



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

JUNE 2003

NEWSLETTER

VOLUME 27, NO.6

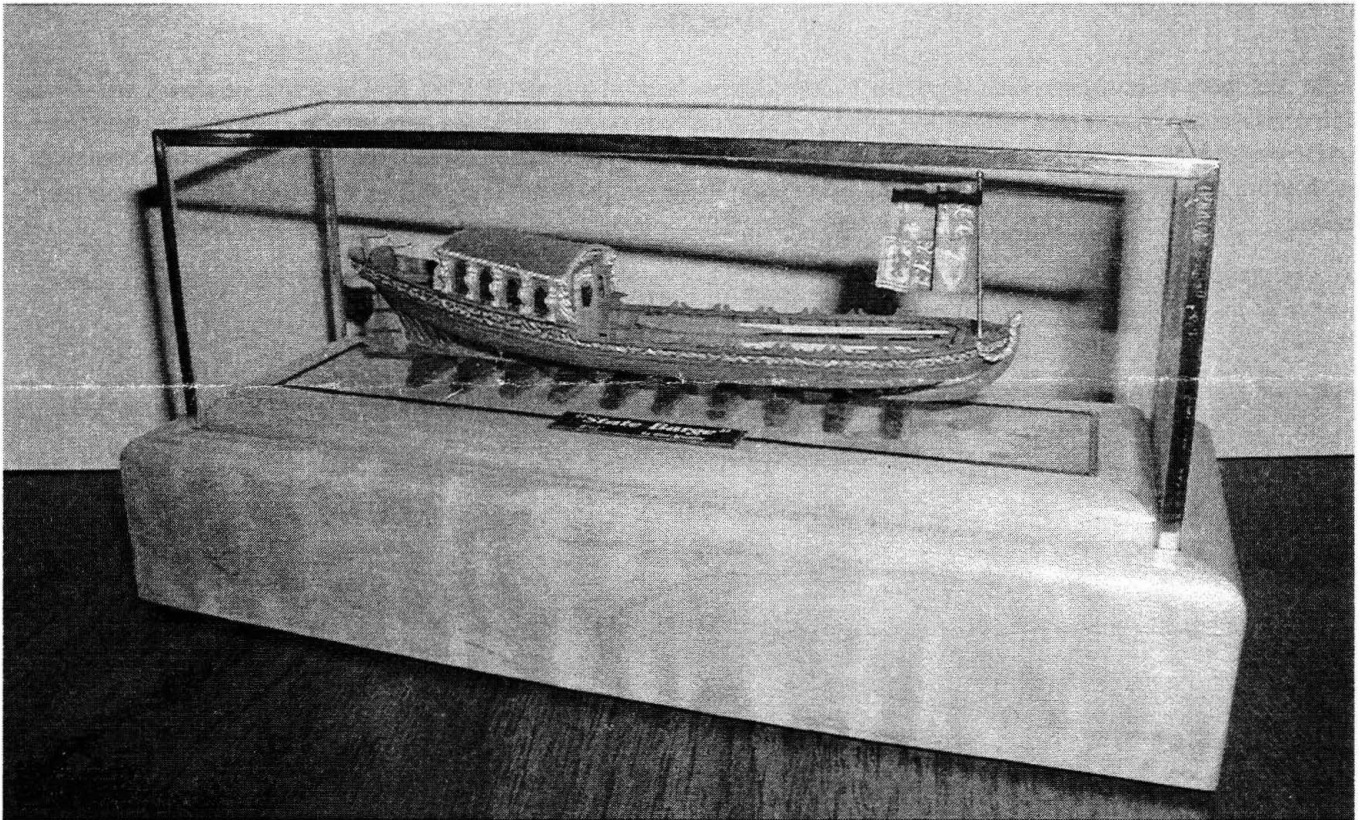
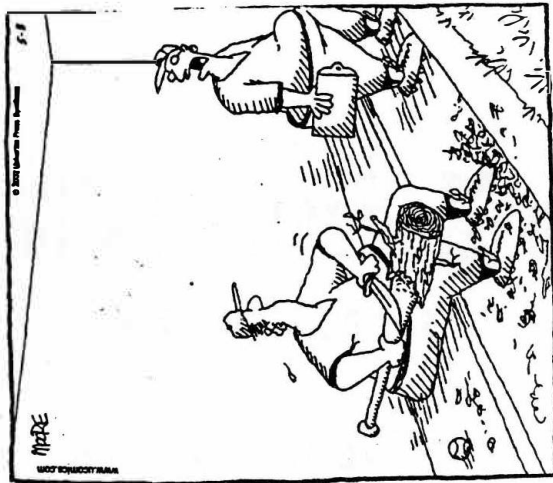


