San Diego Ship Modelers' Guild

1492 N. Harbor Drive San Diego, CA 92101

DECEMBER 2003 NEWSLETTER VOLUME 27, NO.12

The *HMS Rose* as seen from the *Star of India*. Photo by **Chuck Seiler**

Short November Meeting

By Bob McPhail and Jacki Jones

November's meeting was held on the orlop deck of the *Star of India* with 17 members present. **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 October was $xxx.

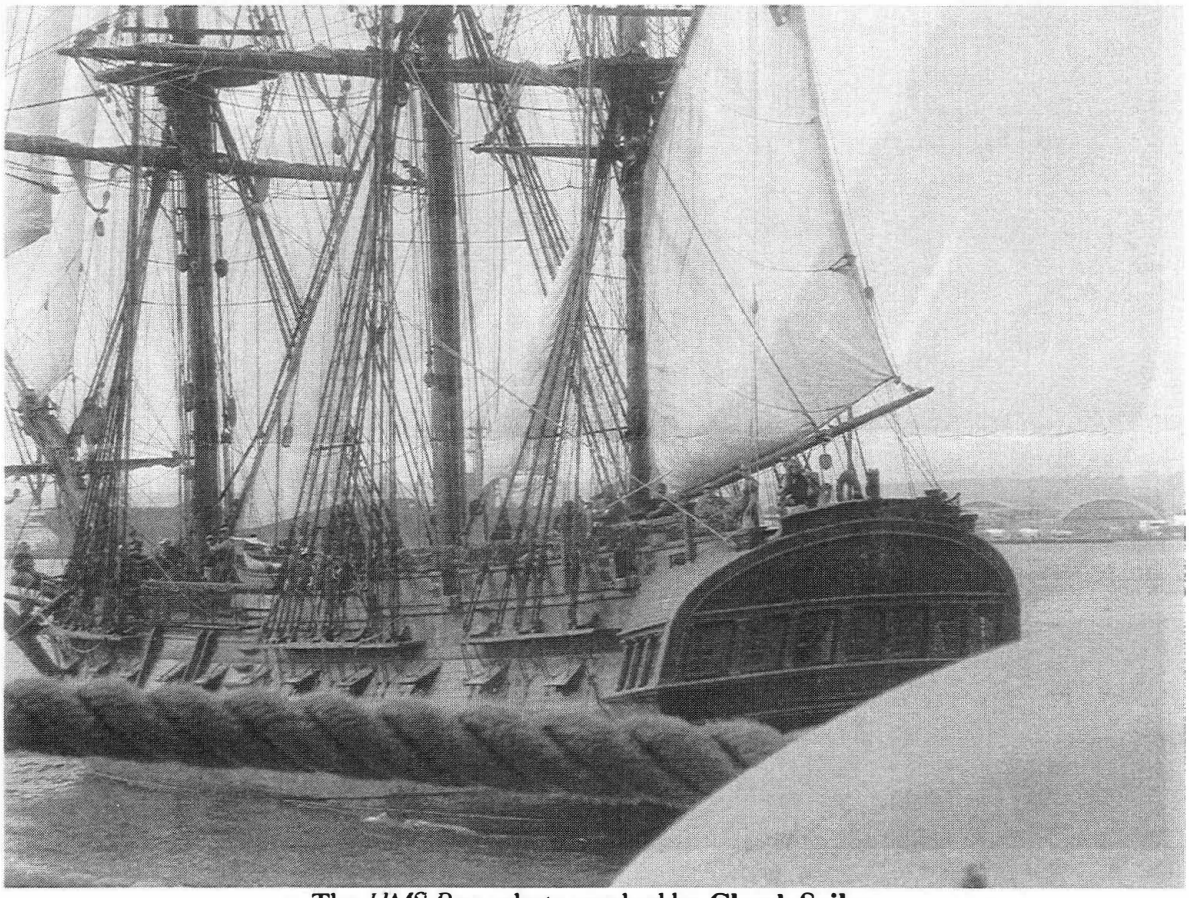
In new business, a well done was given to **Chari Wessel** for notifying the members about the television show *"HOLLYWOOD VS HISTORY"*. It presented several aspects about the age of sail and featured HMS ROSE. The

show also provided great insight into the movie "MASTER AND COMMANDER – THE FAR SIDE OF THE WORLD"

Chuck Seiler stated that the ROSE sailed by on Saturday, November 8 and he took some pictures which he gave to **Jackie Jones**. It was noted that the ROSE might be loaned to the Maritime Museum for two years. There was some discussion about the advantages and disadvantages of this loan. **Bill Luther** and **Chari Wessel** attended the showing of the film, "MASTER AND COMMANDER – THE FAR SIDE OF THE WORLD". Chari gave a review of the movie and recommended people to see it.

There were two new members present: **Robert Lewis** and **Antonio Ortiz**.

