



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

OCTOBER 2003

NEWSLETTER

VOLUME 27, NO.10



Purser **Dick Strange** and Editor **Robert Hewitt** enjoy the *Medea* Cruise for Fair Volunteers

Message from Bob Crawford

Mark Allen, the museum's librarian has asked for a work party to transfer any periodicals in the Museum's library that pertain to ship model building, to the model shop. Would there be any volunteers available for the first Saturday in October? That would be October 4 at 9 am. Please contact Bob Crawford or the model shop. (619)234-xxxx

Minutes of 10 September Meeting

By **Bob McPhail**

Don Bienvenue opened the meeting and asked any visitors to introduce themselves. There were no visitors or guests. The purser, **Richard Strange**, then gave his report. The balance at the end of July was \$xxx. The balance as of August 31 is \$xxx. For news and upcoming events, **Bob McPhail**

mentioned that there will be a marine engineering expo in Visalia, CA. 25/26 October. For information phone 1-800-789-xxx or website www.cabinfeverexpo.com **Bill Luther** mentioned that the two brigantines made a port stop in San Diego and then sailed up to Dana Point. If he gets timely information on future sailings/port stops to San Diego he will let the club know. Richard Strange talked about the Western Ship Model Conference April 30 – May 1, 2004.

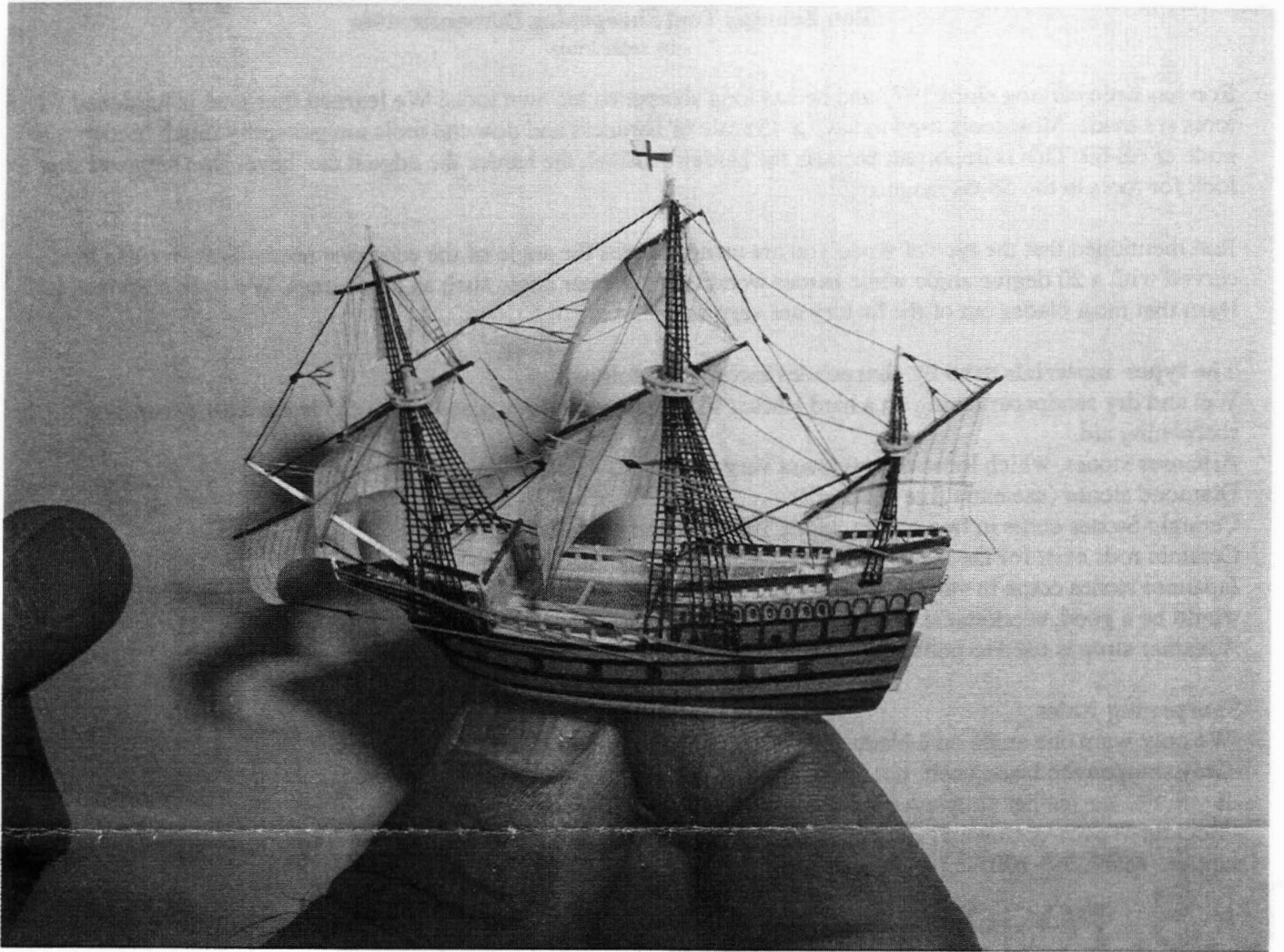
Don passed around a list of demonstration topics. He wanted volunteers to sign up for each one and prepare a demo/talk for them. A discussion about **Chuck Seiler's** request followed. Chuck is going to write an article about beginning modeling. He wanted to know what the members felt should be a good beginner's model and what should it contain. A lively discussion followed with many good comments.

