



# San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

MARCH 2004

NEWSLETTER

VOLUME 28, NO.3



Trish and Bill Luther on the Exy sail

Photo by John Wickman

## February Meeting

MINUTES OF MEETING 11 February 2004 By Bob McPhail

Photos by John Wickman

**Don Bienvenue** opened the meeting and asked any visitors to introduce themselves. They were **Don Graham**, **Bill Klasen**, and **Graham Voak**. The purser, **Richard Strange**, was not present but the following was provided. The balance at the end of December was \$xxx. During January, there was an income of \$xxx and expenses of \$xxx. The balance on 31 January was \$xxx. Based on the current mailing list there are 67 active members. Richard is still collecting dues for 2004.

For old business, **Chuck Seiler** passed around the sign up list for the San Diego County Fair. He mentioned that wood in the Model Shop has been disappearing. He asked the members to be aware that wood in the Model Shop belongs to either the museum or to individuals.

Don talked about the upcoming elections. Don will be stepping down as guildmaster and **Jacki Jones** will not do the newsletter after March. All members are asked to consider candidates for these positions. If interested they should contact Don.

**Bob McPhail** talked about his visit to the Newport Nautical Museum. There was discussion about the demonstrations held there including one given by Robert Hewitt.

**Bill Luther** talked about the sailing trip some of the members went on. The weather was not the best but the consensus was that it was a good cruise. There was no set date for the next cruise but Bill was looking at the late spring or early summer time frame.

**Bob Graham** provided some discount tickets to the SMA show/exposition and conference. He mentioned that if anyone is interested in showing their models to contact him.

There was some general discussion about the HMS SURPRISE and the opportunity spend time on board as a volunteer. Members who have volunteered indicated it is a very rewarding experience.