Don is currently reviewing the bylaws. **Bob Wright** brought in back issues of some hobby magazines that **Fred Frass** had and was asking for donations for the Guild for them.



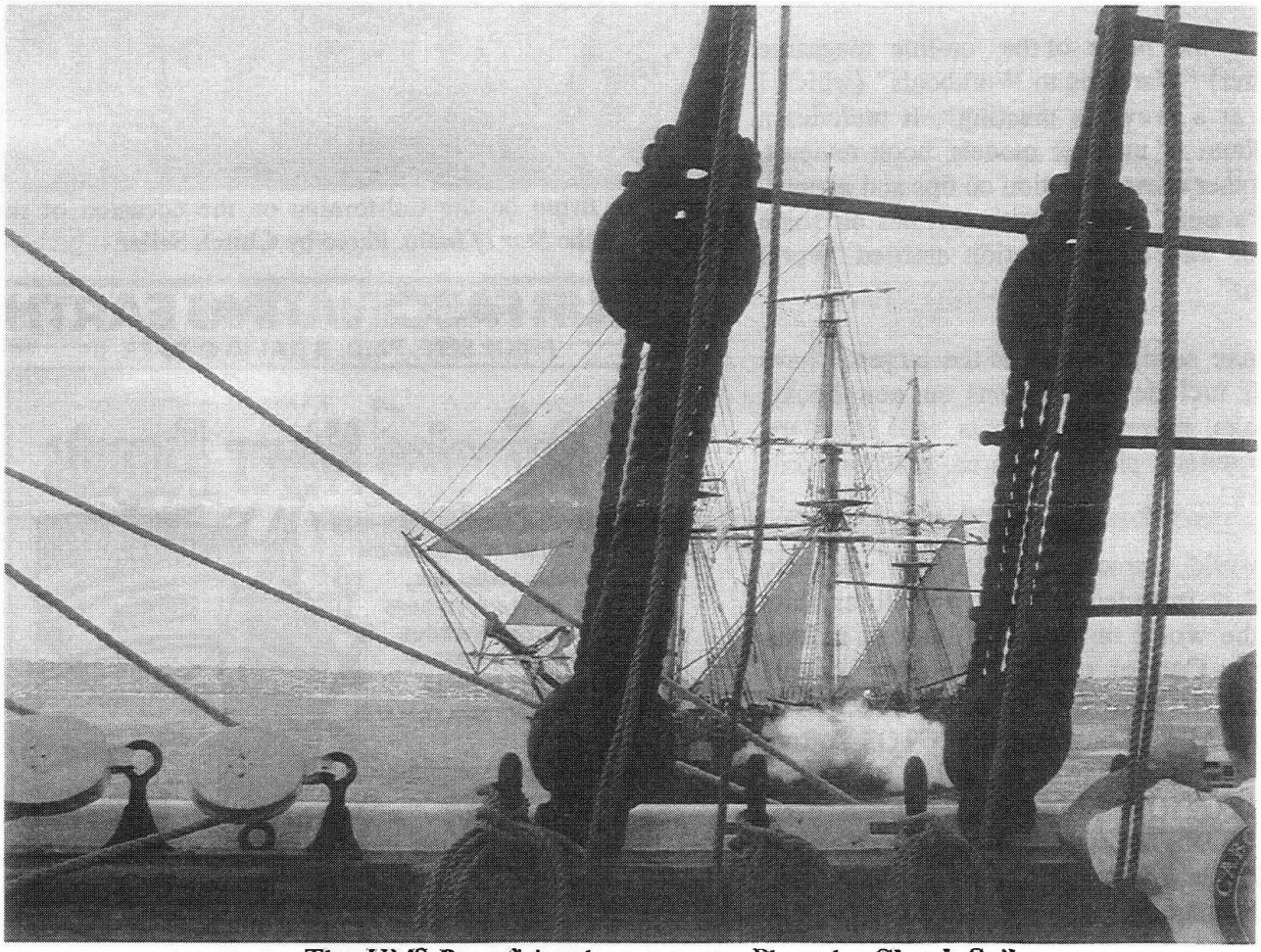
The *HMS Rose* photographed by **Chuck Seiler**

For Show and Tell, **Chari Wessel** brought in her 'action figure' of Captain Jack Aubrey of the Patrick O'Brien novels which she customized herself with period costume, and other details. Dr. Stephen Maturin did not make his appearance as he his currently undergoing a makeover! She then showed off her copy of the book on the making of "Master and Commander" which we learned was on sale at the Maritime Museum Giftshop. Chari also gave a book report on *Evolution's Captain* by Peter Nichols. Readers familiar with how Darwin developed his theory of evolution will recognize the HMS Beagle as the ship that took him on his research expedition, Captain FitzRoy, the Captain of the HMSBeagle, is the subject of the book which Chari found very interesting. She is has been working a couple of years on her model of the Beagle and reports that she really learned a lot about the ship by reading this book. Chari also learned that Captain FitzRoy made significant

contributions to navigation such as the invention of meteorology and the creation of very accurate navigational charts.