Ron Zeunges gave a very interesting talk and demonstration on sharpening techniques. After the demo, there was show and tell.

Lew Johnson showed his party boat (Viking ship). **Bob McPhail** talked about his sailboat being built using the LIFT "bread and butter" method. **Dick Roos** discussed miscellaneous miniature tools he made. **Howie Franklin** showed his tugboat. There was also some interesting discussion about a TUG boat and a TOW boat.



Detail of Lyle Starkweather's *Royal Caroline*. He is not able to bring it to the meeting. It's almost three feet long and is not quite finished. Lyle still have a little rigging to do, and sails (mostly furled) to install. Before he is done he may just tear some of it apart and redo the ratlines



Robert Hewitt's 1:500 *Golden Hind*

The ***GOLDEN HIND*** was Francis Drake's privateer, the second ship to circumnavigate the world between 1577 and 1580. He landed on the west coast of North America. The exact location is in doubt. There is little contemporary information on the ship. In 1954 the late Raymond Acker began a large cutaway diorama of the ***GOLDEN HIND*** to commemorate the three hundred and seventy-fifth anniversary of the landing in California. Mr. Acker developed the plans based on crude engravings, one being on a coconut brought to England by Drake. There are also recorded dimensions of the stockade that displayed the ship along the Thames River near Deptford. The stockade was erected by order of Queen Elizabeth to have a fitting stage to knight the privateer she nicknamed "my pyrate". After the queen had

passed away the memorial had gone to ruin.

The plans drawn by Mr. Acker were also based on a six section hull design of the Elizabethan period by Matthew Baker. There was no stern gallery as some reproductions and models show.

The model is built to a scale of 1:500 and is going to be part of a permanent exhibit on the WWII liberty ship ***SS JEREMIAH O'BRIEN*** in San Francisco. The exhibit will have about twenty miniature models and is titled "America's Merchant Marine". Mr. Ackers plans are from the permanent collection on the ***BERKELEY***. The model is made of holly, pear, ebony and purple heart. It is less than three inches long.

Robert Hewitt

Ron Zeunges Tool Sharpening Demonstration

by Jacki Jones

Ron has been carving since 1977 and he has long sharpened his own tools. We learned that steel is hardened when tools are made. Most tools used to have a 45 scale of hardness and now the tools are generally much harder at a scale of 68-69. This is important because the harder the steel, the harder the edge it can have. Ron suggests that we look for tools in the 58-68 range.

Ron mentioned that the type of wood you are using dictates the angle of the edge one needs. Soft wood is best carved with a 20 degree angle while harder woods need greater angle such as 32 degrees. We were surprised to learn that most blades out of the factory are very dull.

The types materials used by sharpeners include the following:

Wet and dry sandpaper laying on a hard surface like a piece of heavy glass (1/4 inch) is the least expensive sharpening aid.

Arkansas stones, which loose their flatness very easily

Diamond stones (use extra fine 1000 grit)

Ceramic Stones come in two grades- black 1000 grit and white 2000 grit

Ceramic rods exist for the inside of tools

Japanese stones come in varying grits such as 600 to 8000 grit! A1000/4000 or 1000/8000 grit combination stone would be a good, economical buy.

A leather strop is used to polish the tools and keep them keen between sharpenings.

Sharpening Rules

-We only want one angle on a blade, unless it is a double-edged chisel.

-Only sharpen the blade itself, not the flat part of the tool.

-If you use the leather strop every hour you won't have to sharpen frequently.

- Rockler Woodworking and Hardware at 8199 Clairemont Mesa Blvd is a suggested source for all your sharpening supplies (858) 268-1005

U.S. reserve fleet turning into a rust-bucket brigade

By Jonathan D. Salant
ASSOCIATED PRESS

FORT EUSTIS, Va. — At the end of World War II, the cargo ship Wayne Victory ferried equipment to Okinawa. During the Vietnam War, it transported trucks back from Saigon. Now it is engaged in one final campaign — a losing battle with the elements.

Paint on the 56-year-old ship has surrendered to rust. Holes the size of half dollars poke through the bridge deck. White rope shaped like the string in cat's cradle hangs where a section of the ship's side used to be. Asbestos lines the pipes.

PCBs coat the wiring and lead paint covers the walls.

Visitors must sign a release form before boarding the ship,

acknowledging the toxic brew they will be breathing.

Some of the 272 ships in the National Defense Reserve Fleet are in even worse shape.

In a report to Congress, the U.S. Maritime Administration projects it will have to scrap 148 of them, including the Wayne Victory, by 2006 because they no longer will be in shape to carry out their mission of quickly transporting jeeps, tanks and other heavy equipment to U.S. troops overseas.

