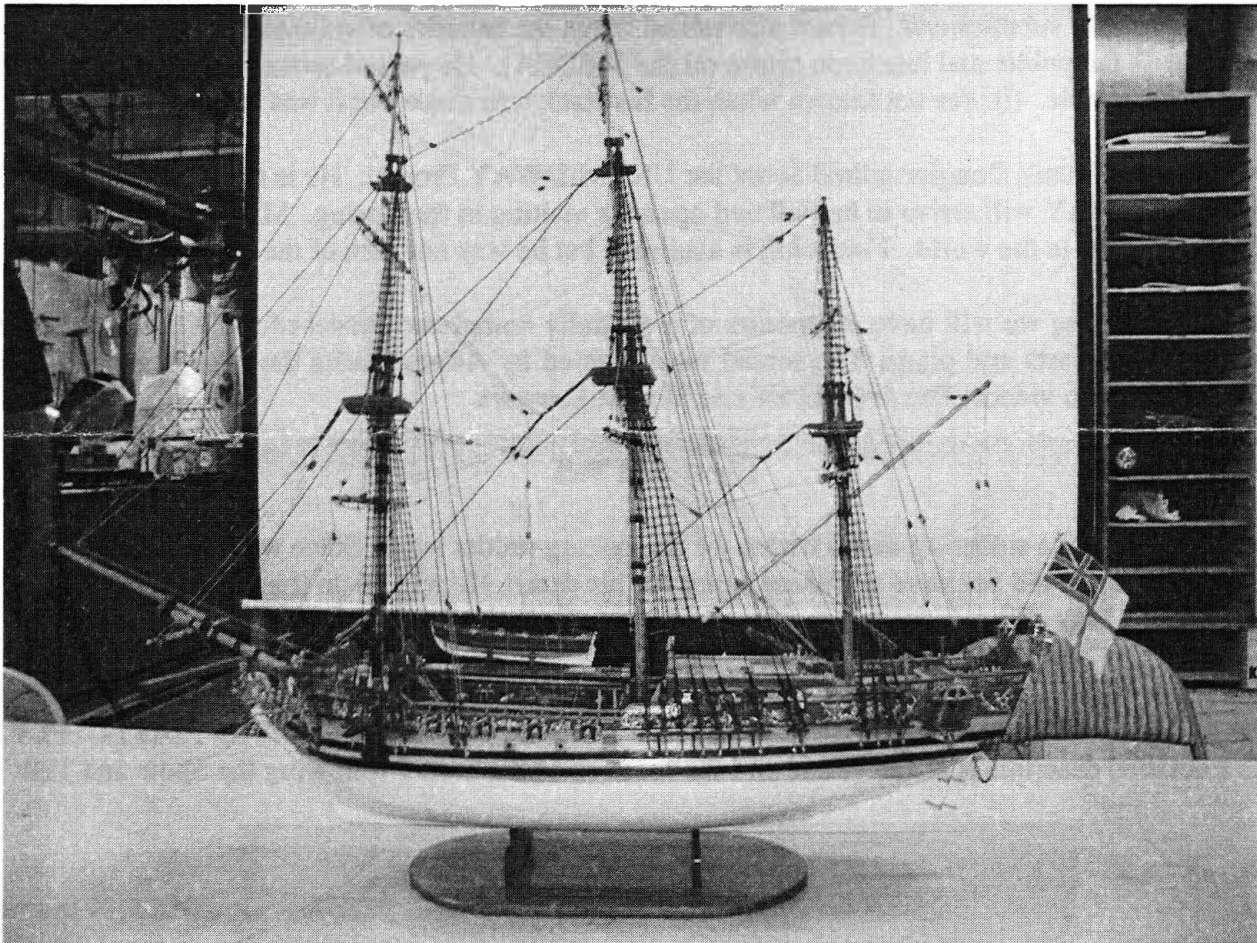


Photo by Ron Zeunges

**Mike Forget** brought in his Royal Yacht Caroline

## April Meeting on Board the *Star of India*

**Don Bienvenue** opened the meeting and asked for the purser's report. As of 28 February, the balance was \$. The March income was \$ and there were \$ in expenses. As of March, the Guild had a balance of \$. The purser, **Richard Strange**, reported that about thirty members had not renewed their memberships. There was some discussion what to do and it was decided that these members will be contacted by telephone. Members not renewing will be deleted.