Photo by Ron Zeunges

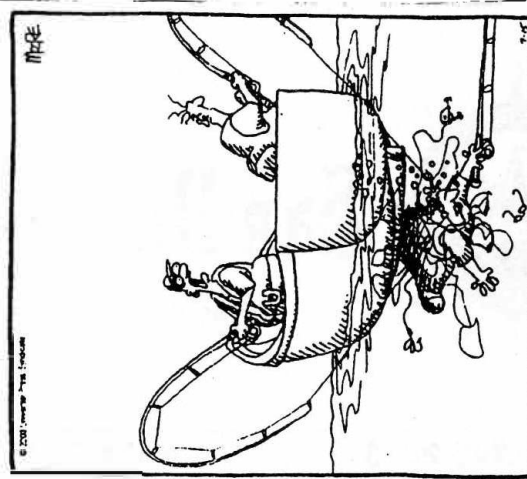
Gus Agustin's Royal Barge will be entered in the San Diego County Fair

A Short May Meeting...

Don Bienvenue opened the meeting and asked for any visitors. There were none. **Robert Hewitt** was asked to talk about the San Diego Fair. The schedule will be put in the newsletter. He has three people per day. The tickets will be available at the next meeting. The purser reported that as of the end of April, the balance was \$xxx. It was reported that the nametags were not found after the refurbishing of the *Berkeley*.



"Hurry up and finish it. You're on deck."



"Stop cranking! Our lines are tangled... Hey, where's Leonard?"

Show and Tell

Guild members were shown **Gus Agustin's** Royal Barge built at a scale of 1"=8 ft. The frame of cherry wood was built over a male former and planked in cherry. The standards on the cabin are cast acrylic. The rope around the roof is twisted wire and all of the gold is LIQUID-TEX acrylic paint. The flag is from FLAGS for Ship Modelers and Marine Artists by Alec A. Perves. The book is no longer in print but may still be found at used marine book sellers.