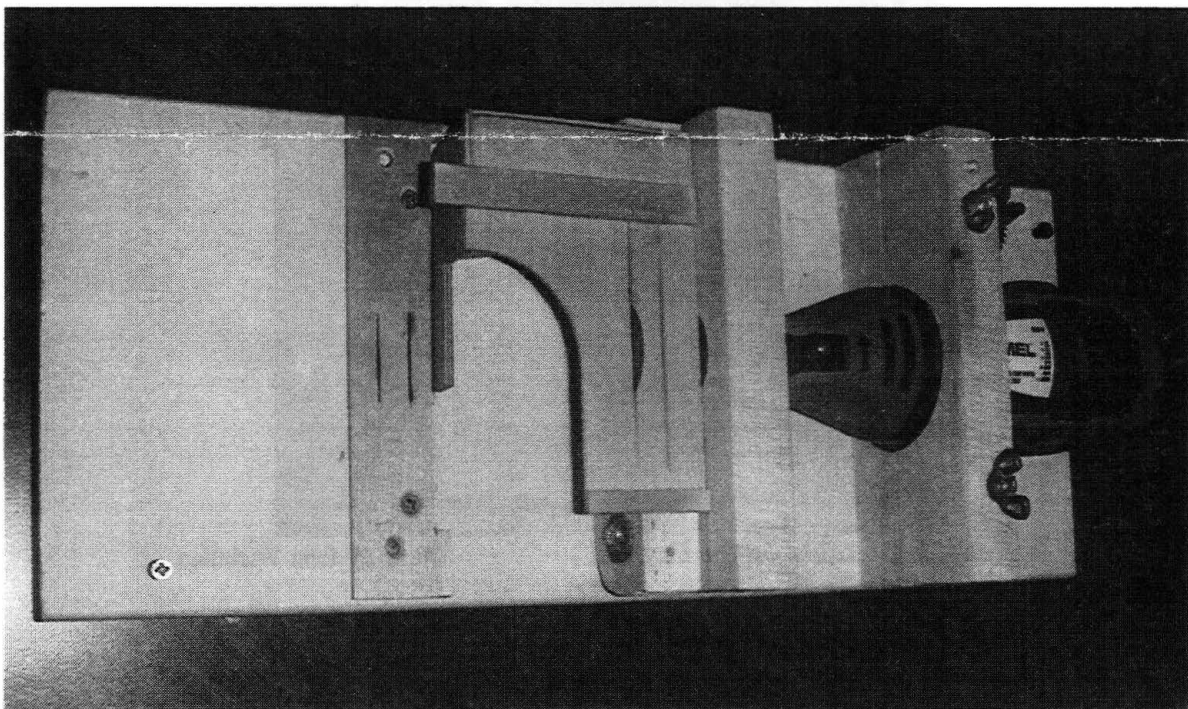
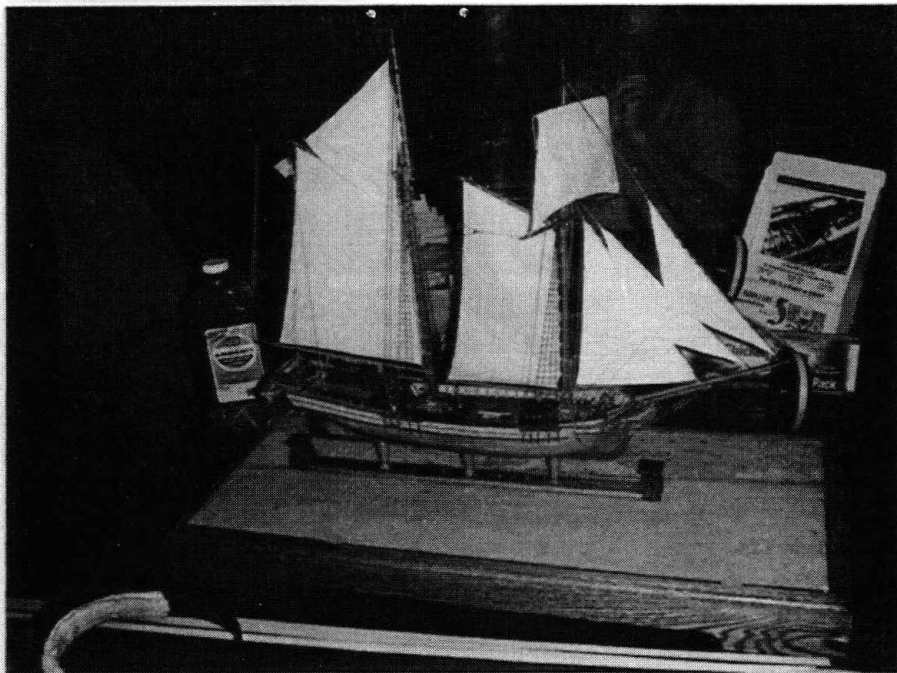
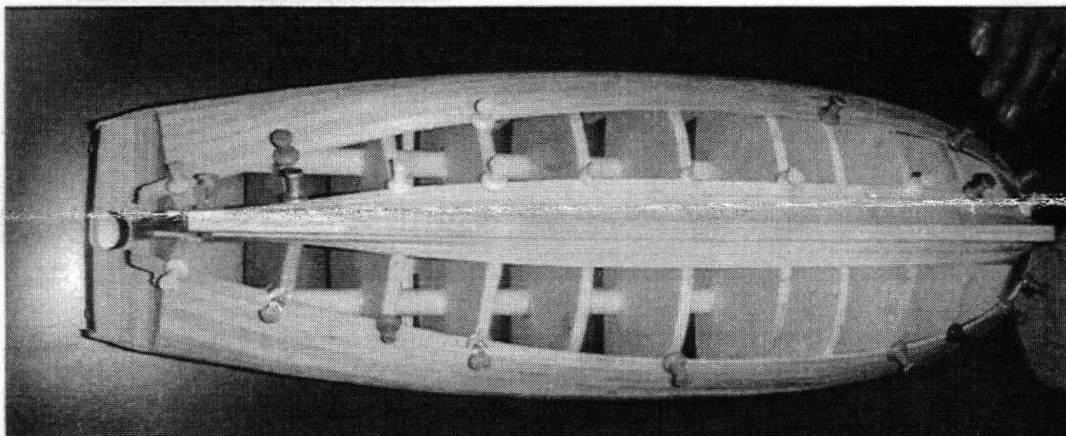


Table saw made by modifying a Dremmel tool by Bruce Eniganberg

For new business, **Bob Graham** talked about bending wood. He showed everyone a length of PVC pipe (about 3 feet long) sealed at one end and closeable at the other. Bob uses rubbing alcohol for this process and passed around some bent wood. After the break there was show and tell.