Visitors and new members were introduced. **Jim Lamberson** stated that he would like to learn modeling. **John Dwyer** has an interest in sailing ships. **Robert Hewitt** mentioned that the Point of Contact sheet should be filled in with any changes. This sheet also had the ballot for new officers and a due payment form.

In the area of old business, the purser received ten completed ballots. The results were 100% for and 0% against the slate of officers. Don asked for any other nominations or objections from the members present. Since there were none, the slate of officers was approved.

**Robert Hewitt** discussed the Fair. He mentioned that some dates still need volunteers and discussed the DESIGN IN WOOD contest. Members are encouraged to submit their work especially since there will be prizes for ship model submissions. Robert also talked about the benefits of volunteering for the fair (interaction with the public and luncheon cruise on the MEDEA). He passed around a box of hardtack for the members to sample. (it was not known when the hardtack was made but it was still delicious!)

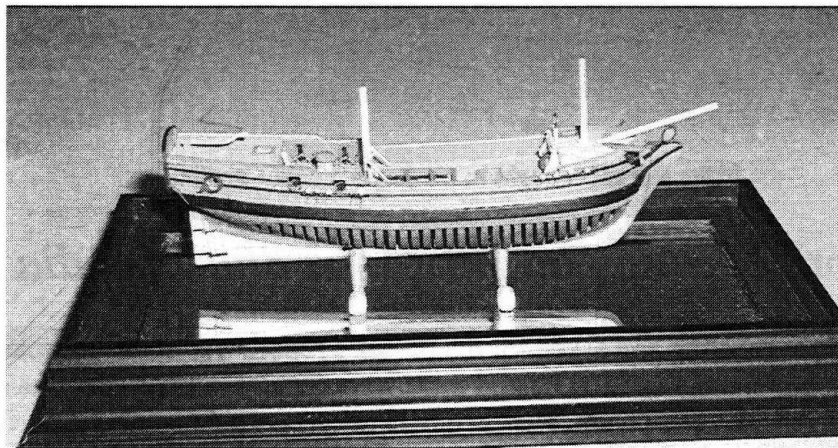
For new business, **Frank Dengler** talked about the USS MIDWAY Project. He is the program manager and said the MIDWAY will arrive in the Fall and open for visiting in the Spring. MIDWAY will be the largest museum ship in the world. Financing is available but he was not sure of the details.

Next month's meeting we will have an auction of a partially completed model of the *NORSKE LOVE* with all remaining parts and plans. The model was donated by **Adam Koltz** the marine artist. **Lewis Johnson** donated two videos, *The MORGAN* and *Mystic Seaport*.

### Show and Tell

**Bob Graham** gave us a soldering demo with a jig for making rudder irons. Since we were on the orlop deck of the *STAR*, we did not have sufficient space for his demo. He will re-do the demo on the *BERKELEY* this May 14<sup>th</sup>

**Mike Forget** brought in his recently completed Paramount model of the Royal Yacht *CAROLINE*. It took him 541 hours to create. **Robert Hewitt** showed a miniature "admiralty model" of *HMS SUPPLY*. There is a detailed description of the vessel and the creation of the model following the Show and Tell notes.