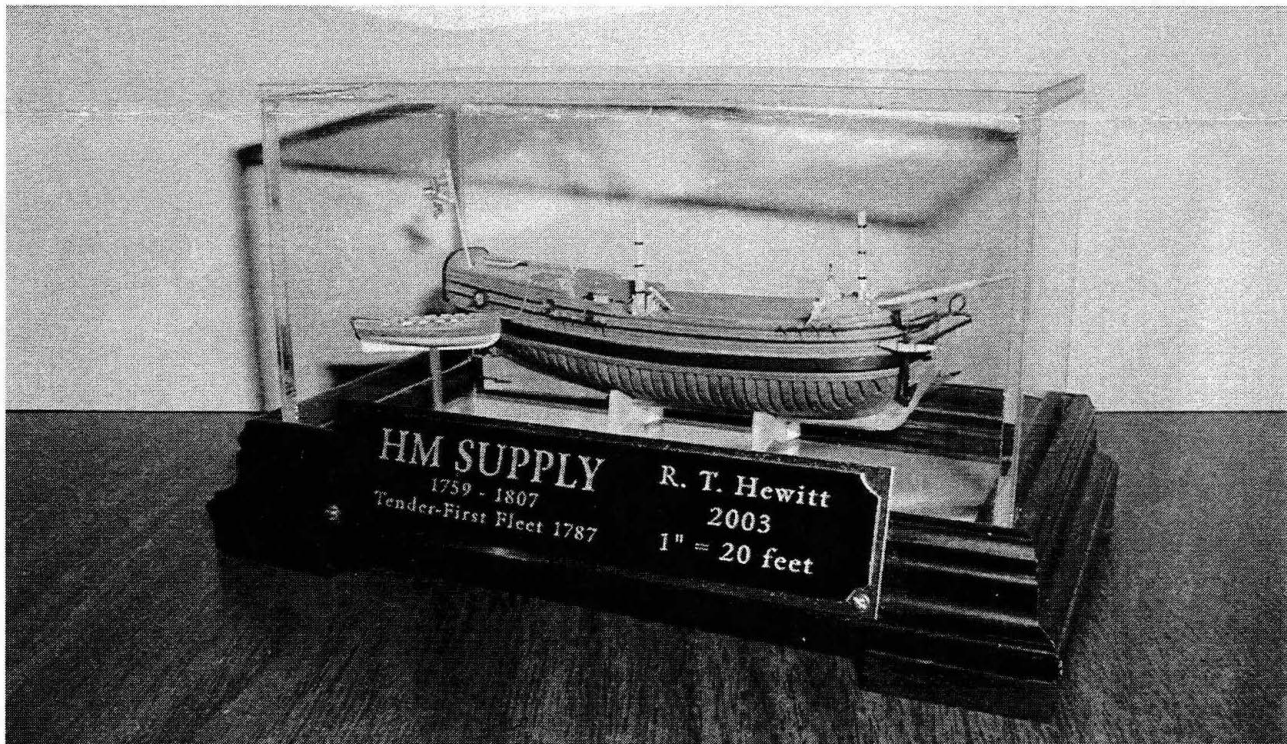
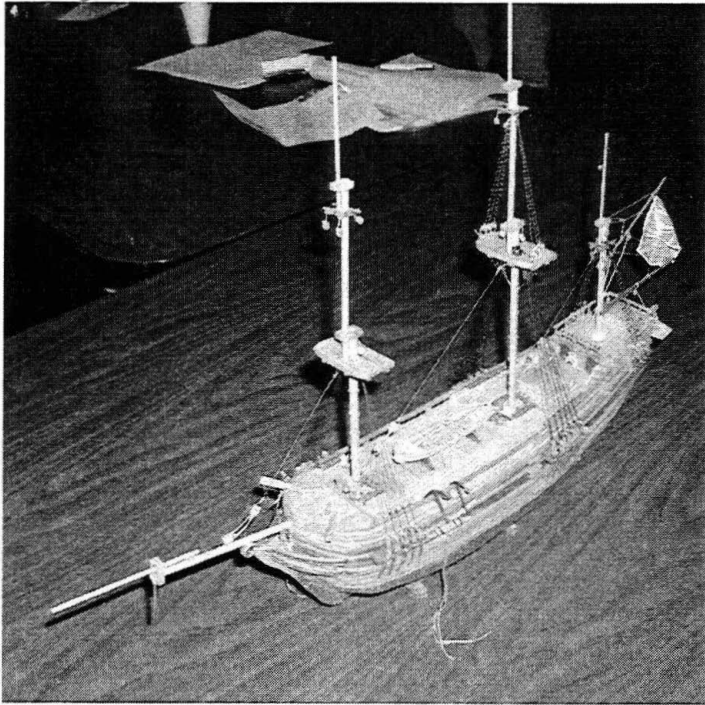


Photo by Ron Zeunges

Robert Hewitt's H.M. SUPPLY 1"=20 ft. The Deck furniture has been added. The ladder is made of boxwood with stiles slotted as real ladders are made. The twenty-two foot launch (1.10"lg.) was added. The hull below the waterline is white holly unpainted. There is a .009 thick piece of red painted holly for the waterline. The planking is .02 pear with black dyed glue formed to the shear of the launch. The wood and the black glue idea came from Lloyd Warner. The launch has boxwood grating of .010 squares. The model is mounted on a mirror to best show the framing of SUPPLY.

Photo by Ron Zeunges



Chari Wessel's HMS Beagle Mamoli Kit/plank-on bulkhead at a 1:64 scale

Built around 1817 as a barque, the Beagle served as a coaster for 20 years. Then she was refitted as a brig for scientific observations. She left Plymouth in December of 1831 for a 4-year voyage around the world under Captain Robert Fitzroy and his gentleman companion Charles Darwin.

Chari has worked on this kit intermittently for 2 1/2 years. Right now she is removing all the rigging she tied using the heavy thread that was included with the kit, and retying all the shrouds and ratlines with finer line. She was unhappy with the thick thread and big knots, which looked messy and too big for the scale of the model. Seeing the thinner precise rigging on ships her fellow modelers had done inspired her to start over. This is just one of a long list of problems she has had with this kit trying to built it by package instructions. It is turning out much nicer because of all the hints and help she has gotten at Modeler's Guild meetings.

