



SAN DIEGO SHIP MODELERS' GUILD

NOVEMBER 2008

NEWSLETTER

VOLUME XXXII No. 11

GUILD MEETING REPORT 13 NOVEMBER 2008

Bill Grolz opened the meeting and recognized Dave Dana who talked about Guild member, John McShefferty. Both John and his wife have had several medical issues recently and the membership was pleased to see John at this months meeting. There were no guests present. The pursers report was read by Ron Hollod. The balance as of October 31 was \$<redacted>.

The newsletter editor's report was given by Katherine Pogue. Katherine requested that if you did not receive a newsletter or have a change to your email address, please contact Katherine at <redacted>.

She also reported that the newsletter was not mailed out because of a problem with the mailing labels.

FESTIVAL OF SAIL: The Maritime Museum Festival of Sail, August 20 – 24 was very successful. The final accounting indicated that there were 331 people who volunteered donating over 7,080 hours. 17,500 passports were sold and there were over 325,000 attendees. Profit to the museum was \$271,000.

SAN SALVADOR Report: Ron Hollod gave a status on the three display cases for the models. (one plank on frame and two plank on bulkhead). It was reported the bases have been completed as well as backings for the six half hull models. After some discussion, John Wickman and Dave Dana will take a base to get a quote on a plastic case. All three models have been completed. Please see pictures in this newsletter.

Robert Gallant, director of marketing at the museum, wants to invite any World War II veteran to the museum for a wreath laying aboard PILOT on Sunday, December 7. It will be in conjunction with the MIDWAY Museum. All WW II veterans interested should contact Robyn at the museum, 619-234-9153 EXT 106.

The December meeting will be a social/pizza party. Ron Hollod will order pizzas. Robert Hewitt would like everyone to bring in a model(s) for show and tell.

There was some discussion about changing the day of the monthly meeting. Due to various activities and events at the museum, the Guild meeting, since the guild is not charged for the space, is moved to accommodate these other events. It appears that there is no day really available and free from potential conflict. However, Robert Hewitt will discuss this issue with the museum board.

Chari Wessel, (honorary/unofficial supply officer) has announced the demise of the coffee pot. It was overwhelmingly and enthusiastically approved that a new coffee pot be purchased as soon as possible.

Don Dressel is trying to find the owner or status of USS CONSTITUTION built by Herb Ebersson. Please contact Don if you have any information.

DRAWPLATES for SALE. \$32.00 including shipping from JIM BYRNES Model Machines, 4104 WINBROOK LANE, Orlando, Florida 32817. (407-657-4663).

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Established in 1972
by
Bob Wright
and
Russ Merrill

The San Diego Ship Modelers' Guild is affiliated with and supports the Maritime Museum of San Diego.



Main topsail schooner *Eagle* 1847

The Main topsail schooner *Eagle* had a length of 81' 7", beam of 22' 8", depth of 7' 10", and tonnage of 140 tons. Both *Eagle* and her sister ship *Arrowsic* were built in Arrowsic Island on the Kennebec River in 1847, for the lumber and ice trade by builder Samuel Pattee. During the mid-19th century small schooners of this sort were widely employed in our East Coast trade; their schooner rigs an easy adaptation to the prevailing westerly winds and economy in crew size. In fact, a typical crew often consisted of the captain/owner and a strong boy.

Peter Jaquith's model *Eagle* is scratch built to a scale of 3/16" to the foot using old Model Shipways plans by William Zakambell. The model is plank on solid construction, with built up bulwarks, planked decks and topsides, coppered bottom, and scratch built deck furniture/fittings. Limited commercial fittings will be utilized where appropriate, and rigging will include proportional linen line with Warner Woods's blocks and cotton sails. We did not see the model. Peter's *Eagle* is hibernating in his shop in New Hampshire, to spend the winter closer to its roots.

USS *Cochino*

Operating in Caribbean and North Atlantic seas, the USS *Cochino* was the first United States spy submarine. Active during the later years of World War II, she endured her share of underwater collisions, repairs and modifications. She is modeled as she was when lost in 1949 - a GUPPY/Snorkel boat. While operating in the Barents Sea above



the Arctic Circle, a violent polar storm pounded the boat so severely that a fire and battery explosion released deadly hydrogen gas. *Cochino's* crew and that of a rescue ship, *Tusk*, performing acts of skillful seamanship and high courage in the stormy and frozen seas, abandoned ship and rescued all but one member and six of *Tusk's*.