The HMS Supply by **Robert Hewitt**

Photo by Ron Zeunges

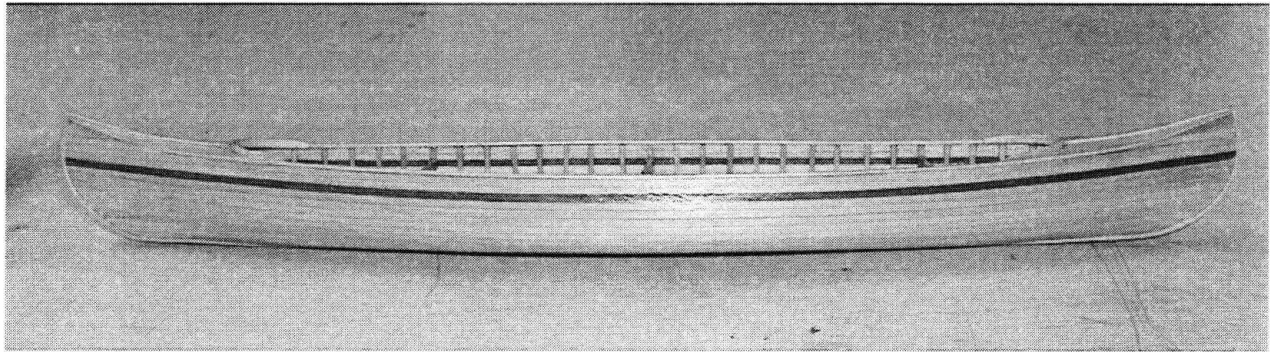


Photo by Ron Zeunges

A Peterboro Canoe by Lew Johnson

**Lewis Johnson's** Peterboro canoe from **MIDWEST** was built on a jig supplied with the kit. The model displays **Lew's** excellent workmanship.

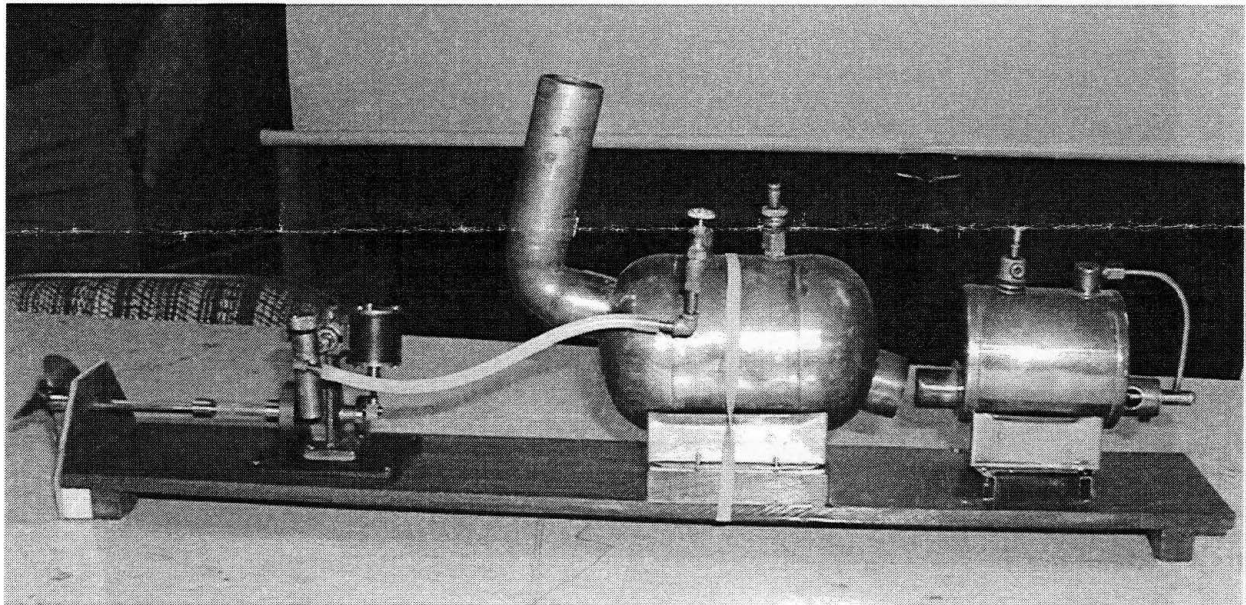


Photo by Ron Zeunges

**Ernie Andrew** brought in this alcohol powered boiler

**Ernie Andrew** was given the small working steam engine that he displayed. The burner and boiler may have been built in the 1930's. The **Stewart** engine is relatively new. The engine, complete with the shaft and prop is ready to drop into an open launch like the **AFRICAN QUEEN**. **Ernie** is looking for the right kit for it.

**Charles Peabody** brought in a plastic kit of **SEA WITCH** and asked for information about putting together the windlass on it. He also asked about getting additional information on clipper ships.