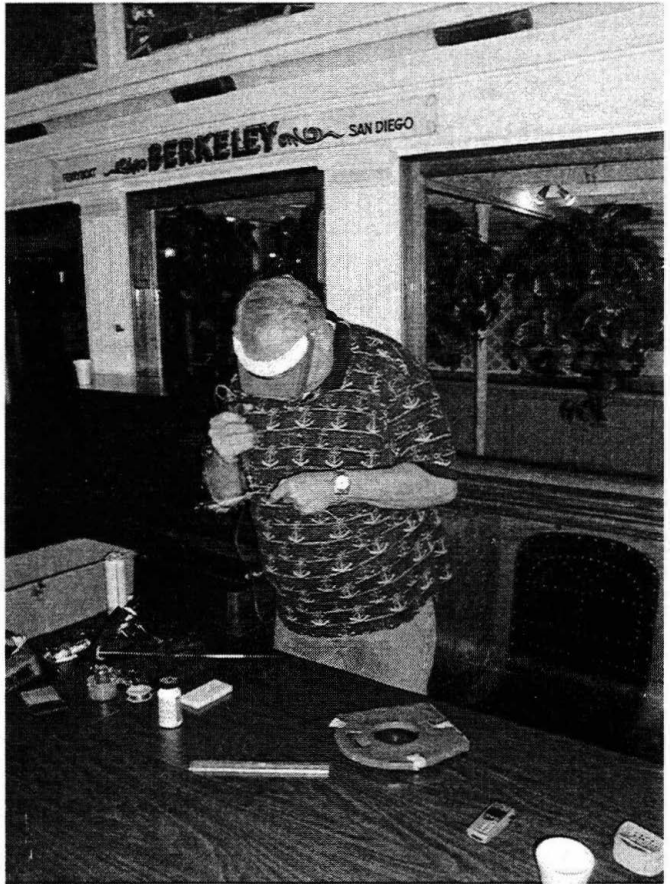


Photo by Ron Zeunges

Bob Graham's Soldering and Rudder Brace Demonstration.

A fixture is made to hold a brass tube in place. Cut a groove in corian equal to the thickness of the strap plus the tube diameter. Cut a number of slots equal to the number of braces on your model. Fig. 1.

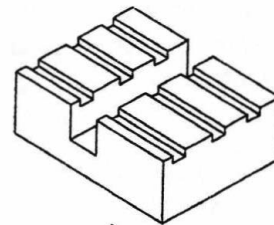


Fig. 1.

Place a tube in the groove and at the intersection of the slots place a small drop of flux on the tube. Touch the spots with a tiny dab of solder. Fig.2.

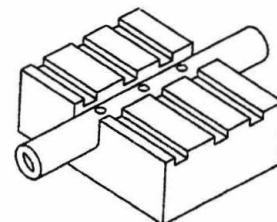


Fig.2

Dear San Diego Ship Modelers,
PLEASE BRING YOUR MODELS IN A BOX,
JUST STARTED, HALF FINISHED OR
COMPLETE. As a favor to the newsletter staff, could you please jot down a few lines about the model with the ship's name and yours also.

Lay a strap on the bench, apply flux and solder as above. Turn the strap over, match the two soldered pieces, hold the pieces together with tweezers and apply heat. Solder all of the straps. Insert a rod in the tube before cutting. Form the strap over a block of wood and install on the ship.

Materials: Duzall flux: sold at welding supply houses.

Solder: Radio shack #1064-013 2% silver 15w. soldering iron



Hagar the Horrible



Kit News

by Chuck Seiler

Model shipbuilding has come a long way in the last decade or so. MANY years ago, if you wanted to build a ship model and you were not a scratch builder, your limited options included getting a solid hull from *Scientific*. Here, you carved away all the wood that did not look like a ship, added some cheesy basswood sticks for masts and way out of scale thread for rigging and, viola, a ship!

As time went by, more companies came on line offering a wider variety of kits. Quality varied widely also. Some U.S. based companies made good products, but went out of business or were absorbed. The European companies were more prolific, but often with poor quality or less than desirable instructions.