John McDermott brought in his model of the *USS Pennsylvania* in progress. So far he has assembled the bulkheads and has a bit more work to do. He got the plans right out of Chappelle's "History of the American Sailing Navy". The vessel (1822-1837) was America's only three-decker.

Since we had to leave at 8pm due to a security SNAFU Don Bienvenue did not get a chance to present his Victory model and show how he is painting each side of the hull before assembly. He used spray paints and masking tape followed by dull coat to achieve a realistic effect.



The *HMS Rose* firing her cannons. Photo by **Chuck Seiler**

DECEMBER						
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Next meeting: December 10

Always remember to keep First things First

Web News

by Chuck Seiler

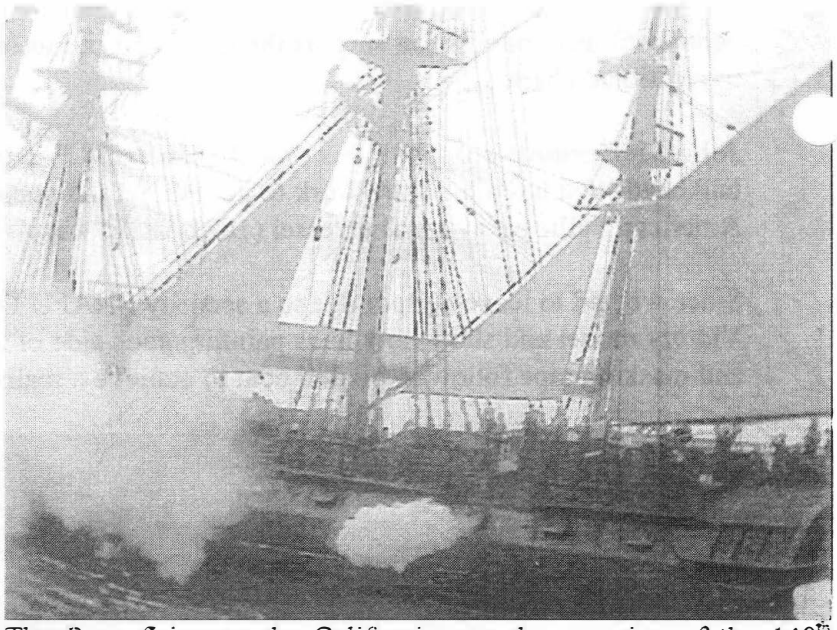
The **Model Shipwright's website** has moved to a new location. This started out as a group of modeler's wanting to share their accomplishments with the public and themselves. They combined with another group (The Warrior Group) in a collaborative effort.

This is the home of the on-line magazine (newsletter) "Warships to Workboats" (which I covered at a previous meeting. It includes a photo album of member models, book reviews, links to other areas, a section on tips and gizmos, a "what's new" section with reviews on some new tools and a new section entitled "world attractions"

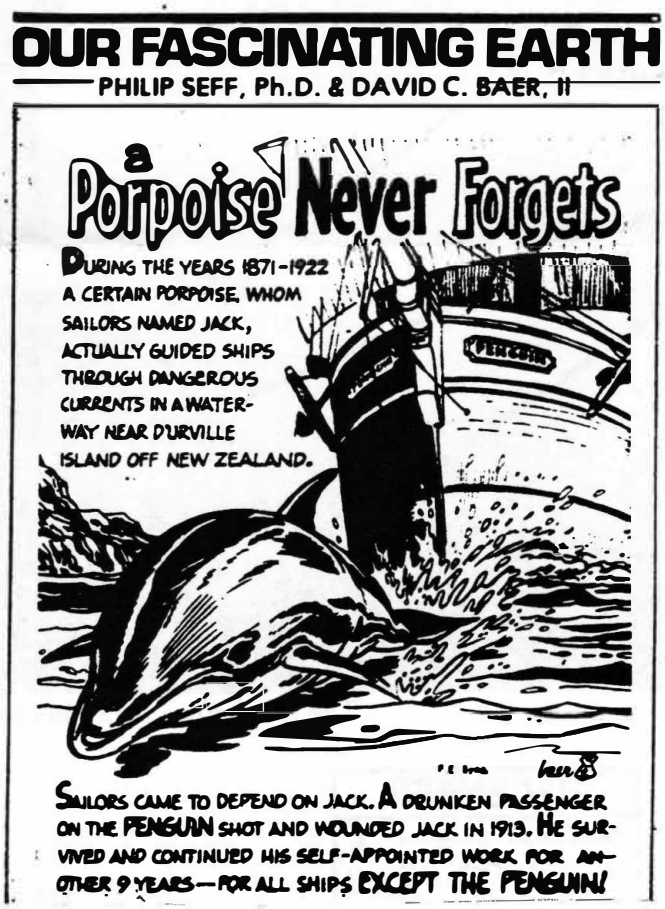
The links section is one of the largest I have seen. It includes subsections on new books, used books, museums, journals, tool suppliers, wood suppliers, plans, research, practicum/kits and others.