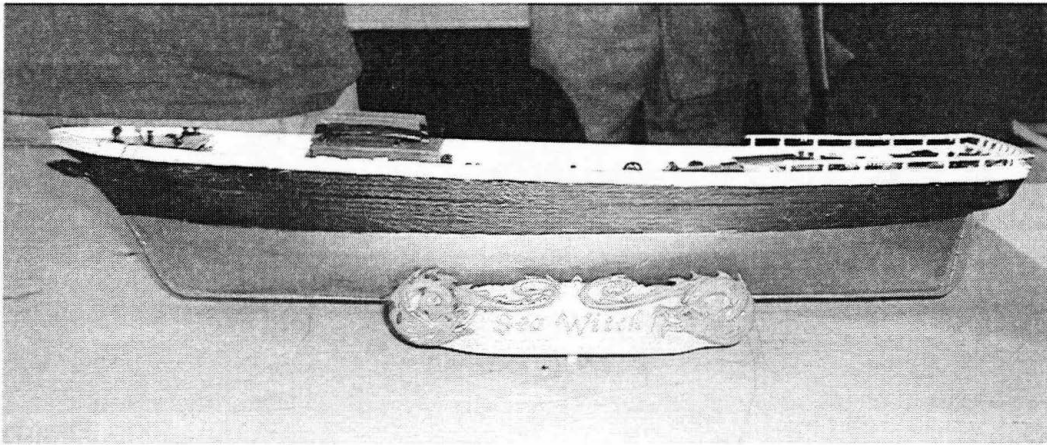


Photo by Ron Zeunges

Charles Peabody is building the clipper ship Sea Witch from a kit

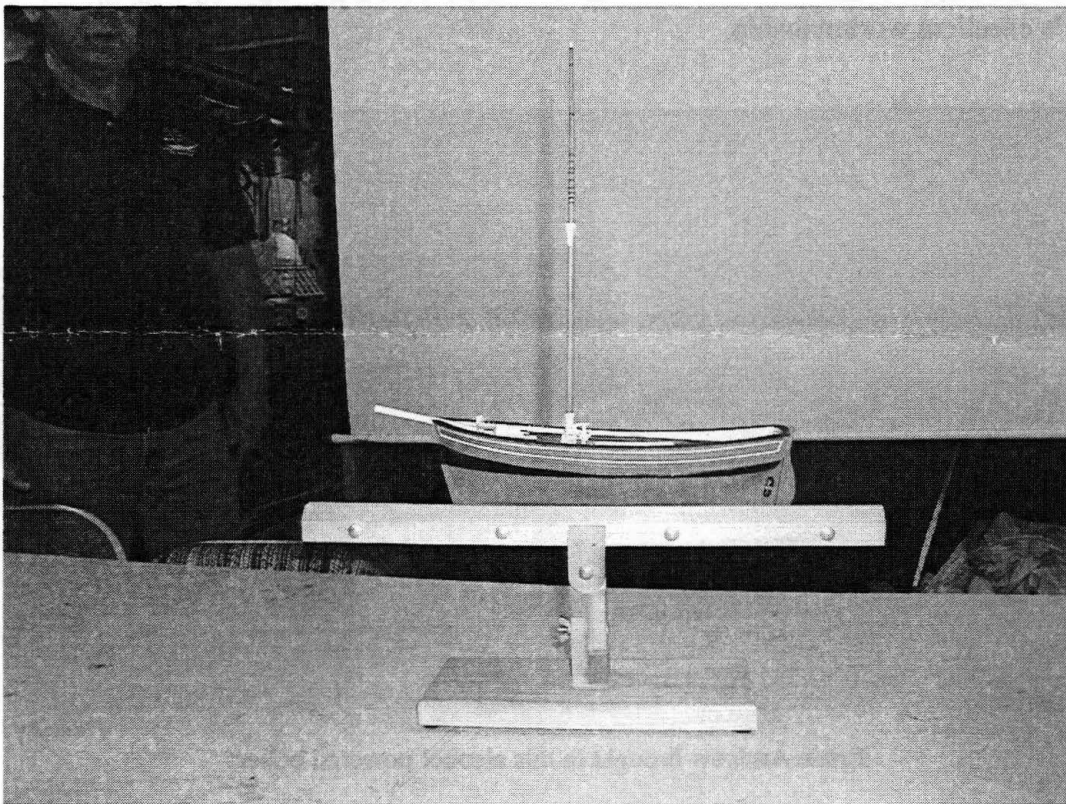


Photo by Ron Zeunges

**K.C. Edwards** Norwegian "Gjoa"

**K.C. Edwards** brought in a model of the *GJOA*. It was a cargo vessel purchased in 1901 by **Roald Amundsen** to look for the Northwest Passage. He added a 13 hp. Engine and 3" oak sheeting to the interior. With a crew of eight he sailed from 1903 to 1906 finally landing in Alaska. The paint job on the hull is another excellent example of **K.C.**'s workmanship. Maybe we can talk him into a painting demo some time soon! He was asked about the keel clamp stand, which he sells in his shop for \$24.99. The phone number at the shop is xxx.

# HM BRIG SUPPLY

The model:

For the past few years I have tried to create an admiralty type model. The five attempts I made resulted in warped, broken or lost frames with nothing to show for my effort but fire wood and a small fire at that.

In most miniature ship building, the frames are glued in a stack the length of the ship. When dry, the outline is carved on the laminated block. The formed hull is then soaked to separate all of the laminates. Then each section is hollowed out. Every other frame is sectioned and the frames are glued back together in order. The following method keeps the pieces glued together

The plans for *HMS SUPPLY* are from Model Shipwright # 96. The section view included the diagonal lines. Fig.1. I transferred the lower set to the shear drawing. Fig.2. This line formed a pattern for the diagonal former. Pear wood pieces were cut to the width of the ship plus  $\frac{1}{4}$ ". This consisted of one base, 43 frames @ .06 thick, 34 spacers and floor frames @ .03 thick. The 2 diagonal spacers were cut from bass wood and glued to the base.

The frames and spacers glued and stacked are shown in fig.3. The glued up block was sawn in two on the centerline and the diagonal formers were removed. The block was temporarily glued back together using a paper spacer. The outside of the hull was then shaped. It was separated again at the paper line and hollowed out with the aid of Dremel's new carbide impregnated grinding bits. The two halves were again joined but this time permanently with the addition of the stem, keel, deadwood and rudder post.

The model is mounted on a mirror to better view the framing. All of the black pieces with the exception of the gun barrels and name plate are ebony.