Today's modeler has more options than ever before. With laser cutting, kit quality is better than ever. Customer demand is causing improvements as well. New companies are being formed to meet the needs of the shipmodeling customer. Some old companies are making changes as well. Elsewhere, fellow modelers are putting their skills to work to bring out new methods of kit building.

Communication is the key. The internet is linking the modeling community so that this small group of widely dispersed crafters can communicate like never before. Ideas can be shared, experience can be passed on and the combined forum can be used to 'make things happen'. The new guy on the block can get guidance and advice from long time modelers...even scratch builders. That is one thing that is so great about our hobby; the crusty old salts are VERY willing to help the beginner and the technique used to make the scratch built VICTORY can also be used on the VIRGINIA PILOT kit. The internet has also changed the way we research. Our options are no longer (a) take the kit at face value or (b) make a pilgrimage to the National Maritime Museum. We can research and customize out kits.

Clayton Feldman, editor of *Ships in Scale*, is planning to tap into the extensive membership on his subscriber list (currently over 1900 members) to get feedback and opinion on various kits. Some have even suggested a poll so that not only one or two opinions outlined, a general thumbs up or down from a large base can be made. The results of this will be published in the *Ships in Scale* magazine.

As a member of various subscriber lists, I see announcements of new models as well as comments about existing kits, new companies and new methods.. I will use this corner to provide this information to you in an objective manner. ♪♦

The Top Answers to Frequently Asked Questions at the Del Mar Faire

by Chuck Seiler

It is time once again for the San Diego County (formerly Del Mar) Fair. Here we are able to set up our booth and wax wisc about modcl shipbuilding to all who wish to wander by. Some of the newer members may be intimidated and may feel they do not have the knowledge for such a daunting task. Never fear! I bring you the answers to the most frequently asked questions we get at the Fair. Take this with you and feel free to use the answer you think most appropriate to the question asked.

1. Yes, I know where the restroom is. From the expression on your face, I'll bet you wish you did too.
2. No, this is NOT made of balsa wood.
3. No this is NOT a pirate ship (unless you are in fact building a pirate ship, then say "yes").
4. Yes it does take patience to build one of these... and desire. STOP TOUCHING THAT!!!!
5. Huh? What's that you say? Loud? The bowl makers are too loud? Sorry, I can't hear you.

6. No kid, I'm SURE its not a pirate ship (unless, of course, it is).

7. I don't know what that is. We think the builder may have been on planet Mars at the time. (This is describing the mystery project of the year. It changes each year, so I cannot describe it. You will know it when you see it, however.)

8. No, I don't know how they get the ship into the bottle. My job is to EMPTY the bottle. After that, I don't remember much.

9. I don't care if the guys in the bowl booth gave you something. You cannot have Hewitt's model as a sample. STOP TOUCHING THAT!!!

10. Okay! Okay, kid! You're right. It's a pirate ship! A balsa wood, Mississippi river sternwheel steam powcrred piratc ship! Don't you have some placc clsc you need to be? Hey lady, doesn't he need to go to the restroom or something?

Enjoy the Fair. If you are not working it, drop by and say HI! But don't ask me if its made of balsa.

Dutch archaeologists unveil Roman ship

Contributed by Chari Wessel



ASSOCIATED PRESS

Maritime Archeologist Andre van Holk, left, looks at an excavated Roman ship, which sank along the banks of the old Rhine river now in De Meern, Netherlands, around the year A.D. 180.

ASSOCIATED PRESS

DE MEERN, Netherlands — Archaeologists have unveiled the oldest shipwreck ever recovered in the Netherlands, an astonishingly well-preserved Roman military transport that sank along the banks of the Rhine 18 centuries ago.

Although other ships have been found in what was the sprawling Roman Empire, the flat-bottomed barge displayed Thursday is one of the few found north of the Alps. It was built about A.D. 180, when Marcus Aurelius passed the throne to the emperor Commodus.

"What's really exciting is that the type is slightly different from others that have been found," said maritime archaeologist Andre van Holk, who oversaw the excavation. "It's longer and thinner."