**Bob Graham** showed a top sail schooner. The sails were made of linen and the model was scratch built.



**Dick Roos** showed NONSUCH, a Hudson Bay ship circa 1650. It is in the planking stage. He uses rubbing alcohol for bending/twisting wood for planking. Dick indicated it does not stain, dries quickly and does not swell or shrink enough to cause any problems.



**Charles Peabody** showed four figures he hand carved.



Chari Wessel and Chuck Seiler in their period costumes added a touch of fun to the "HMS Surprise Party" on Wednesday February 25<sup>th</sup>.

**Message to the San Diego Ship Modelers' Guild Members  
from the Retiring Editor!!!**

Dear Friends,

I first started contributing to the newsletter in May 2000 as the assistant to the editors who were that that time Bill Forbis and Fred Fraas. We had a lot of fun working together and I learned all about things like layout and style from Bill. I eventually took over the task in 2002 and have really enjoyed putting the little publication together every month. I want to thank all of the members who have contributed articles, photos and news clippings. I am especially grateful to Bob McPhail for preparing the meeting notes, for Robert Hewitt and Jack Klein for their roles in providing interesting material from the "shipmodeling literature" and last but not least to our faithful Bob Wright who folds, staples, stamps and mails all of the issues!! Due to the time constraints of my life, I am no longer able to find the time to continue to be the editor. The Guild is extremely lucky to have Chuck Seiler willing to take over editorial duties and I am very happy to turn over the job to such a talented and capable Guild Member!  
Thanks for the fun times everybody!

Jacki Jones





KC Edwards looking nautical and enjoying the Exy Sail on February 1.

## EXY SAIL!

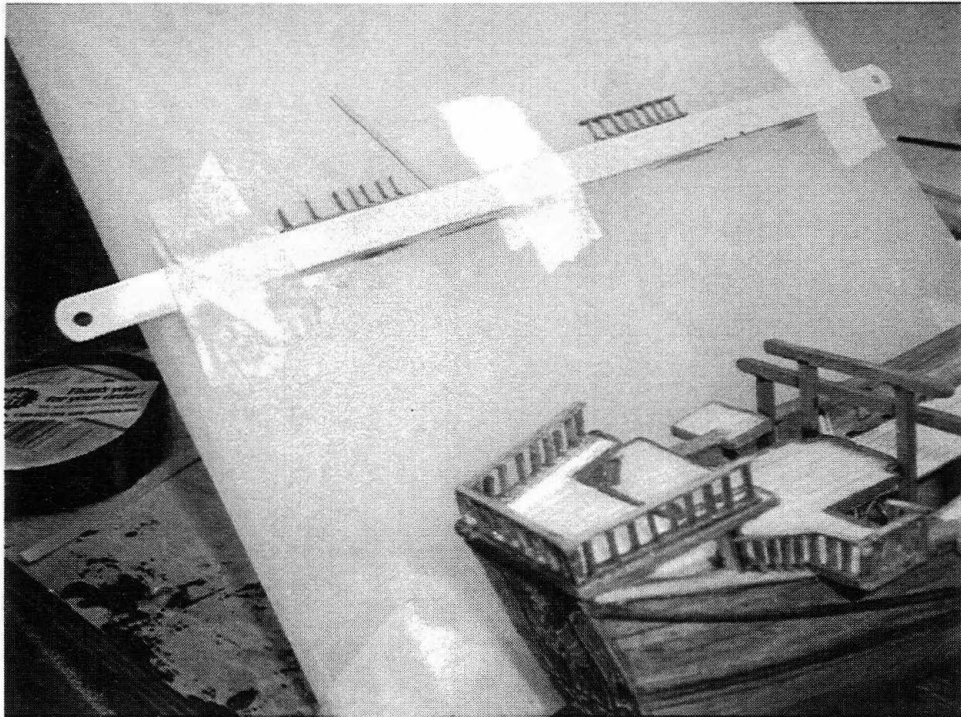
By Chari Wessel

The Sunday morning sky was clear and blue, and the dock at the Los Angeles Maritime Museum gradually filled with people bundled up against the early morning chill. We watched the crew aboard the graceful tall ship climb aloft to free the sails and arrange the rigging. Finally we climbed the stairs and Bill Luther ushered us aboard. Once we'd all signed up for group tours, he welcomed us officially onto the "Exy Johnson," one of the twin brigantines he helped design and build for the Museum Youth Training Program. "This is a treat for me," he said. "I'm surrounded by my family and my friends, and I can finally show them what it is I do all day."