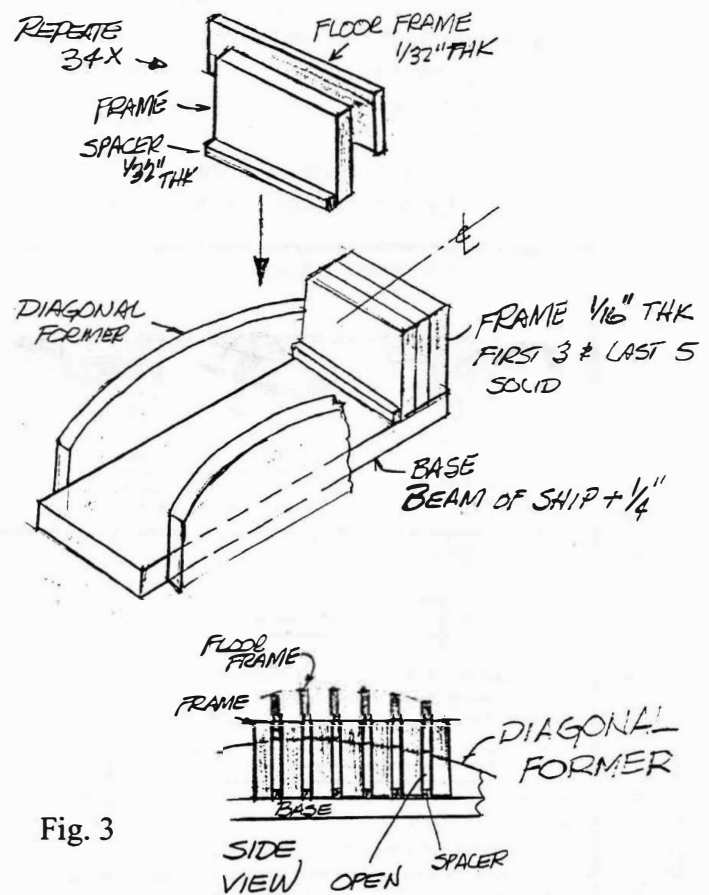


Fig. 3

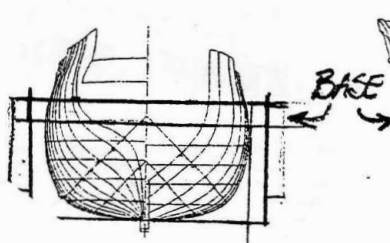


Fig. 1

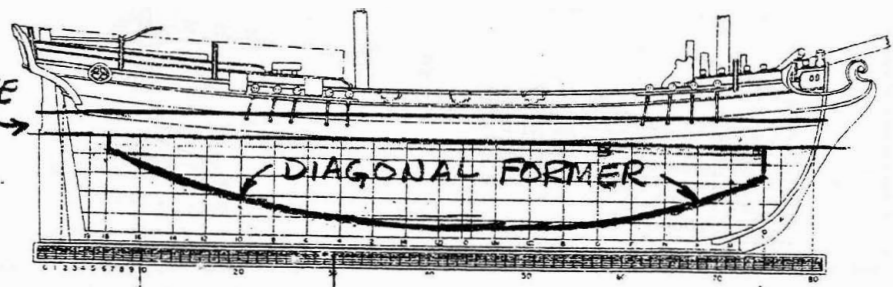


Fig. 2

# HM BRIG SUPPLY

The ship:

This small brig was designed by Benjamin Slade as a Depthord yard transporter. She was built in 1759. The deck length was given as seventy-eight feet six inches with a beam of twenty-two feet two inches and rated at one hundred sixty eight tons.

The ship was the navy's second choice to be the tender for the flag ship *SIRIUS*. The *GRANTHAM* packet was purchased into the navy but was found unfit for the voyage. The eleven ship fleet was to take the first seven hundred and fifty prisoners to Australia.

*SUPPLY* was twenty-eight years old at the sailing in 1787 and was the smallest and oldest of the fleet. She must have been a very good choice, despite the grumblings of Philip G King who was the 2<sup>nd</sup> Lt. on *SIRIUS* and later governor of New South Wales. He wrote that the ship was too small and that "Her sailing very ill renders her a very improper vessel for this service".

Not only did she withstand the rigors of a voyage halfway around the world, she was the


fleet's swiftest vessel, conveying messages, rounding up stragglers and doing all of the daily chores of a tender.

After leaving the Cape of Good Hope, Captain Arthur Philip and his staff transferred to the brig as the *SIRIUS* proved to be too slow. *SUPPLY* was now the flagship of the fleet. She sailed at least twice as far as any of the fleets' ships and was the first to sail into Port Jackson. *SUPPLY* is now known as the ship from which Australia was founded. During the bicentennial year a picture of her was featured on a ten-dollar commemorative note by the Australian Reserve Bank. The picture is from a watercolor by George Raper painted about 1788.

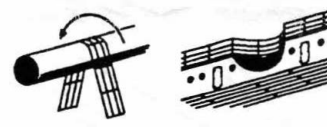
*SUPPLY* survived for another two decades. She sailed to Batavia in 1790 and to England via Cape Horn in 1792, thus completing a circumnavigation of the globe. In 1798 she was set up as a store ship in Sidney Cove until 1807 when she was finally broken up. Her good timbers were re-used in the colonial shipbuilding industry.

Handgrabs and handrail supports are provided for use on bulkheads, gun turrets, and similar areas. A drilling jig for the handgrabs is provided as an aid in drilling properly spaced holes. Use thin brass wire for handrails. Thread the wire through the handrail supports after they have been installed. See sketches below.

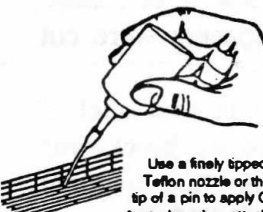
### GENERAL ASSEMBLY TIPS



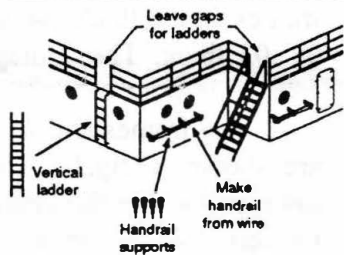
Use flat-nose pliers to create sharp bends



To create smooth curves in railing, first roll a section of railing around a cylindrical object such as a tool handle or brass tubing before installing.