The "world attractions" section is relatively new and is intended to include pictures from around the world on topics of interest to ship modelers. Current contents include a couple dozen models from the Roger's Collection in Annapolis MD., Longridge's VICTORY from the Science Museum in London, CONSTITUTION in Boston (Charlestown) Harbor, CONSTELLATION in Baltimore and VICTORY in Portsmouth. Maybe we can get the STAR included. :-)

The Model Shipwright's website can now be found at http://www.modelshipwrights.net/. It is well worth the gander. ♍•

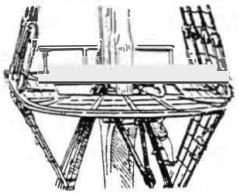


The *Rose* firing on the Californian on the occasion of the 140th Birthday of the *Star of India*. Photo by **Chuck Seiler**



Bill Luther reports that there is a live webcam site for the USS Midway, up in Oakland. Don't miss looking at the ships in the foreground.
http://live6.truelook.com/face/newface.jsp?name=/port/cam&func=live&preset=HowardTerminal&overlay=default

THRU THE LUBBERS HOLE



By Robert Hewitt

Making deadeyes

Making deadeyes for a miniature is one of the most difficult tasks I have come across. There are fellows out there who actually pierce the three holes in a 1/100 diameter deadeye! My method is to fake it. I came up with an idea that made deadeyes quicker and more accurate than my past approaches.

I started with six 1/8" square sticks of apple wood about 2" long, The pieces were chucked in my Dremel moto-tool and turned down to .050"/.055" in diameter. Fig. 1 The round portion of the pieces was then painted with Floquil engine black. Fig. 2.

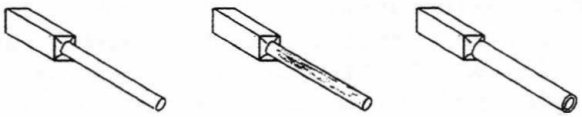


Fig.1 Fig. 2 Fig.3

I had a piece of plastic tube with an .055 inside diameter and an outside diameter of .100. This was slipped over the turned end of wood and cut off at the end. Fig. 3.The square end of the wood was larger than the plastic, so I trimmed the wood so it would not interfere on the cross slide of my saw. I then cut off slices on my Priac saw that were .015"/ .017" thick. The plastic kept the wood slices from having a burr on them. A piece of wood with the same sized hole in it would have done the trick as well. The outer ring was separated and I had finely sawn discs of apple wood with the edges painted black.

I then made a jig to cut .004 diameter brass wire. A block of pear wood was made with 2 steps, .142"and .184 in height. A diameter .078" drill was used to drill a hole in each step. Fig. 4

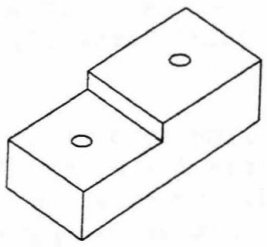


Fig.4

The wire was inserted in the holes and cut flush with the top. Twice as many short pieces as long ones were cut. The pieces were blackened with Blackin-it.

A piece of double backed sticky tape, big enough to accommodate six or eight assemblies, was placed on a plastic cutting mat Two of the short pieces are laid out on the tape parallel and as close together as possible. Fig.5.

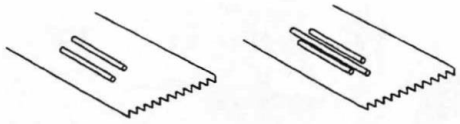


Fig. 5 Fig.6

A longer piece is then placed between them and equal at each end. Fig.6. A disc is glued with Weld Bond glue thinned with 25% water. Place the glued side down over the wires and press in place. Repeat this on the other end. Fig.7. Make six to eight assemblies.