We left the harbor under engine power. As we passed Angel's Gate lighthouse the crew directed willing passengers to help haul lines, and we flashed out every sail the ship carried. Although the wind was very light, we managed to make 3 knots. A Fuji observation blimp buzzed low overhead, and the ship's cell phone got a call from crew members aboard the blimp, calling down to say "hi." Small craft, harbor police, tugboats and huge container cargo carriers all passed us waving friendly greetings. We basked in the meager winter sunshine, ate our lunches, and enjoyed the view of the harbor. Some of the passengers took a turn at the helm. A brave few donned safety belts and climbed into the tops. For those who were interested in rigging, the crew patiently taught us the names and purpose of sheets and lines, clews and bunts, and we all learned how to belay and coil properly. What had always been a confusion of jargon words before became a fascinating technical language for actual working parts of a beautiful wind-catching machine. I held a line in my hands and watched what happened when I pulled on it. Suddenly the whole mysterious system of rigging made perfect sense.

We sailed a circle around the harbor and arrived back at the Maritime Museum dock just as the sun was setting. Bill and his wife served out cake decorated with brigantines. As we prepared to leave, a huge white cruise ship steamed past us. Her stacked tiers of decks were lined with people, waving and staring at the lovely little brigantine below. Some of them looked envious. I think more than a few would have been happy to trade places with us.

Bill is hoping to schedule another sailing outing on one of the brigantines at the end of May. If you'd like to have a real hands-on sailing experience, join him!



### **TIPS and TRICKS # 2** by Lyle Starkweather

As many of you know I like to work with CA (super-glue) adhesives. I am a person who doesn't like to wait 10 minutes for a simple little piece of work to dry before progressing on to the next part.

I am presently working on a Chinese junk. It has many many railings (keeps sailors from falling off, I guess) and would take forever to do each little picket in the fence. I spent hours doing the job, and it looked horrible when I finished. Soo.... I tore it all off and tried a new procedure which worked so well I felt I must write it up for your use in the future.

First, you need to go to the "Container Store" on Friars Rd and spend a couple of bucks for a Teflon "cutting board". (The CA glues will adhere to ANYTHING but THAT. Then tilt it on a 45 degree angle up against something so it's steady. Now, a couple of old hacksaw blades are taped horizontally across it and I have a place to construct my railings without getting glue all over everything. (See picture)

Cutting the railing and it's baseboard to the proper length, I laid the baseboard strip horizontally on the hacksaw blades platform. (I'm using 1x2 mm walnut strips) Then, having previously cut the pickets to 6 mm lengths, I need to apply each of them to stand alone vertically and dry (would take forever, so I use the "quick-set" solution for a quick dry)

The placement of pickets is done with fine tweezers. A drop of No 4 (Thick CA Glue) is dropped onto the workbench to dip the bottom of each picket into before placement. The pickets stand vertically straight while curing. When cured, I lightly coat the underside of the top railing with No 4 and apply it over the top of the whole thing.

Just as neat a job as I have ever seen!

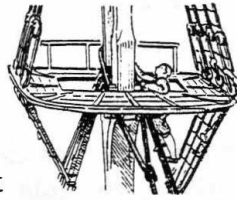
Please! I'm sure some of you boat-building old-timers out there have some great tricks you could show our new-comers (and me, too). Give me a call, and I'll write them up for publication!

XXX

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# Thru The Lubbers Hole

By Robert Hewitt



## Is the ROSE a ROSE?

I want to build models of two British frigates and Mr. Chuck Seiler gave me the contact at the Maritime Museum in Greenwich England: Mr. Jeremy Mitchell, Curator Historic Photographs & Ship Model Plans, National Maritime Museum, Greenwich, London, SE109NF, England. E-mail [plansandphotos@nmm.ac.uk](mailto:plansandphotos@nmm.ac.uk). After e-mailing my request, Mr. Mitchell did have the plans I wanted and asked for my mailing address. An eleven page document including prices and descriptions arrived within a week. The drawings were on hand and there was a short bio on each ship and the sister ships.