"These vessels are deteriorating and pose an immediate environmental threat," said Transportation Department Inspector General Kenneth Mead.

The fleet is docked at three locations — California's Suisun

Bay, near Benicia; Beaumont, Texas; and Fort Eustis along the James River in Virginia. Ships in the fleet carried equipment to U.S. troops during the Korean, Vietnam and Persian Gulf wars.

The Maritime Administration has spent more than \$2 million in the past three years to clean up spills and remove fuel. In August 2000, it cost the agency \$250,000 to remove from the river 1,000 gallons of oil that leaked from another ship through a hole the size of a quarter.

Before 1994, the agency disposed of its unwanted ships by selling them abroad to foreign shipyards, where they were dismantled for parts. The practice ended after the Environmental Protection Agency banned PCB exports.

"Everywhere you look around, you're going to find the potential for hazardous materials," said M. Nuns Jain, the maritime agency's regional director.

Congress ordered the Maritime Administration to get rid of the decaying ships by 2006. Lawmakers this year agreed to spend \$10 million to scrap the ships, and another \$10 million is in the spending bill for the fiscal year beginning Oct. 1.

It costs an estimated \$2 million to dismantle a ship, and the Maritime Administration is looking at alternatives to simply paying someone to scrap a vessel, said James Caponiti, associate administrator for national security.

"We don't know whether there's a solution in the international marketplace," Caponiti said. "There's capacity in the United States to do this, but it's going to be expensive. We don't know what we want to do in the long run."

In the meantime, crews struggle to keep the decaying ships afloat.

Treating Rigging or Mind Your Own Beeswax!

Contributed by chuck Seiler

The following comes from Clay Feldman's internet Seaways Subscriber List.

Jean Therrien asks:

Why and how do you use bees wax on rigging?
Should I use bees wax or Antiquax original wax polish,
and why wax.

Secondly how do you apply it?

Mike Graff responds:

Why use beeswax:

- it coats and protects the thread
- it is nonvolatile and will stay on the thread a LONG time
- it tends to slightly darken and enrich the thread color
- it knocks down and keeps down thread fuzz and frizz
- it slightly stiffens the thread
- the process of waxing works the thread to reduce its stretchiness work out curl introduced by spooling or coiling the thread work out some of the twist in the thread
- it makes the thread just a bit tacky and easier to work with
- snugged down knots on well waxed thread tend to stay tied and resist working loose

How to apply beeswax:

- pull the thread across the wax cake 2-3 times while holding one end and then the other to load wax on the thread surface
- slowly draw the thread across a lighted (and therefore hot) light bulb - the goal is to melt the wax so it soaks into the thread
- pull the thread across the wax cake again, 2-3 times in each direction, giving it a small turn before each pass
- heavy thread will need a little extra wax while light/thin thread will be fine with a bit less wax
- IF the light bulb step leaves wax on the bulb, THEN you're putting too much wax on the thread in the first step
- IF the light bulb step generates smoke THEN you're either moving too slowly or the bulb is too powerful (50-60 watt bulbs are just right) or both.

Good Viking Ship Model?

Members: I am looking for a model kit of a Viking ship. I can handle difficult foreign plans, so that part is OK. The model I get needs to be plank on plank hull, and must have the oars and the round oar-guards so often seen in pictures. I will want to add sails to it, and flags, and little horned men. I can not work with anything smaller than one foot long, and prefer models about about three feet long. I have never done 'scratch' work, but am willing to try a little in this case, if necessary. If any of you know a manufacturer that offers such a model, or maybe a magazine itemizing all the different available kits please let me know at e-mail address:

xxx Thanks a bunch!

Lyle

JOHN CHRISTOPHER MATHEWS III

July 14, 1914 to Sept. 9, 2003 Born in upper New York State to the noted concert singer, Grace Raymond and her husband, John Christopher Mathews II, of Charles City, Iowa, John Christopher Mathews, III had his early rearing in Germany and France. His parents later settled in Santa Monica where he learned from the tennis greats of the 20s and 30s the skills of the game at which he excelled and which became a life long love. Schooling involved graduation from San Diego Army-Navy Academy, Marion Institute and the U.S. Naval Academy, class of 1939. He weathered WWII and Korean War in WESPAC, earning a bronze star for skillfully operating his ship in enemy waters and, as an outstanding ship handler, enjoyed three commands - the destroyers MUSTIN, HAZELWOOD, AND HENDERSON. Early retirement in 1960 allowed him to pursue careers at the Bechtel and Rand Corporation and then retired again, to Coronado where he has lived since 1956. Commander Mathews love of the sea carried over into the building and collecting of fine miniature models. He was a member of every maritime museum from Salem, Mass. to Newport News, Va. as well as the San Diego Maritime Museum. Other memberships include Williamsburg Foundation's Raleigh Society, Old Globe, San Diego Zoo, San Diego Symphony, Coronado Floral Association, Associate member of Coronado Republican Women's Association and Pro America. He is survived by his wife of 55 years. Memorial services will be at Fort Rosecrans, Thursday, September 18 at 2:30 p.m., followed by a reception at Cafe Eleven, 1440 University Avenue, San Diego. Donations to Sharp Hospice are suggested in lieu of flowers.