The ship's 75-foot-long exterior is intact, as are a masthead and iron nails. The ship held no cargo when it sank, but the narrow construction and other remains — including a decora-

ted chest complete with lock and key — suggest it may have been used by a paymaster sailing upriver with supplies for military camps and bases along the Rhine.

The ship, along with its wooden mooring, was found in De Meern, about three miles west of Utrecht, near what was once the site of a Roman military camp.

The Romans first arrived in the region at the time of Julius Caesar, about 53 B.C., and the Rhine later became one border of the Empire.

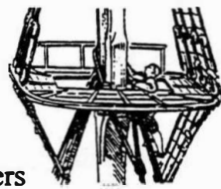
Several Roman watchtowers have been discovered along the river in the same area. One apparently was burned during an uprising by local tribes about A.D. 69.

After Roman times, the river changed course, and the entire complex around De Meern was buried under a deep layer of mud, clay and sand which kept the ship from rotting.

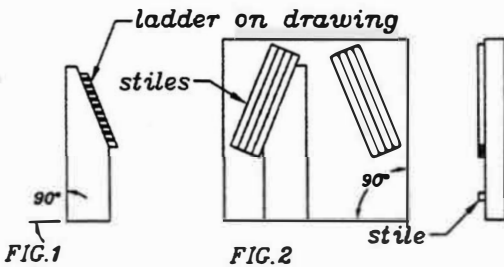
The ship "must have sunk in some kind of accident," Van Holk said.

THRU THE LUBBERS HOLE

By Robert Hewitt
Building ships ladders



Transfer the ladder angle to a block of squared off scrap wood. Fig. 1. Cut the stiles from pear or boxwood to a length greater than the stair length. Always cut extras. Glue a few pieces to a squared off block of hard wood using the angled piece as a guide. Flip the angled piece over and glue an equal amount of stiles on the opposite side. Add one stile to level the piece when cutting the tread slots. Fig. 2.



Select your saw blade to the thickness of the treads. Set the height of the blade to one-half of the thickness of the stile. Make a spacer or use feeler gauges equal to the ladders riser. Fig. 3.

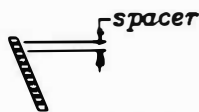


FIG. 3

Make the first cut. Fig. 4. Hold the piece over the blade and shut off the saw. Move the fence, set the spacer and move the fence back and lock it into position. Remove the spacer and make the next cut. Repeat for all of the slots. It is important that a few extra slots are cut on each end. Soak the assembly in water to remove the stiles from the hardwood block.

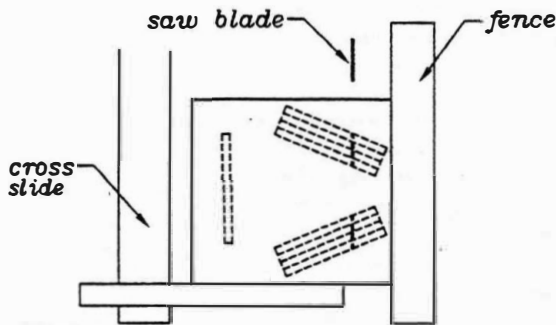


FIG. 4

Cut out all of the treads from the same type of wood as the stiles. Select one of each type of stringer and glue one tread to the top of each slot. Fig. 5.

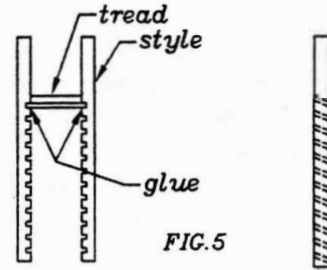


FIG. 5

Glue a tread to the bottom slots. Keep the unit as square as possible. Fig. 6. The stringers will have a slight bow in them, but this will help in the next step

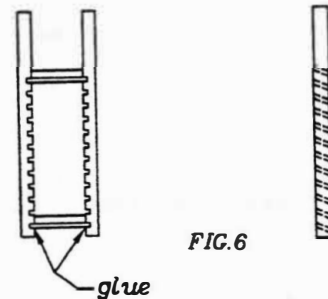
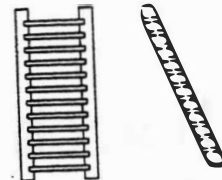


FIG. 6

When dry, fill in the other treads, trim to length and install.