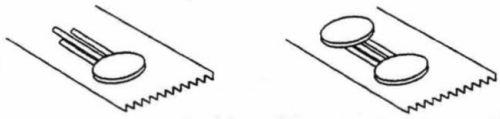
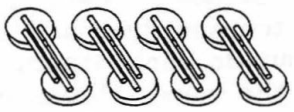
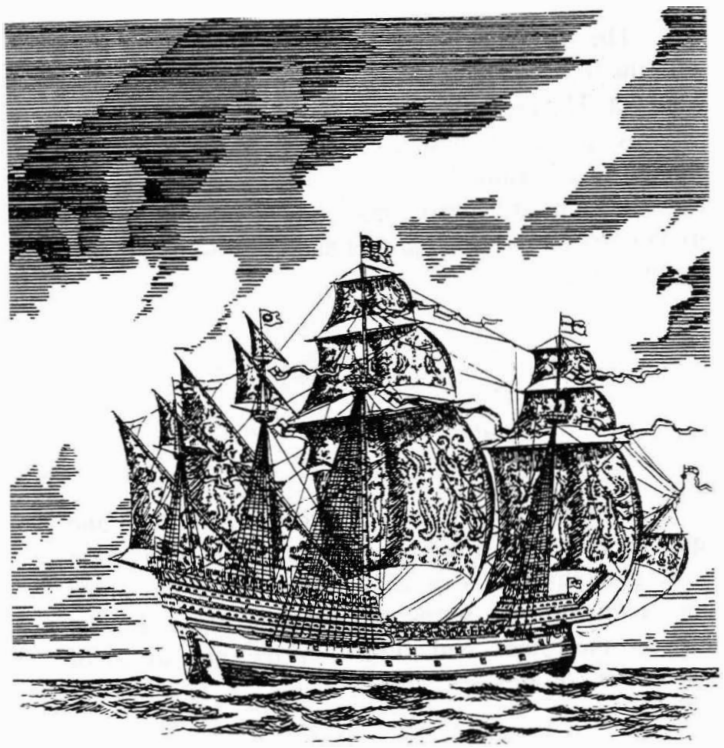


Fig.7

When dry, peel the tape from the plastic mat and then bend the tape so the deadeye assemblies will pop off. Glue these to your stays.



Good luck and good modeling.



In 1501, the idea of piercing the sides of the ship's hull for use as openings for guns came from a Frenchman named Decharges. Northern ships had now changed in construction from the "clinker-built" to the smooth side "carvel" style of the Southern area. The ship's sides now being "smooth" offered stronger construction and better adaptibility to the piercing of the sides.

The ships also became longer, beamier and heavier. The tonnage grew and the nations all tried to out-do each other. As each ship came off the ways, it was considered the "biggest", the "finest", the "most beautiful", "most expensive" and "most heavily armed". All could be considered the most "overdecorated" but beautiful just the same.

Probably the best known of these early warships, and most certainly all will agree, the most beautiful ship ever built, was the "Sovereign of the Seas", later to be known as "Royal Sovereign" after a refit and cutdown.

In 1514, the English launched a ship of 1000 tons, pierced to the hilt for guns, about 184, but of light construction. She was named "Henri Grace a Dieu", better known and usually called the "Great Harry" - a King's ship for Henry VIII.

Now Henry loved pomp and splendor so "Great Harry" was a proper addition to his reign. She was so splendid and bedecked with banners, badges and decorated shields, it was thought to be impossible for the rival French to out-do her. This era of her life comes a little later after a re-construction in 1536-39 when an almost complete rebuilding changed her appearance. She is usually shown with the date 1545 as the only known sketches of her are dated at this time. She had a flat stern, like caravels and the galleon. The decks at the stern were piled one atop the other, 4 decks high. She had a carrack beak and prow "over protruding" the bows, and also piled extremely high. As for splendor - "Henri Grace a Dieu" had it made.

Now that the ships were growing beyond the ability of the usual six sails to drive them, more had to be added to move the heavier loads. "Great Harry" was given four masts - Fore, Main, Mizzen and Bonaventuremizzen. She carried in all, twelve sails. The Main and Foremast yards were fitted with hooks having four blades and sharpened to cut a rival's rigging.

After the 1536-39 rebuilding, "Great Harry's" armament was 130 guns of iron, 21 heavy guns of bronze on the lower decks. Mounted on the upper decks in Gothic windows were over 100 hand operated guns. The heavy guns were split between the 2 lowest decks. The lowest row of gunports were dangerously close to the waterline. When under wind these were usually under water and leaking.

Mentioned earlier was Henry's great love of splendor. He gave his subjects quite a show of sheer magnificence when he sailed from Dover on the 31st of May 1520. He was bound to show the French the splendid work of his shipyards, and to impress them with the wealth of his treasury. The "Great Harry" had been fitted with sails of "cloth of gold" damasked, made specially for the occasion.

Henry was sailing to meet the King of France - Francis I - at the Field of the Cloth of Gold. Francis was known for his splendor, and his extravagances were far famed. I do believe it was Henry's show all the way. His departure from Dover, was to remain a topic for conversation on both sides of the Channel for years to come.

What a splendid sight it was, Henry in his be-jeweled clothing, standing high in sight of all. Banners, streamers and badges all flying and fluttering in the same breeze that filled the magnificent golden sails. The Royal Trumpters blowing enough wind through their instruments to have sent him well on his way. No English port has been witness to such a sight ever since.

It was usual for all warships of this time to have the rails covered bow to stern with rows of decorated shields. The "Great Harry" even had them ringed around the tops. They were placed in sets of "four", ornamented with the Royal badges, namely: the red cross of St. George on a silver background - a golden Fleur-de-Lys on a blue background - the Tudor rose ona green and white background and a golden Portcullis on a red background, in that order.