Our Guild has an award plaque for an outstanding guild member in honor of Mr. Chris Mathews. We will be awarding one of our members soon. Over the years Mr. Mathews donated many ship models and tools to our guild.



Bob and Peggy McPhail on the Cruise

New Discoveries Made at Site of 1850 Shipwreck

By THOMAS H. MAUGH II

LOS ANGELES TIMES

An underwater exploration of what has been called the most important shipwreck in California history is providing new information about how the ship met its ultimate fate and might lead to the first detailed understanding of how the ships known as Baltimore Clippers were constructed.

A team of archaeologists has just completed two weeks of diving at the 153-year-old wreckage of the Frolic, located just offshore near the Point Cabrillo lighthouse about 100 miles north of San Francisco.

Although amateur divers have been salvaging artifacts from the wreck for more than 40 years, this month's expedition marks the first time that the site has been formally surveyed, which is the first step in retrieving more artifacts and turning the site into a protected underwater state park.

The 200-ton Frolic, which was carrying trade goods from China to San Francisco, is the only clipper known to have sunk on the West Coast.

Although the ship has been badly damaged by time and tides, much of the wood has disintegrated, enough remains

in place that researchers should be able to document its construction, according to archaeologist Tom Layton of San Jose State University, a leading expert on the Frolic.

"There is a big debate over what the hulls of the Baltimore Clippers looked like because there aren't any of them left," Layton said. "Now we may be able to answer the question."

Added Charles Beeker of Indiana University, who led the expedition, "This ship is a porthole into the past."

The Frolic was built by Boston merchants in 1844 to run opium from India to China. But it became obsolete for that purpose only five years later when the routes were taken over by steam vessels, which were more costly to operate, but which could be insured much more cheaply because of their ability to maneuver away from navigational hazards.

Its owners then decided to use it to carry trade goods from China to San Francisco to fill the needs of the miners in the California Gold Rush. In command, they placed Capt. Edward Horatio Faucon, who was already world-famous as the hero of Richard Henry

"This ship is a porthole into the past."

CHARLES BEEKER
EXPEDITION LEADER FROM INDIANA
UNIVERSITY

Dana's book "Two years Before the Mast." Among other cargo, it carried a prefabricated house, 21,000 porcelain bowls, 6,109 bottles of Scottish ale that had been bottled in China, trunks of silk fabric and furniture.

On a calm, clear summer evening in 1850, captain and crew saw the coastal mountains near what is now Point Cabrillo. What they didn't see, until it was too late, were the whitecaps breaking over the reefs offshore. Faucon brought the ship around, but the lack of wind hindered his escape and the Frolic's stern was holed.

In letters to the insurance company and the Frolic's owners, Faucon said he and his men abandoned the ship in two longboats, rowing ashore at the mouth of a river in what is now Mendocino. "But cap-

tains generally do not abandon their ships offshore," Layton said. "They generally try to get into shore."

The new investigation suggests that is what happened here.

In eight days of diving, Beeker's team discovered that the ship had been run aground prow first. That suggests the action was deliberate, Layton said.

"Every other shipwreck not intentionally grounded is located broadside to the coastline," added team member Sheli Smith, an archaeologist at Napa Valley College.

The placement of the anchors in the wreckage confirmed that they had been used, probably in conjunction with the longboats, to turn the Frolic so that its sails would drive it aground, she added.

The team mapped the ship "from bow to stern," Beeker said. Despite the 40 years of salvaging, "there is a lot of material in the water," he added, most of it still located in its original position. "The wood is virtually all gone," he noted. "We can't really think of it as a shipwreck any more. It's a submerged cultural resource."

The team hopes to return next summer.

DEMONSTRATE YOUR SHIPMODELING TALENTS

During our September meeting, I passed around a list of different ideas for future "hands on" demonstrations for different aspects of shipmodeling. Below is a copy of the list. If you are interested in doing a demonstration on one of the topics on the list, or another topic you think would be interesting, please let me know, and I'll add you to the list. I can be reached by email at xxx or by telephone at (858) 560-xxxx.

Don Bienvenue

TOPIC	PERSON GIVING DEMONSTRATION
Sailmaking	Howie Franklin
Rigging	Bob McPhail
Reading ship lines on blueprints	Bill Luther
Photo-Etch application	Bill Luther
Deck Planking	Chuck Seiler
Hull Planking	
Masts and Yards	
Making blocks	
Ratlines	
Painting and finishing	
Cannon/building gunports	
Deck furniture	
Coppering hulls	
Ships in Bottles	
Making gratings	
Carving Figureheads	
Work area set-up	
Miniature figures	
Ladders	
Home-made jigs and tools	

Hagar the Horrible

EVERYONE HATES TO INVAD
ENGLAND DURING THE RAINY SEASON!



Explorers find wreck off Georgia coast

By MITCH STACY

THE ASSOCIATED PRESS

TAMPA, Fla. — Explorers believe they have found the sunken remains of an 1860s steamer that could yield the richest cargo ever recovered from a shipwreck: thousands of gold coins worth as much as \$180 million.