The ships I wanted were the GLASGOW, 1757 and SOLEBAY, 1763. GLASGOW was the first British ship to engage the Revolutionary fleet. This twenty-four gun frigate took on five ships. CABOT, ALFRED and ANDREW DORIA were raked ferociously by GLASGOW. COLUMBUS was the only ship to return fire, but missed. PROVIDENCE stayed out of the action, which accounted for John Paul Jones to be offered for the second time, captain's position on the PROVIDENCE. The plucky GLASGOW beat a retreat, firing stern chasers and affecting her escape.

SOLEBAY was a twenty-eight gun frigate that escorted a British convoy to Bermuda. In 1776, Jones, captain of the then successful PROVIDENCE, investigated that convoy and was immediately chased by SOLEBAY. There was a strong cross sea kicked up by lots of wind. Wind was what the frigate wanted. The chase lasted all day and the frigate slowly caught up to the sloop. Jones, in a daring maneuver, cut across the bow of SOLEBAY and beat an escape down wind under full sail including studding sails.

Mr. Ron Zuengus was also looking for plans of the ROSE. The documents indicated that the ROSE and GLASGOW were of the SEAFORD class and built to the lines of the ROYAL CAROLINE. Two other ships the SEAFORD and BIDDLEFORD were also built. Under fates, there is a notation "A rather inaccurate "replica" was constructed some years ago on the grounds that the ROSE'S depredations had been the direct cause of the foundations of the U.S. Navy".

I decided to order the drawings in spite of the fact that no sail plan was available. The drawings of decks, lines, and profiles cost GBP 13.60 which is about \$25.00 each. There also was the research fee and post, "old chap". All said seven drawings cost \$235.00. There also was a notation to use Mastng and Rigging of English Ships of War by James Lees to obtain a sail plan. I don't look forward to doing the entire math for each mast and yard. Two weeks passed and a tube of drawings arrived.

Ron Zuengus and I reviewed the drawings and were surprised to see that the upper deck is the gun deck. The quarterdeck is above the stern guns and the captain's cabin is there also. The ship is much lower in the water and there are ten rowing ports, each one being between gun ports. There are twenty-four gun ports but they call it a twenty gun ship. In the deck plan there twenty- six gun ports! There is no stern cabin view, nor figurehead shown. A ladder is shown within six inches of the capstan. The external boarding ladder has a rowing port through it. The ladders to the quarter deck and forecstale are not shown.

I have my doubts that an accurate model could be made with these plans.

# PICKING UP RUPERT

By Robert Hewitt

It all started back in September of 2003, I surfed the web and was caught in this giant urge to own another Morgan. Through the net I met Mr. Phil Benfield who told me of a 1972 Morgan 4/4 that was coming to the dealership of Allon White. After a number of e-mails and tests on the car we agreed on fixing the few problems that arose. The owner, Mrs. Bundy agreed to replace the worn engine, and I added a few modifications of my own while the car was being worked on. After the engine was replaced the dealer also rebuilt the rear end gearing. During this time the dollar took a drop to the pound and by the time I paid for the car the price was \$ 3000.00 more than when I first contacted Mr. Benfield. After arranging for a shipper, the car, now known to me as Rupert, (a name given by the mechanics at Allon White as the first letters of the license are RUP.) was put aboard the ship DON CARLOS.

Rupert was to arrive in Port Hueneme on February 10th. , 2004. I went to the port and had all of the paper work settled in advance. Inspector Francis Hurmello made out paperwork and all I needed was a signature and a check. The Don Carlos arrived on time but when I called the port there was some worry about having the cars washed if the agriculture inspectors found the vehicles with dirt on them. It seems that there is still the threat of mad cow disease being transported from England. I did not know until the last minute that the car was cleared to go.