Long forked pennants flew from the yard arms of almost every yard. They were the Cross of St. George on a white background with the "fly" of the pennant in green. At the corners of the poop were royal banners bearing the Tudor dragons on a green and white ground. At the corners of the forecastle flew the royal arms of England on gold tipped lances. The extremely high sides of the ship were filled with Gothic style windows that were beautifully made and gilded. The high stern and poop were pierced with ornamental windows. Every ability of the shipwright and artist was taxed, and the lavish result was the "Great Harry".

As fine a looking ship as she was, it is well known that her sea ability left much to be desired. In a fine, calm sea she was a fairly good sailer. With a slight change in wind or rise in velocity, she was a hellion.

King Henry was landed in France and met with Francis I. They feasted, toasted, twiddled and jousted and then parted. Henry did not return to England on "Henri Grace a Dieu" - he chose another ship! It's possible she bounced him about or maybe brought up too much of the Royal dinner, who knows, but he never sailed on her again.

France and Holland, Sweden and England, as well as Spain and Portugal all had their "splendid boats" to satisfy the pride of the King. The French had the "Grande Francais" built as an answer to the "Great Harry".

She not only had five masts, but a complete chapel and tennis court, to boot. Now thats a strange combination, but the French really don't care how it looks as long as they enjoy it. She was just given too much and turned tail for port before having a chance to taste the open sea. She ended up on the rocks, a broken wreck. Her many stout timbers were used in a housing boom dotting the surrounding area.

The Swedish put out the giant of them all - "Elefant" which, from her dimensions must mean elephant as she was all of that - 279 feet over all.

They were magnificent showpieces to parade before the nation and rival crowns. They were all of the same faults - cranky and badly balanced, making them extremely unsafe except in light wind.

They were incapable of working to the windward. The lowest rows of ports were so close to the water the danger of foundering was always present.

The high piled beak plowed into the waves splitting the sea. The high piled and heavy sterns caused them to pitch uncomfortably. It is believed this treatment was more responsible for Henry's return to England in another ship, than his landing flat on his fanny at the hand of Francis of France in their friendly joust.

The Grand ships were completely unsuitable for use on long voyages. They were only suitable for use in fair weather, close to shore, where the populace could see them in all their magnificent splendor.

The Royal houses claimed all credit for the handsome but worthless additions to the nations naval power. The "Sovereign of the Seas" was an exception in battle value - she was a feared unit of the English Fleet. The Dutch nicknamed her the "Golden Devil" and many a shot from her multi-gunned decks sent a Dutch ship to the bottom. The Dutch did, however, strike a blow that lowered English pride and pomp a bit when, in battle, a well aimed shot from Dutch decks blew King Edgar the peaceful, right off his horse on the "Devil's" figurehead, never to return to his trampeling of the seven kings.

Frank Cronican

1 TIPS and TRICKS

Lyle Starkweather

This is the first of what I hope to be a series of tips. In this case it comes from me. I hope to get a lot of them from you-all.

CA (cyanoacrylate) Super-Glue:
I use a lot of CA glue in my ship-building because I cant seem to hold parts still long enough for regular glue to dry. Also, I don't have the patience to wait for drying time. I have learned a lot working with it, so I thought I would share my experiences.

CA glue dries almost instantly! It will bond quicker to your skin than anywhere else. Sometimes it gets frustrating that it didn't yet bond on wood, but get your fingers in the way and BINGO! It sticks to your fingers until ruination of the wood itself. I have heard that it was specifically designed during the war to do just that! Hold wounds together until better facilities were available.

Mostly, I use the 'extra thin' CA because I can clamp two pieces together, and when they are in position squirt a little CA on them. The glue is so thin it permeates between the two pieces of wood, and bonds almost immediately.

PLANKING: Using CA "Super-THIN" glue (with activator):
Planking is a good example. First I will soak the plank in water to allow an easier bend. (CA works fine on wet wood) I will start about one inch of the plank at the ships bow by holding it tightly in place with my exacto knife (or a clamp of some sort). I never use nails anymore! In a few seconds it is tight and I must spray activator on the bond to cure it. Then I can form the plank another inch or so and glue/hold it again. In this manner it will slowly come around the bend (assuming it doesn't split, but if it does, super-glue it and hold it together with exacto). Doing it this way I often do not need to pre-bend the plank with a soldering iron. If I need to really set the bond up tight immediately, I spray it with "activator", which immediately cures the glue and then I can treat the work roughly if necessary.

Three advantages are gained here-

1. You don't make holes in the planking by nailing, screwing or clamping
2. An exacto knife blade used as a pry-bar & cutter can and will remove a recently-glued strip (fairly easy) if an error was made.
3. It's a lot faster!