Use a finely tipped Teflon nozzle or the tip of a pin to apply CA-type glue when attaching railing to decks.



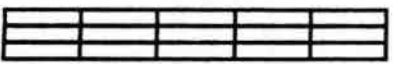
Leave gaps for ladders  
Vertical ladder  
Handrail supports  
Make handrail from wire

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### RAILING STYLES




**BOW RAILS A & B, PLUS RAILING STYLE 1**  
Use this railing on the main decks of most classes of warships and merchant ships.

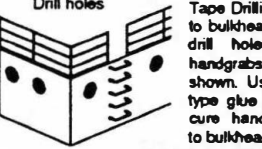


**RAILING STYLE 2**  
Use this railing on the upper decks of ships.

### HANDGRABS



Handgrab Drilling Jig



Drill holes

Tape Drilling Jig to bulkhead and drill holes for handgrabs as shown. Use CA type glue to secure handgrabs to bulkhead.

### RECOMMENDED REFERENCES:

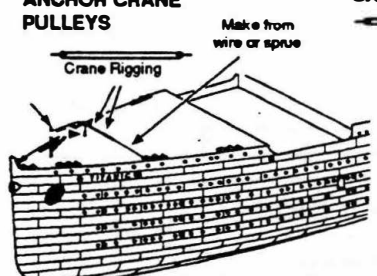
1. MODERN SHIP DESIGN, SECOND EDITION by Thomas C. Gilmer, published 1970, 1975 U. S. Naval Institute Press, Annapolis, MD 21302 USA.
2. THE SHIPS AND AIRCRAFT OF THE U. S. FLEET by Norman Polmar, published various years, U.S. Naval Institute Press, Annapolis, MD 21302 USA.
3. THE GERMAN NAVY 1935 - 1945 by Cajus Bekker, published 1974 The Dial Press, New York, NY USA.
4. THE SHIPS OF CANADA'S NAVAL FORCES 1910 - 1993 by Ken Macpherson and John Burgess, published 1994 Varwell Publishing LTD., 1 Northrup Crescent, P.O. Box 2131, St. Catharines, Ontario L2M 6P5 Canada
5. REGIA MARINA - ITALIAN BATTLESHIPS OF WORLD WAR TWO by Ermino Bagnasco and Mark Grossman, published 1986 Pictorial Histories Publishing Company, 713 South Third West, Missoula, MT 59801 USA.

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### SIMULATED PULLEY SETS

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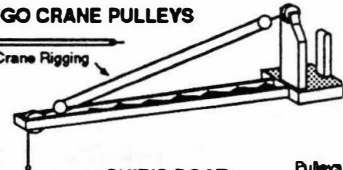
#### ANCHOR CRANE PULLEYS



Crane Rigging


Make from wire or spruce

#### CARGO CRANE PULLEYS



Crane Rigging

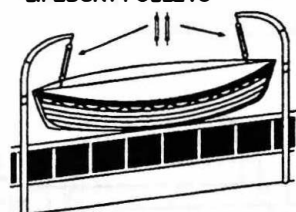
#### SHIP'S BOAT PULLEYS



Pulleys

Rig etched pulleys to boats and boat davits.

### LIFEBOAT PULLEYS



Insert lower ends of pulleys into holes in tops of lifeboats and glue upper ends to davits. It isn't necessary to glue the lower ends, and this will help avoid staining the tops of the lifeboats with glue. Paint the simulated pulley blocks white or brown and the "ropes" tan.

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Frank Dengler brought in this information on using Gold Medal Models photoetched fittings

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# Model boat builder never liked ships

By Elizabeth Hayes

Jersey City model boat expert Abraham Taubman never really cared for ships. In fact, outside of a few ferry and commercial day trip boat rides, he had only one experience, and that somewhat disastrous, as a ship passenger.

"It was during World War II when I was sent overseas," said the veteran army man. "They put me in the hold and it was damp, hot and humid. I vomited for hours."