I packed my bag after making appointments with the inspector and walked to the greyhound bus terminal in San Diego. The bus to Oxnard was full. I found a seat in the back next to a nice black fellow. A thirtieth Mexican fellow squeezed between us and it was obvious that he was quite drunk. At one point he pulled out a quart of beer from his bag and started drinking it. He made many trips to the lavatory and on one occasion almost spilled the beer on me. Finally he fell asleep and I had all I could do to keep him off of me in his stupor. We arrived in Los Angeles terminal and that was the last of him.

The next leg was a local and had four stops before my stop in Oxnard. The trip was eventful due to the two screaming children in the seat behind me. There was also a lot of kicking on the back of my seat. I spoke to the father of these two a few times and he just ignored me. I think he may not have understood English. He did try to quiet the children on a few occasions, but the screaming moaning and kicking continued. We arrived at the bus station on time which is amazing due to the traffic going through Los Angeles. I bought a pack of cigarettes and had a smoke.

During the short cab ride to my hotel the cabbie pointed out a few restaurants on the way. After three tries in the hotel to get a suitable room at Best Western Hotel, the first had a bad TV, the second room I was unable to open the door. Finally I was off to dinner. I chose the Mexican fish place recommend to me by the cabbie. A fahta of shrimp, chicken and beef topped off the night.

The next morning was a four mile walk to customs, and a short walk to the shipper. I paid the fee and they drove me to Rupert. It looked great except for the yellow sticker on the windscreen that said dead battery.


No problem, the yard chief would send the jumper truck around. Within minutes he arrived and we had Rupert running again. I drove to the office and was picking up the paperwork when the engine died again. I retrieved the jumper and started Rupert again, and again and again! After about seven or eight tries, I asked if I could get some petrol and I would try to find a battery shop. The shipper gave me three gallons and after another jump, I was on my way, hood down, side curtains up.

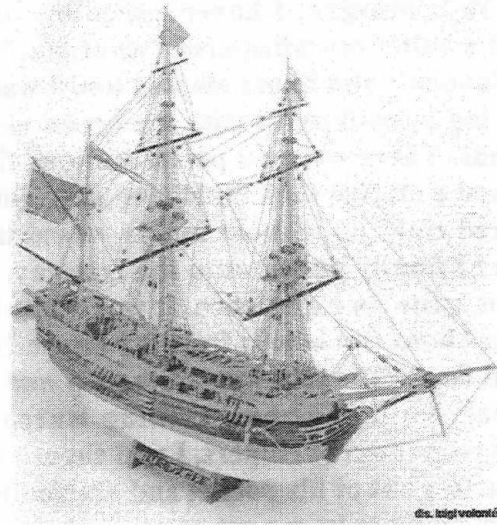
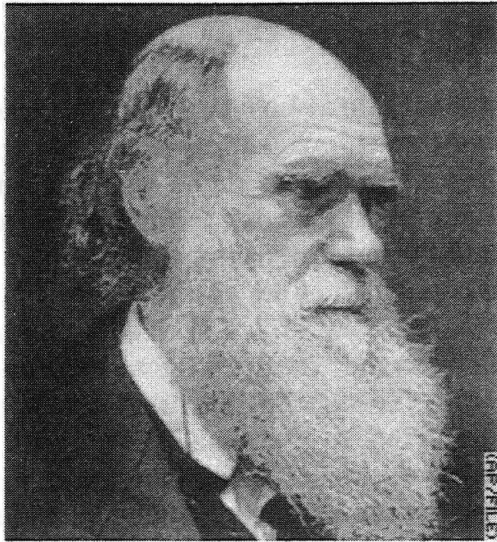
The petrol gauge showed three quarters full, and since Rupert started quite easily, I thought I would drive as far as I could go. The drive along the first portion of Pacific Coast Highway was



quite pleasant. As instructed, because of the rebuilt engine, I kept the engine at 2800 rpm, which was a little over forty five mph. Rupert handled well and I had to keep aware not to stall the engine. I waved people ahead and had many stares, waving and horn honking. A fellow in a pick-up yelled "wow a Morgan, I haven't seen one of those in years". One young blonde in black short shorts and a halter top whispered "want me?" I declined.