The S.S. Republic was carrying 59 passengers and 20,000 \$20 gold coins from New York to New Orleans when it sank in a hurricane off Savannah, Ga., on Oct. 25,

1865, according to newspaper accounts and other historical records.

All the passengers boarded lifeboats and got off alive, but the coins, intended to help pay for reconstruction of the South after the Civil War, went to the bottom of the Atlantic

Ocean with the Republic. An expert has estimated they would be worth \$120 million to \$180 million today.

After searching for 12 years, Greg Stemm and John Morris of Odyssey Marine Explorations Inc. said Saturday

that they found the wreck last month in 1,700 feet of water about 100 miles southeast of Savannah.

Documentation and excavation of the site using remotely operated robotic equipment is set to begin next month. Stemm said the Tampa-based company recently bought a 250-foot ship and a special robotic "remotely operated vehicle" to carry out the project.

"It's almost like having a hand down there," Stemm said of the apparatus. "You can lit-

erally feel the pressure when you're picking things up and moving them around."

Because the wreck is so far out in international waters, the company doesn't need a permit to begin work at the site. It has, though, been granted federal "admiralty arrest" of the site to make it illegal for others to lay claim to it.

Odyssey crews combed 1,500 square miles of ocean using a robotic vehicle, sonar and magnetometer technology before finding the wreck they believe is the Republic, a side-wheel steamer that once served in the Union fleet.

"After all the years of searching for this particular shipwreck, finally finding it with just an incredible team of folks, it's just an indescribable

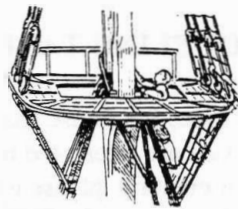
feeling," Stemm said.

Odyssey, a publicly traded company founded in the mid-1990s, has a number of shipwreck search projects in various stages. Stemm and Morris have performed only one other deep-water excavation, that of a Spanish wreck in the Dry Tortugas that yielded about \$5 million in gold and thousands of artifacts.

Donald H. Kagin, author of "Private Gold Coins and Patterns of the United States," estimated that the \$20 gold coins aboard the Republic would fetch between \$6,000 and \$9,000 each, based on the sale of coins from previous shipwrecks.

THRU THE LUBBERS HOLE

By Robert Hewitt



I recently had a need for a small ninety degree alignment nest. It was needed to glue the notched pieces of boxwood to make hatch gratings. The wood was .025" square with .012" notches.

Using scrap single edged razor blades, I carefully pried the aluminum backing plate off of two of the blades. This procedure was done using caution and wearing safety goggles. Fig. 1

remove

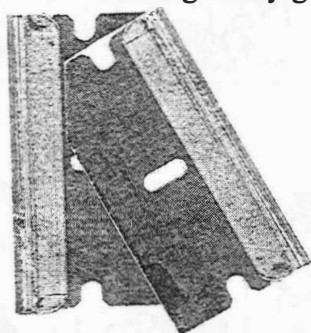


Fig.1

Place one of the blades on a piece of hard wood. The back edge is used for the nest. Be sure that the blade lies flat on the piece of wood. Drop a dollop of white glue in each of the slots on the sides and one in the center slot. Fig. 2

wood

glue

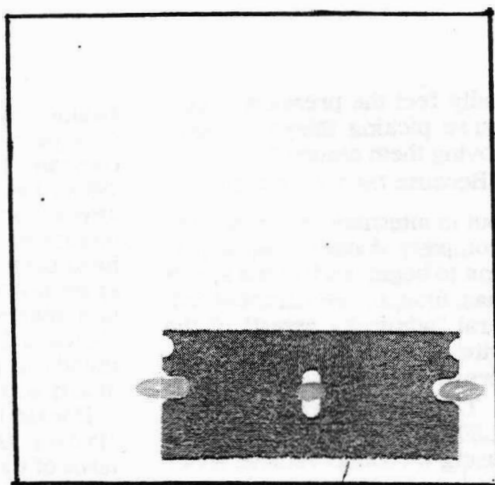
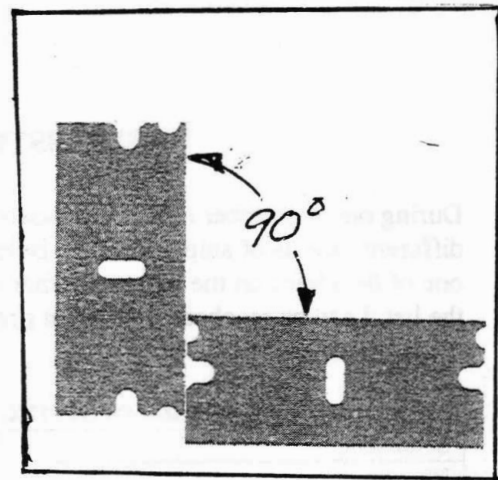


Fig2

Blade edge

When the glue is dry, place the other blade squarely against the first blade. Add glue to the slots on this blade. Hold the blade square until the glue sets up. The two edges form a perfect ninety degree nest. Fig. 3

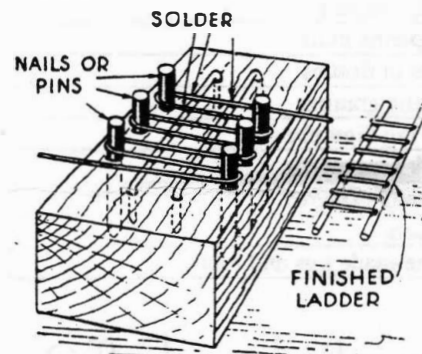
Fig3



Since the blades are only .009" thick, caution should be used to be sure that the pieces of wood, metal, or plastic you are gluing have sharp edges to fit against the nest.