ASSEMBLING STAIR STEPS: Using CA Number 4 (super-THICK) glue (with activator):
I will use a stair-step assembly as an example in this paragraph. I will lay one side rail on a piece of Teflon (A Teflon cutting board doesn't stick to CA glue), after which each step must be stood vertically on its end upon the rail. It will tend to fall over of course, so I now use 3 small drops of the super-thick CA which takes about 30 seconds to dry. During that 30 second period I can stand 3 steps on end in the thick glue and hold them in place with my exacto, then when they thicken up to stand by themselves, I can spray the CA bond with activator and they cure immediately. When finished with one side rail, turn the assembly over and fit it to the other side rail. At first I would want to just glue a couple of spots to get the rail in place, then afterwards glue the entire assembly. Because the "super-thick" glue takes a little longer to set up, you will have time to position parts accordingly.

Advantages: Satisfies a lack of patience in curing time
Allows parts to be treated roughly immediately after construction

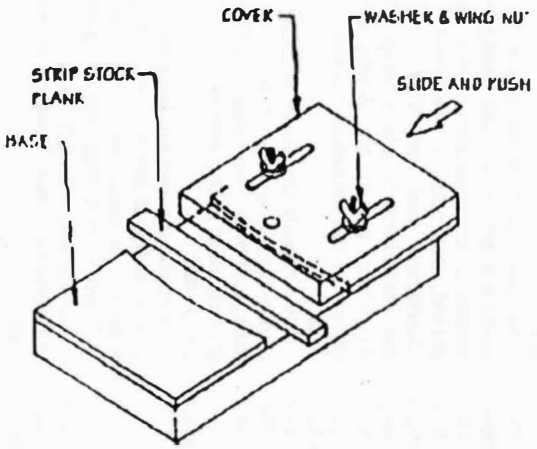
Disadvantages: If super-thick CA is applied too generously, it will become a glass-like white dried substance. (Can be pried off with exacto) Try to use just a small drop and only where necessary.