TODAY'S BRITAIN

BY LARRY GARDNER

Shackleton Expedition Party Member's Kin Seek Medal To Honour Him

THE FAMILY of a man who took part in Sir Ernest Shackleton's memorable expedition to the South Pole in 1914 are asking why carpenter Henry McNish did not get the Polar Medal. Shackleton set sail with a crew of 28 aboard the *Endurance*, but when they returned to Britain two years later only 24 of them were awarded the Polar Medal.

Shackleton had to abandon *Endurance* after becoming iced-in, and while most of the crew remained on the Antarctic shore, Shackleton with five men, including McNish, made an 800-mile journey to the island of South Georgia in an open boat to bring help. Miraculously, no lives were lost and everybody was rescued.

Marine laws stipulated that when a ship is lost a seaman's pay ceased. McNish apparently was concerned that he was not going to get paid and made his suspicions known to Shackleton who probably considered it an unforgivable distraction under the circumstances. The Scot's pursuance of his financial interest was apparently regarded by the expedition leader as insubordination. When Shackleton made his recommendations for the Polar Medal, four of the crew did not make the list, including McNish who went by the nickname of "Chippy."

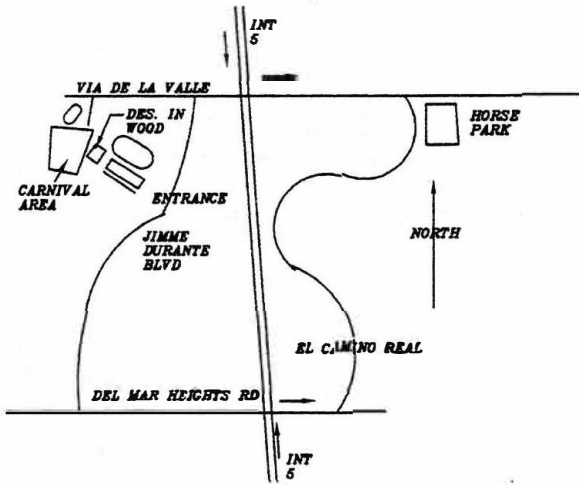
"That he was excluded from an honour he richly deserved because he stood up for himself is an injustice," said his grand-nephew John McNish, 64, who lives in Port Glasgow. "As a family, we are proud of him and his contribution to the expedition."

Rear Admiral John Myres of the Polar Medal Assessment Committee was not hopeful however, and cited the rarity of posthumously awarded medals, claiming it would be difficult to second guess incidents that happened so long ago.

John McNish has not given up his great Uncle, and says the family will continue their quest for justice.

"No matter what, we will keep fighting for Chippy," he promised.


FREE PARKING IN THE HORSE PARK
 THEN TAKE THE FREE TRAM TO THE FAIR-
 BUT MUCH EASIER TO PAY \$ 7.00 IN THE PARKING
 LOT IF YOU ARE CARRYING A LARGE MODEL!



San Diego County Fair.

Your tickets allow you to enter the fair before the general public. This will give you time to set-up. Don't forget to sign in as you will receive volunteer hours. Also sign in for the MEDEA cruise and one guest. The cruise will be in August; Jack has not yet set the date. I hope to have the more comfortable chairs for this event. The important thing is to enjoy the fair, and to promote the Maritime Museum and our Guild. Any questions please call me at 619-234-xxxx or email me at xxxxxxx

Jack Klein and I extend many thanks for your contribution of your precious time.
 Robert Hewitt