His bout with seasickness did not cause any permanent aversion to sea vessels, however. Although it might appear uncharacteristic, Taubman has become so expert at building model sailing ships that he is featured in a new book "The World Almanac of Buffs, Masters, Mavens and Uncommon Experts" which has an entire chapter devoted to the local hobbyist.

Since he began the hobby in 1972, the semi-retired businessman has completed four ships and is currently working on his fifth. (Reportedly, the average time it takes to finish a ship is from two to five years.)

Two of his works are on display. One is at the National Maritime Historical Society Hall in Brooklyn. Another model, the "America" is featured in the library at Stevens Institute, Hoboken. (The original "America" was owned by the institute's founder, Edwin A. Stevens, and his brother, John Cox Stevens.)

The start of Taubman's hobby was based on a whim, he says. While on his way to a Cape Cod vacation with his wife Mildred, they stopped at a giftshop in Mystic Seaport, Conn. A

sudden interest in whaling artifacts led to the purchase of a model kit for a whaling ship, the Charles W. Morgan.

"I was somewhat naive," says Taubman with a chuckle. When he returned home, he explains, an amused neighbor told him that he had invested in a very delicate, intense hobby that requires much practice. Unfortunately, Taubman had not chosen a model for beginners.

At the neighbor's suggestion, he began working on a different whaling ship, which was small and somewhat similar to a lifeboat. He worked his way up, completed the Morgan ship along the way and now puts in an average of approximately eight to sixteen hours a week on a Norwegian sailing ship.

Reportedly, the work requires so much concentration that 10 hours per week is the maximum time most people can devote to the detailed, intricate wooden models.

Throughout the years, Taubman learned of the Shipcraft Guild, an international organization that meets monthly in Brooklyn. It gives its more than 200 members a chance to swap information and ideas. Today, Taubman is secretary and organization librarian.

He also has a library of his own on sailing ships. Often, Taubman researches to make his ships more realistic. For instance, when he built the "America" model for Stevens Institute, he discovered that Queen Victoria had visited the vessel in 1851. Taubman built her figurine depicting the scene to add a personal touch to the ship.

Tools are important to the trade. Tweezers, a knife, some carpenter's and even dentist's tools are needed for precise handling.

Interestingly enough, Taubman says there are so many dentists and other medical professionals who build model ships that guild members at one time thought of starting a separate club for them.

"I think ship building lets you forget everything else and you can just relax," says Taubman. Though there are many mishaps along the way, and subsequent frustrations, when the product is finished, "you have such a feeling of pride and relief," says Taubman, "that you feel like you've created a work of art."

The Jersey City resident has a wall in his home decorated with nautical and whaling artifacts. He calls it the "Whaling Wall." The title is a play on words of the "Wailing Wall" in Jerusalem a place where an old synagogue was destroyed and many visitors today stop to pray in memory, explains Taubman.

Two years ago, Taubman took a special trip to Massachusetts to see the U.S.S. Constitution. "I really got an education," he said. While other visitors ambled through the ship, Taubman stood in some places for as long as 20 minutes, studying the parts.

He would like to visit more ships, he says.

Despite being featured in the book as an "uncommon expert", Taubman insists that he is a novice. "Experts do this kind of thing for 20 years," he says, "I only started eight years ago."



Model ship expert Abraham Taubman of Jersey City carefully rearranges some figurines on one of his creations, the Charles W. Morgan. An enthusiastic recruiter for the Shipcraft Guild, an international organization for model ship builders, he is the subject of a chapter in a new book for buffs.

## Bring Your Model to the Next Meeting!

PLEASE BRING YOUR MODELS IN A BOX, JUST STARTED, HALF FINISHED OR COMPLETE. It would also be helpful if you could jot down a few lines about the model with the ships name and yours also.

The **CALIFORNIAN'S** mainmast is being repaired. The twist, according to **Danny Saar**, amounted to twenty-five degrees. You can see the pieces that were added at each corner. They were much larger and were then planed to the configuration you see here. Additional planing is required to make an octagon shape.



# 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
Editors	Jacki Jones
	Robert Hewitt
LogKeeper	Bob McPhail

**Next Meeting Wednesday May 14 on the Berkeley  
6:30 pm social, 7 pm Meeting**