Tony Bunch's beautiful and well-detailed waterline model *Cochino* began as a Yankee Model Works resin kit of a GUPPY sub. As usual, Tony researched extensively and the more he learned the more changes he had to make in the kit. He borrowed some German technology and extrapolated from descriptions in the book, "Blind Man's Bluff" about submarine spy stories.

San Salvador Project

All the models are done! A round of applause celebrated the announcement. Three *San Salvador* teams and other guild members worked for a year and a half to make the three Spanish explorer ships for the San Diego Maritime Museum *San Salvador* fund raising project. Individual talents and tastes are noticeable in the style variations among the three ships. The models will be given to large donors as thank you rewards.



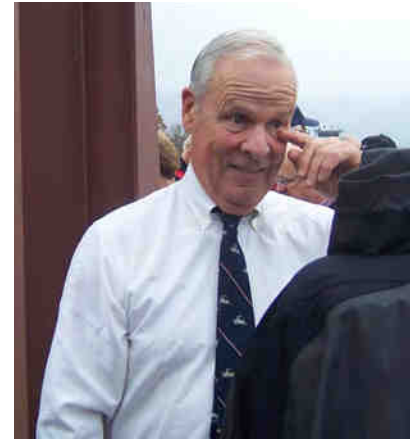
Bob McPhail coordinated the teams and, with Ron Hollod, made one model. Howard Griffus made another, and Dave Dana and John Wickman made one. John's planning for materials and independent advance work on the hull prevented multiple mistakes, and alerted all modelers to construction techniques and problems. Chuck Seiler made banners and pendants on his computer and workbench. Robert Hewitt made capstans and chevron trim for all three models. Joe Bompensino is making the bases for glass cases to protect the delicate, detailed museum quality pieces. The teams shared parts among each other as needed, or according to individual expertnesses. The *San Salvador* was truly a project of the whole guild, and much is owed to many.

THROUGH THE LUBBER'S HOLE

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BY ROBERT HEWITT

The Nautical Research Guild held their thirty-fifth conference this year in Chattanooga, Tennessee. The tours and meetings started on the eleventh of November until Sunday the sixteenth. On Friday the general tour took us from our hotel to Serodino Inc., a few miles from downtown Chattanooga on the banks of the Tennessee River. They are builders of river transportation and marine construction. We were greeted by Mr.



Pete Serodino who is the owner and President and Mr. Thomas Klimesch, the Vice President. We were treated to coffee and donuts in one of his storage facilities. In this building, along with the many ships parts were bunk beds, mattresses and refrigerators. On a pallet was a nine foot diameter turntable for one of their cranes, costing approximately \$50,000. Mr. Serodino then walked us through the yard past large pieces of steel, huge propellers, engines and a large steel ship's house destined for a switch-boat under construction. The switch boat, we were told, is used to move barges to their individual unloading

docks after they are brought to the various ports by push-boats or tug-boats. The boat works builds push-boats, tug-boats, switch-boats and barges, along with repairing and re-furbishing all of these craft. The company has been in the business since the 1920's and was started by Pete's father. Pete took over the business when he was only twenty-three, after his fathers passing.



The switch-boat under construction is about fifty percent completed.



We were able to view the framing construction and climb over the

boat. One of the workers was installing the engine controls and steering mechanism in the pilot house. The boat has a very deep and short area below the waterline to help make her maneuverable. She also has three diesel-powered engines enabling her to "turn on a dime". The crews of these boats have a long stay on board and we were shown the bunk-house and a completed kitchen, currently used as a lunchroom for the ships builders. All of the steel is fabricated in the yard and we were able to see the workers cutting out

pieces using acetylene torches. The switch-boat is positioned on a launching platform on rails ready to be put in the river. Mr. Serodino told us all of the ships are built on spec.



Also in the docks were a barge and another boat undergoing repair. We were able to roam the yard at our leisure, which is quite different from any of the shipyards here in California. This portion of the conference, to me and many of the members, was the highlight of the trip. Dave Yotter and Don Dressel also were in attendance. Next year the conference will be held in my hometown, Buffalo, NY October 6-11th. This should be a great trip with a tour of the Buffalo and Erie County Naval and Military Park, Niagara Falls, a Frank Lloyd Wright house and the Anchor Bar where Buffalo chicken wings were first created.





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1492 N. Harbor Drive

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**The next meeting will be
Wednesday, 10 December 2008
aboard the *Berkeley* at 7:00 pm.**



Californian during the November 2008 sail.