SAN DIEGO COUNTY FAIR 2003 THEME: COMMOTION BY THE OCEAN 100 th. ANNIVERSARY OF SCRIPPS INST. of OCEANOGRAPHY						DESIGN IN WOOD MISSION TOWER TIME: 9 AM TO 6 PM revised 5/1/2003	
						FRIDAY	SATURDAY
					NOTE: ALL TELEPHONE NUMBERS WITHOUT AREA CODES ARE 619	13 JUNE FAIR OPENS J. KLEIN	14 JUNE E. ANDREW D. BIENVENUE B. GRAHAM wooden boat show
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY			
15 JUNE FATHERS DAY C. WESSEL J JONES C. SEILER 448-4917 wooden boat show	16 JUNE SHUT	17 JUNE R. ZEUNGES MIKE FORGET	18 JUNE C. HILL J. KLEIN	19 JUNE R. McPHAIL MIKE FORGET	20 JUNE J. KLEIN E. ANDREW R. HOLLOND	21 JUNE K. C. EDWARDS R. HOLLOND D. BIENVENUE	
22 JUNE D. YUMOTO R. HEWITT	23 JUNE SHUT	24 JUNE R. ZEUNGES R. STRANGE	25 JUNE C. HILL S. LEVONIAN	26 JUNE K. C. EDWARDS D. DANA	27 JUNE J. KLEIN 698-ANDR EW R. HEWITT	28 JUNE E. ANDREW E. WHITE R. HEWITT	
29 JUNE E. ANDREW R. HEWITT	30 JUNE SHUT	1 JULY R. ZEUNGES	2 JULY C. HILL	3 JULY K. C. EDWARDS J. WICKMAN D. DANA	4 JULY J. KLEIN E. ANDREW R. HEWITT	5 JULY E. ANDREW E. WHITE B. GRAHAM	
6 JULY E. ANDREW E. WHITE FAIR CLOSES	7 JULY BOOTH TAKE-DOWN PICK UP ENTRIES	ENTRY DEADLINE FRIDAY, MAY 2nd. 5:00pm SET-UP MARITIME MUSEUM BOOTH DAY- SUNDAY MAY 25th.					 sdfair . com exhibits design in wood

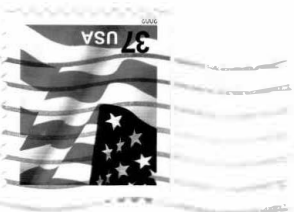
Next Meeting Wednesday June 11 on the Berkeley
6:30 pm social, 7 pm Meeting

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



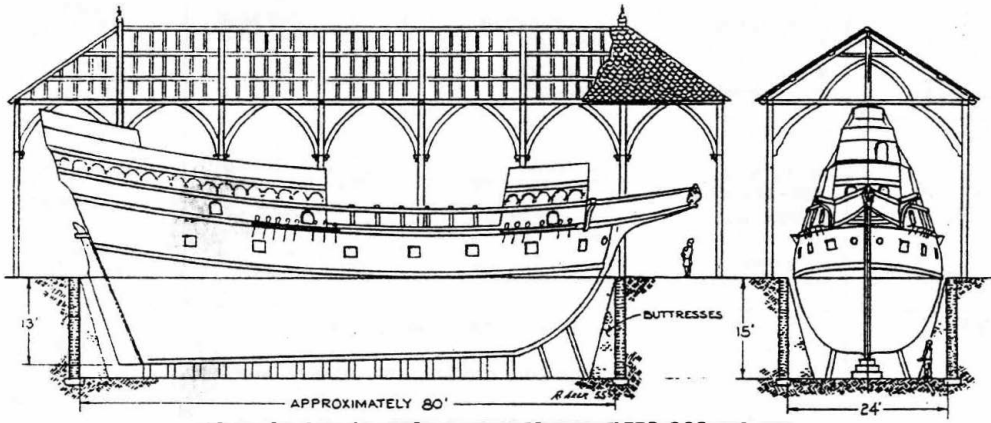
San Diego, CA 92101 1492 N. Harbor Drive

San Diego Ship Modelers Guild



THE GOLDEN HIND AT DEPTFORD
By Raymond Aker, May 1998

Francis Drake returned to Plymouth England on September 26, 1580 and was received graciously by Queen Elizabeth in London. His ship, the **GOLDEN HIND** was then brought to Deptford near the Royal Navy Yard. The Queen consecrated his ship as a memorial and on April 4, 1581, she knighted him on board. The **GOLDEN HIND** remained in a specialty prepared dock for nearly one-hundred years until it had deteriorated so badly that it was broken up. The exact sight of the memorial and the ships remains were forgotten as time passed.



CONJECTURAL CONCEPT OF THE ESTIMATE FOR DOCKING AND ENCLOSED OF SIR FRANCIS DRAKE'S SHIP, THE "GOLDEN HIND"

This description and a full set of plans of the **GOLDEN HIND** which include rigging, framing, molding, carvings, beak head assembly, tops etc. by the late **Raymond Aker** is available to museum members from the library on the **BERKLEY**.