Suddenly two hours elapsed and I was in the middle of Los Angeles. The scenery changed from curving smooth roads with the ocean view to oil wells, taco shops, car shops, warehouses and rotten roads. There were no petrol stations that had repair shops and I was in need of a fill up. I finally found a station that could give me a jump if I needed it. After filling up and having a drink, Rupert fired right up without aid. It would take me three more hours to get to San Diego. At the county line I finally pulled onto the freeway. Driving at forty-five on the freeway in a right hand drive car is quite an experience. It was white knuckles all the way. I arrived home in five and one half hours. About two blocks from my house I discovered that the horn button was on the end of the turn signal lever. The trip was quite easy and I wasn't the slightest bit tired. The trip took me five and one half hours. The next evening Karen and I drove to the local British pub. A few people stopped as we got out of Rupert, I told them I needed to go inside for parking change and one fellow pulled quarters out of his pocket and started feeding the meter for me. He wanted to see the engine and was not going to let me get away.

<b>SAN DIEGO CTY FAIR</b>						DEL MAR FAIR- MISSION TOWER TIME: 9 AM TO 6 PM
<b>THEME: SEUSS CENTENIAL</b>						revised 2/27/2004
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		NOTE: ALL TELEPHONE NUMBERS WITHOUT AREA CODES ARE 619			11 JUNE FAIR OPENS C. SEILER  R ZEUNGES	12 JUNE  D. BIENVENUE  R HOLLOD
13 JUNE C. WESSEL  R HOLLOD	14 JUNE  SHUT	15 JUNE D. STRANGE  D DANA  J WICKMAN	16 JUNE D CAMFIELD  J. KLEIN  C. HILL	17 JUNE S. LEVONIAN  C. PEABODY  R HOLLOD	18 JUNE  R. McPHAIL  J. KLEIN  C. HILL	19 JUNE E. ANDREW  D. BIENVENUE  J WICKMAN
20 JUNE C. SEILER  R HEWITT  C. WESSEL	21 JUNE  SHUT	22 JUNE  R. McPHAIL  S. LEVONIAN	23 JUNE D CAMFIELD  J. KLEIN  C. HILL	24 JUNE J. SCRANTON  R HEWITT	25 JUNE  R. McPHAIL  J. KLEIN	26 JUNE R HEWITT  B. GRAHAM
27 JUNE  E. ANDREW  C. WESSEL	28 JUNE  SHUT	29 JUNE D. STRANGE  D DANA	30 JUNE J. KLEIN	1 JULY S. LEVONIAN	2 JULY E. ANDREW	3 JULY E. ANDREW  B. GRAHAM
4 JULY C. SEILER  ANDREW	5 JULY R HOLLOD	6 OR 7 JULY BOOTH TAKE-DOWN  6 JULY PICK UP ENTRIES 10 AM- 7 PM	 delmar fair . com exhibits design in wood ENTRY DEADLINE FRIDAY, APRIL 30. 5:00pm SET-UP MARITIME MUSEUM BOOTH DAY-TUESDAY MAY 25 TH. ENTRY DELIVERY- THURSDAY JUNE 3RD. 10A.M.- 8 P.M. TELEPHONE # AT THE DES. IN WOOD SHOW 858-755-1161 EXT. 2478			



CNNtoGO

## Remains of Darwin's ship may lie under Essex mud

Monday, February 16, 2004 Posted: 12:50 PM EST (1750 GMT)

LONDON, England (Reuters) -- A group of marine archaeologists may have solved one of the world's most enduring maritime mysteries -- the final resting place of HMS Beagle in which Charles Darwin developed his landmark theory of evolution.

"This vessel is one of the most significant in the history of scientific research," said Robert Prescott of the Beagle Ship Research Group. So far all that has been seen is a radar image of the outline of a hull under some four meters (12 feet) of mud in the marshes of Essex, east of London, with further research needed to verify that it is indeed the Beagle.

For such a famous ship, the Beagle has been frustratingly hard to find, having disappeared from sight more than a century ago. But Prescott, who is based at St Andrews University in Scotland, is confident they have found their quarry. "We have followed a carefully researched trail that has led us to this berth," he said.

It was in the Beagle that Darwin travelled the globe for five years from 1831 carrying out survey work and gradually piecing together his observations of species that would some 20 years later result in his epochal book, the *Origin of Species*. The book, which postulated the theory that species evolved to suit their environments, caused an outcry in religious circles that reverberates to this day.