Good luck and good modeling.

A QUICK WAY TO MAKE SHIP MODEL LADDERS



How the wires are held for soldering, and a ladder after being removed and trimmed

WIRE ladders for ship models can be made quickly by the following method: The ends of two pieces of copper wire are fastened to a board at the desired distance apart to form the uprights. Small nails or pins are then driven into the board outside these wires and spaced as far apart as the rungs of the ladder are to be. The diameter of the nails or pins should be about the same as the spaces, or they should be placed as far as possible outside the wires which are to form the uprights in order to minimize the zigzag effect. Fine copper wire is then wound across from pin to pin as shown and soldered to the thicker wires. The pins are removed and the surplus wire is cut away. Several ladders can be made at one time by inserting the desired number of uprights.

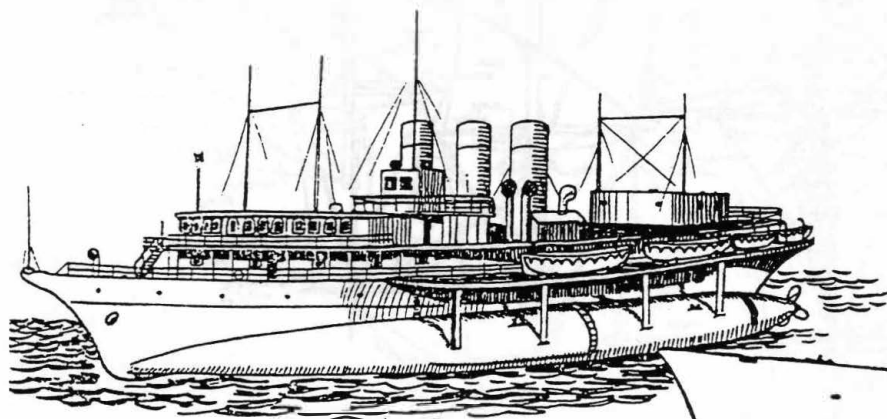
Lois Roth of Dromedary has a new catalog #18. for \$6.00 . The catch of the day on pg 37 is a 36"x 4" cloth gutter that attaches to the front of your worktable to catch those dropped parts.