Lyle Starkweather 858-487-2825
lylestark@san.rr.com

A STRIP STOCK BENDING FIXTURE

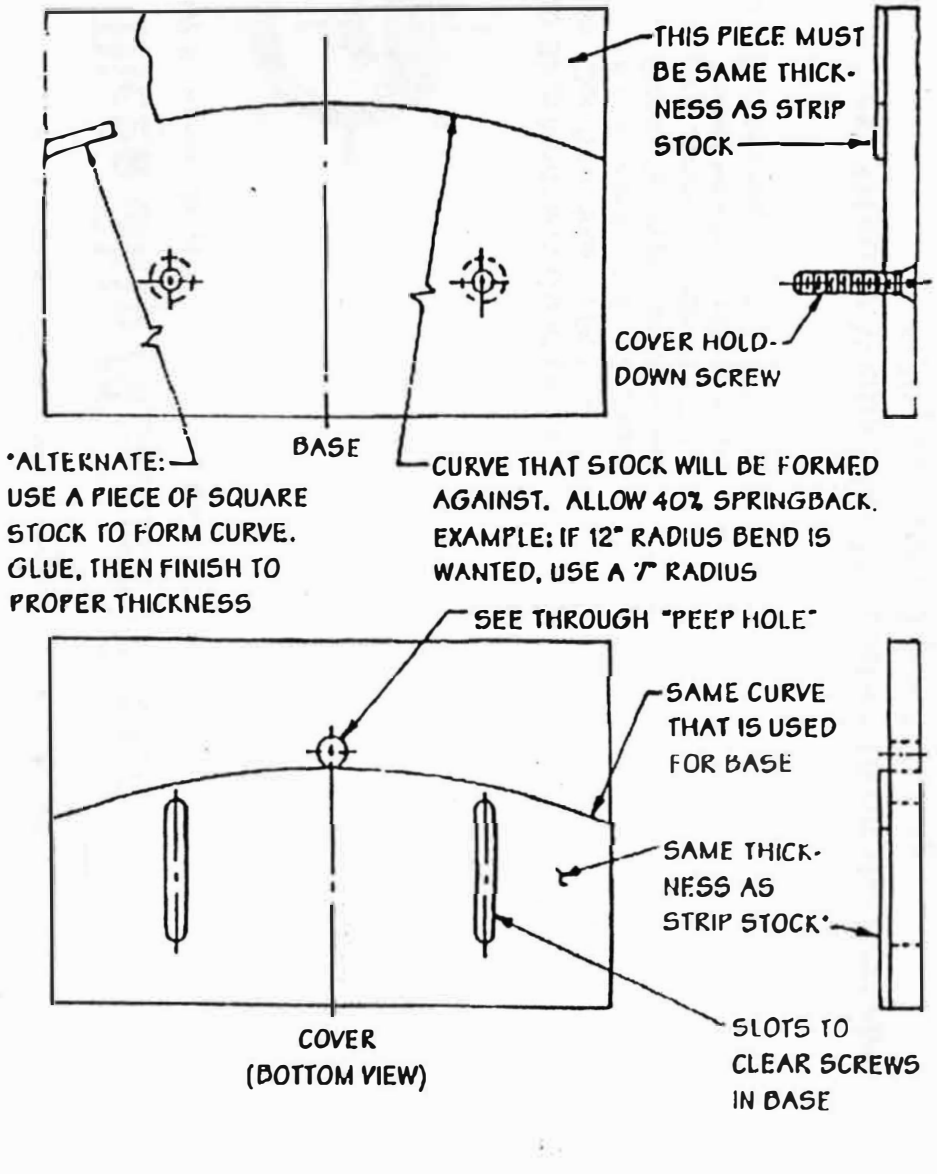
BY IRWIN FRIEDMAN

THE FIXTURE DESCRIBED HERE SHOULD OFFER HELP IN BENDING AND SHAPING TIMBER OF THE SIZE TYPICALLY USED FOR PLANKING AND DECKING. VERY OFTEN WE WOULD LIKE TO BEND THE PLANK IN ITS WIDER DIRECTION, BUT ARE THEN FACED WITH THE PROBLEM OF BUCKLING. THIS FIXTURE WILL BEND THE PLANK WITHOUTBUCKLING AND HOLD EVERYTHING IN PLACE UNTIL YOUR FAVORITE WOOD SOFTENDER HAS HAD TIME TO DRY.



1. CONDITION PLANK WITH YOUR FAVORITE SOFTENER
2. LAY PLANK IN FIXTURE
3. SLIDE COVER OVER PLANK. THEN PUSH TO FORM.
4. TIGHTEN WING NUTS
5. LET DRY
6. REMOVE PLANK

STRIP STOCK BENDING FIXTURE DETAILS



Reprinted from the web site of the
Ship Modelers Association

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.
Purser Edwards Richard Strange
Editors Jacki Jones
Robert Hewitt
LogKeeper Bob McPhail

Next Meeting Wednesday December 10 on the *Berkeley*
6:30 pm social, 7 pm Meeting

THE NEW YORK TIMES, THURSDAY, NOVEMBER 27, 2003

AT THE MOVIES

Dave Kehr

The Master Rigger

Gordon Laco is a self-described "shellback," as antique sailing ship enthusiasts call themselves, employing an equally antique slang term for veteran seamen. The owner of R & W Traditional Rigging and Outfitting, a restoration firm in Midland, Ontario, Mr. Laco was also the chief historical consultant on "Master and Commander: The Far Side of the World," the seafaring saga adapted from two of the novels by Patrick O'Brian. The film, with Russell Crowe as Mr. O'Brian's continuing hero, Jack Aubrey, was directed by the Australian filmmaker Peter Weir.

For Mr. Laco, 47, the movie was a dream job, one he began pursuing after the captain of the Rose, a reproduction of an 18th-century frigate built in 1970, called two years ago and asked him for a price for a major rerigging. "I tried to imagine a new patron, but we pretty much know who's sympathetic to old sailing ships, and there wasn't anyone lying around with a checkbook," Mr. Laco recalled by phone from his office in Ontario. "So I picked up the phone, dialed him back and said, 'Who's doing an O'Brian movie?' "

After tracking down one of the film's producers, Duncan Henderson, and 18 months of phone calls and faxes, Mr. Laco joined them at the Fox Studios in Bajo, Mexico, where a 17-million-gallon tank made for "Titanic" became the film's central staging area.

He said his first job there was to train the principal and background actors in the realities of life in the period. But after a few weeks Mr. Henderson and Mr. Weir "offered me considerably more responsibility, which was to coordinate all the efforts of the technical advisers," he said.

"We rebuilt the Rose, built a one-to-one-scale replica of her for the tank, and built two sides of a French frigate all in just a few months," Mr. Laco said.

"For the interiors of both ships, we had a series of seven sets on soundstages," he said. "Whole sections of bulkheads and ship sides could be removed and bolted back in to allow the camera great freedom of movement."

Though computer-generated imagery (C.G.I., in Hollywood shorthand) was used, most of what is seen on the screen is real, he said. He added, however, that the ship in the tank — the Frankenship, it was called — had real rigging only two-thirds of its full height.

"That was because the square-sail rig of a frigate develops so much horsepower that even in moderate winds it could overpower the hydraulics of the tank," he explained. So all the ship's upper rigging is computer-generated. "Of course we still had the dear old Rose herself at sea with her complete rig, so in the helicopter views and so forth that's the complete ship."

Mr. Laco is proud that virtually every detail, from the chairs in the officers' quarters to the tattoos on the sailors' backs, is historically accurate. "We were keenly aware of my colleagues in the historical world and of course all of the fans of the books, whom I consider my colleagues, too, looking over our shoulders every day."

How does Mr. Laco explain the enduring appeal of naval adventures that took place almost 200 years ago? His answer: "We now look back on the men who formed the officer corps of the Royal Navy as Supermen, even we who have studied them. They drank too much, they made colossal arithmetic errors in their logbooks, and they practiced politics on each other just like today, but we look back at the things they accomplished and wonder, 'My God, does every generation produce men like that?' And the answer, I hope, is yes. But they sure seemed to stand out then."