After the voyage, the Beagle -- one of a type of ship that was the workhorse of the Royal Navy -- was attached to Customs and Excise and was used to catch smugglers along the Essex coast.

Prescott's detective work found that for many years the Beagle was moored mid-stream on the River Roach and was home to successive families of coastguards.

Then in 1870, at the age of 50, the ship was sold to a local firm of scrap merchants and the record ceases. But it is known that the firm had a small dock on the river, and it is at this long-lost dock that the scientists have found the outline of a ship they believe is the Beagle.

The decision now is what to do with what they have found. "At this stage we are not considering raising the ship and conserving it. In fact once we have verified that it is the Beagle we could just walk away," Prescott said. "But it would be fascinating to find out what is left in there. Who knows -- there may be coins from Darwin's pocket or even the evidence of insects from his voyage."

# Request for Contact Information for the next Guild Members' Directory

Name \_\_\_\_\_

Significant Other \_\_\_\_\_

Street Address \_\_\_\_\_

City, ZIP Code \_\_\_\_\_

Telephone \_\_\_\_\_

E-mail Address \_\_\_\_\_

## Ballot for the Election of the Guild Officers

San Diego Ship Modelers' Guild members who will not be attending the February meeting are requested to mark  
(no punching required) and send in this ballot:

Yes	No	Nominee	Office
<input type="checkbox"/>	<input type="checkbox"/>	Robert Hewitt	Guildmaster
<input type="checkbox"/>	<input type="checkbox"/>	K.C. Edwards	First Mate
<input type="checkbox"/>	<input type="checkbox"/>	Dick Strange	Purser
<input type="checkbox"/>	<input type="checkbox"/>	Chuck Seiler	Editor
<input type="checkbox"/>	<input type="checkbox"/>	Bob McPhail	Logkeeper

## Don't Forget Your Membership Dues!

Please send in your check for \$20.00 made out to the San Diego Ship Modelers' Guild

**Please bring to the next meeting or mail to:**

**Richard Strange**

xxx

## Next Meeting Wednesday March 10 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  
Logkeeper Bob McPhail  
Robert Hewitt



1492 N. Harbor Drive San Diego, CA 92101

# San Diego Ship Modelers Guild

## How to use your computer to generate flags for your models

By Bill Russell

*Ship Modelers Association*

Anyone who has been building ship models very long will have learned that flag making is one of those problems for which there are no easy solutions. I will describe here yet another approach, this one based on an old technique involving the use of Kleenex as the base material. The old procedure involved drawing the pattern on the Kleenex and then carefully painting the flag with water colors or acrylics. I will describe a method whereby the pattern and colors are applied by means of your PC.

1. Separate the two plies of a piece of Kleenex and select an area that is free of defects.
2. Find the design of the flag of interest in a book or on the Internet, or draw and paint the flag design several times the desired size on illustration board.
3. Scan the flag into your computer and resample it to the desired size.
4. Print the flag on an ordinary 8.5 by 11 piece of paper using your color ink jet printer
5. Cut a piece of the Kleenex separated in step #1 a little larger than the flag will be.
6. Place the Kleenex over the flag printed in step 4.

Carefully paste the edges of the Kleenex to the paper, covering the area where the flag was printed. Be careful not to get any paste on any part of the Kleenex that will eventually be part of the flag. I used highly diluted carpenters glue as paste.

7. After the paste has dried, print another copy of the flag using the assemblage made in step 6. This time the flag will be printed on the Kleenex.
8. After the ink has dried thoroughly, cut the Kleenex flag out. You will find that the ink has completely penetrated through the Kleenex, and the flag will be on both sides.
9. The flag can now be shaped and stiffened by spraying with Dullcoat or similar material.

This method will work for a wide range of sizes, and for intricate patterns. For U.S. flags, it solves the problems of painting stripes with straight edges and making small stars on a blue background. For miniature models, it might be a useful technique for making sails with appropriate seams, etc.

You probably wonder how long these flags will last. The short answer is "I don't know." I did read that Epson is now making a type of ink that they say will last for 200 years on archival paper. No word on how long it would last on Kleenex.