The Dromedary
6324 Belton
El Paso TX. 79912
Tel. 915-584-2445

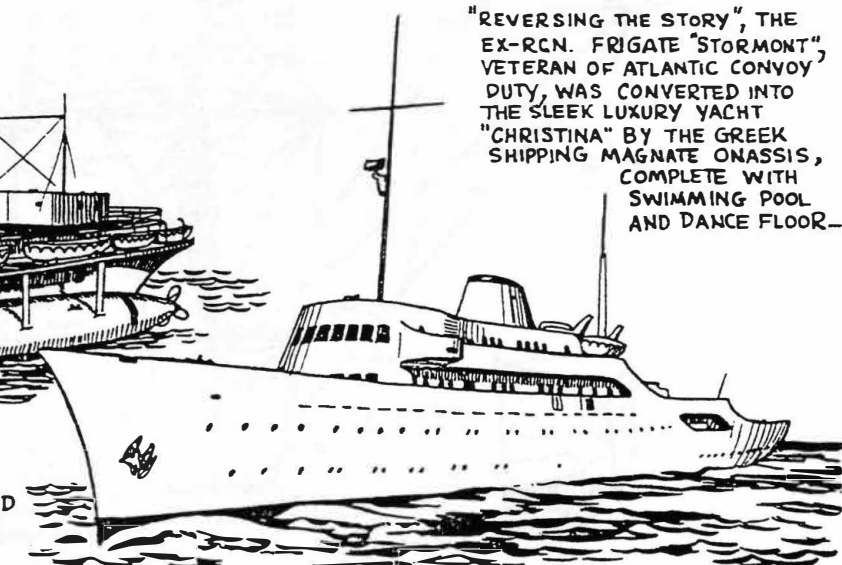
Naval Lore Corner

YACHTS AS WARSHIPS

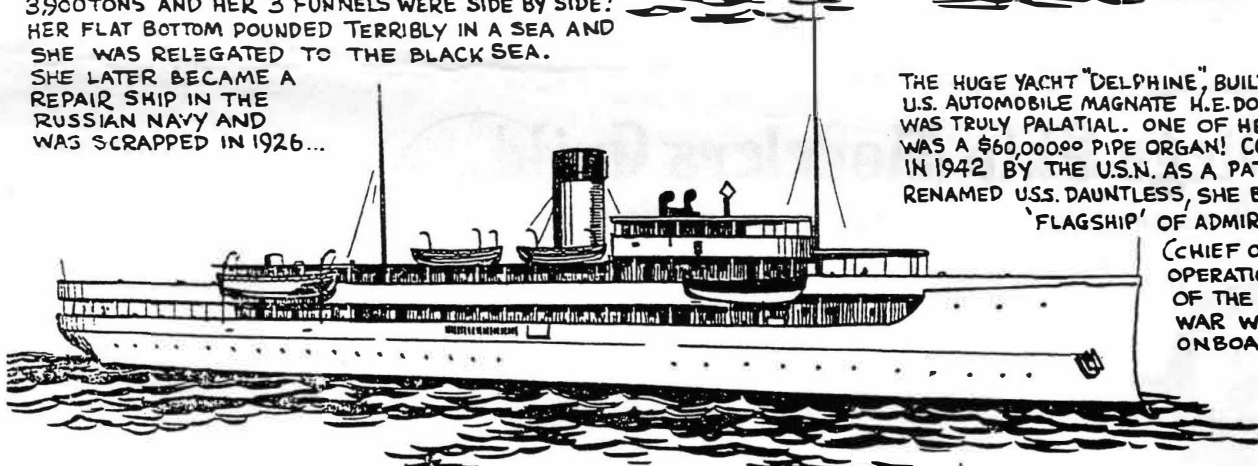
IN BOTH WORLD WARS YACHTS HAVE PLAYED A BIG PART IN THE R.C.N. AS PATROL BOATS AND TRAINING VESSELS. IN OTHER NAVIES, TOO, YACHTS HAVE FIGURED IN WAR-LIKE ROLES, AND SOME HAVE SERVED IN ACTION...



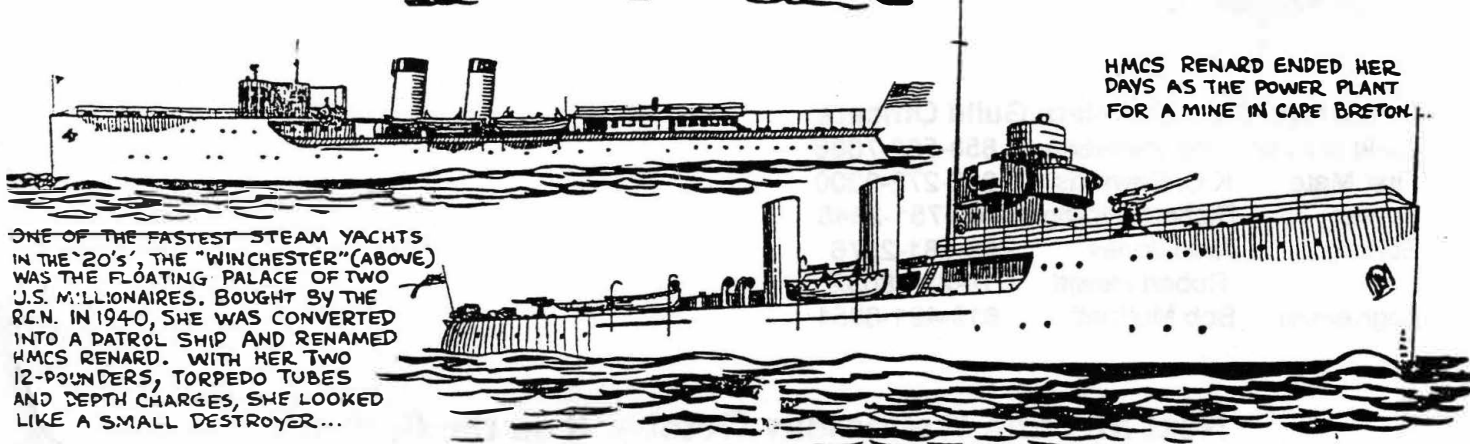
THIS ODDLY SHAPED VESSEL WAS BUILT IN GLASGOW FOR THE CZAR OF RUSSIA IN 1880. A CHRONIC SUFFERER FROM SEA-SICKNESS, HE ORDERED A YACHT DESIGNED THAT WOULD NOT ROLL. NAMED "LIVADIA" SHE WAS 235 FT. O.A. AND 153 FT. BROAD! SHE DISPLACED 3,900 TONS AND HER 3 FUNNELS WERE SIDE BY SIDE! HER FLAT BOTTOM POUNDED TERRIBLY IN A SEA AND SHE WAS RELEGATED TO THE BLACK SEA. SHE LATER BECAME A REPAIR SHIP IN THE RUSSIAN NAVY AND WAS SCRAPPED IN 1926...



"REVERSING THE STORY", THE EX-R.C.N. FRIGATE "STORMONT", VETERAN OF ATLANTIC CONVOY DUTY, WAS CONVERTED INTO THE SLEEK LUXURY YACHT "CHRISTINA" BY THE GREEK SHIPPING MAGNATE ONASSIS, COMPLETE WITH SWIMMING POOL AND DANCE FLOOR...



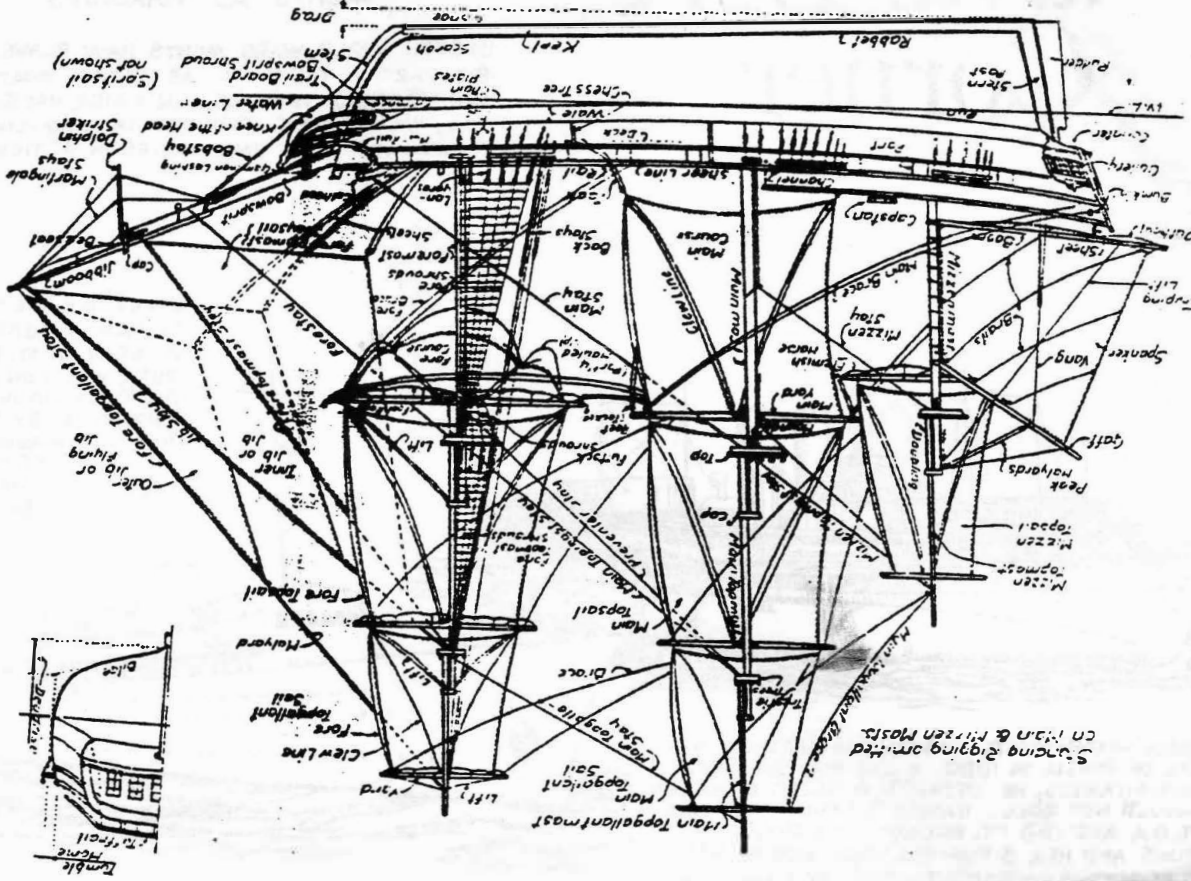
THE HUGE YACHT "DELPHINE", BUILT FOR THE U.S. AUTOMOBILE MAGNATE H.E. DODGE IN 1920 WAS TRULY PALATIAL. ONE OF HER FEATURES WAS A \$60,000.00 PIPE ORGAN! COMMANDEERED IN 1942 BY THE U.S.N. AS A PATROL BOAT AND RENAMED U.S.S. DAUNTLESS, SHE BECAME THE 'FLAGSHIP' OF ADMIRAL E.J. KING (CHIEF OF NAVAL OPERATIONS) AND MUCH OF THE PACIFIC NAVAL WAR WAS PLANNED ONBOARD...



ONE OF THE FASTEST STEAM YACHTS IN THE '20's, THE "WINCHESTER" (ABOVE) WAS THE FLOATING PALACE OF TWO U.S. MILLIONAIRES. BOUGHT BY THE R.C.N. IN 1940, SHE WAS CONVERTED INTO A PATROL SHIP AND RENAMED HMCS RENARD. WITH HER TWO 12-POUNDERS, TORPEDO TUBES AND DEPTH CHARGES, SHE LOOKED LIKE A SMALL DESTROYER...

HMCS RENARD ENDED HER DAYS AS THE POWER PLANT FOR A MINE IN CAPE BRETON.

J. M. THORNTON



San Diego Ship Modelers' Guild

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San Diego, CA 92101



San Diego Ship Modelers Guild Offices

- Guild Master Don Bienvenue
- First Mate K.C. Edwards
- Purser Richard Strange
- Editors Jacki Jones
Robert Hewitt
- LogKeeper Bob McPhail

Next Meeting Wednesday October 8 on the Berkeley
6:30 pm social, 7 pm Meeting

