



San Diego¹ Ship Modelers' Guild

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



Guild Meeting Report: 13 March 2013

Due to the absence of Robert Riddoch, Chuck Seiler opened the meeting on board BERKLEY. There was one new member - John Gander and one guest - Jay Lowry. The purser, Ron Hollod, gave a brief report indicating a balance of approximately \$/redacted/. Details will be provided at a later time. He will also prepare a check for \$/redacted/ as a donation to the museum.

The newsletter editor's report was given by Katherine Pogue. She mentioned that she will be trying to join the crew of a tall ship after November and therefore plans to resign by then. Anyone interested in becoming the newsletter editor should contact Robert Riddoch. Katherine requested email addresses be updated and sent to her at HMS.SURRENDER@GMAIL.COM

The San Diego County Fair will be held June 8 through July 4. The museum will again sponsor the competition for best wood ship model. The model can be from a kit or scratch built. Everyone is requested to save catalogs and bring them to the May meeting so they can be given away as handouts at the fair.

Dr. Sheehan provided a museum liaison report. Awards Night and Members Night will be held in April. Clarification was also provided about individuals anticipating working on a restoration, modification, and/or construction of a model. A release of liability of the museum needs to be completed.

John Wickman is looking for someone to replace him as the newsletter photographer. Please contact Robert Riddoch if interested.

There was discussion about the summer hours, and how it may be better to start half-an-hour later next winter to increase meeting attendance. More information will be provided at the May meeting.

Don Dressel spoke about his future trip to Japan. He will be a guest of a modeler's group in Tokyo for a ship modeler's conference. At this conference there will be 40 to 50 models on display. Don also mentioned that the group who is hosting him is considered the premier modeler's club in Japan.

Under new business, everyone is requested to bring in names and addresses of ship modeling sources and resources for the newsletter. Also, the Guild is always interested in speakers and items of interest for "Show and Tell."

Next Meeting: Monday, 13 May at 6:00pm

May, 2013 Vol. XXXVII No. 05

OFFICERS

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Guild Master
Robert Riddoch
/redacted/

First Mate
Chuck Seiler
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Purser
Ron Hollod /redacted/

Editor
Katherine Pogue
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Log Keeper
Bob McPhail
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Newsletter Distribution
Chuck Seiler

Write-Ups and Photographs
John Wickman
/redacted/

Established in 1972
by Bob Wright
& Russ Merrill

SHOW & TELL

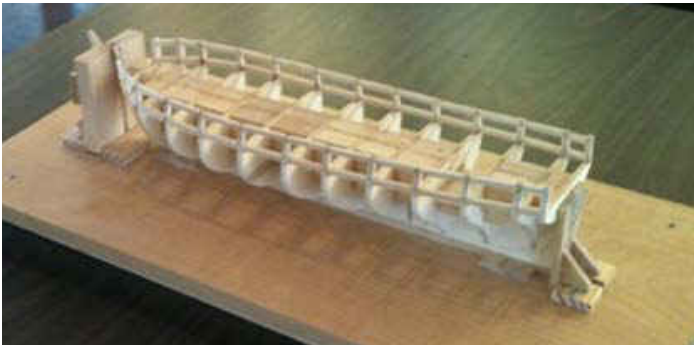
A p r i l 2 0 1 3

SYREN Lee Greene

I brought my start on the US Brig Syren (1803). Have just begun the building board & frames with some rough timbers for the gun ports.

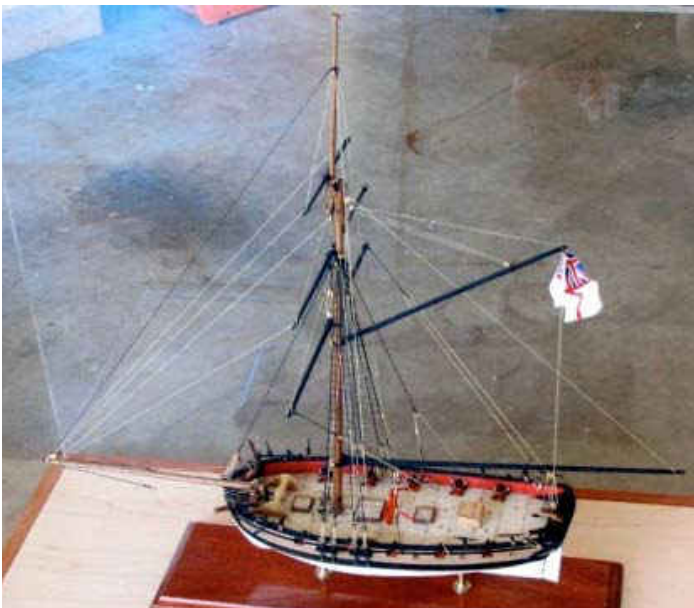
The USS Syren was a 240-ton brig built at Philadelphia in 1803. She cruised the Mediterranean in 1804 & participated in the attacks on Tripoli, remaining there until 1805.

It's a Model Shipways kit with instructions from Chuck Passaro. It's been very enjoyable thus far.



LADY NELSON Don Dressel

It is an Amati model with many additional items added to the kit while building. Plank-on-bulkhead, double planked with the outer layer being walnut. Deck was holly. Spars were made from lemon wood. Rigging was done via the book Rigging Period Fore-and-Aft Craft by Lennarth Petersson using linen line.



U. S. BRIG NIAGARA Royce Privett

Model Shipways kit. 3/16"=1'. Since Royce last displayed the model in February he has completed rigging the guns and has completed the boat davits port, starboard and stern.

NIAGARA was one of Commodore Oliver Hazard Perry's ships during the battle of Lake Erie. Perry took command of the American naval forces on Lake Erie in the spring of 1813. The famous battle with the British fleet began on September 10th when Perry raised a flag bearing the words "Don't Give Up The Ship" and sailed into action. After three hours of murderous gunfire Perry was forced to abandon his flagship, LAWRENCE. In a daring move, he rowed a half mile to NIAGARA, from which he continued his attack. After the battle, Perry returned to the shattered LAWRENCE and penned a quick message to General Harrison; "We have met the enemy and they are ours". This decisive victory at the Battle of Lake Erie ensured American control of the Great Lakes during the war of 1812. NIAGARA was 123 feet long with a 32 foot beam and was armed with eighteen 32 lb carronades and two 12 lb long guns.



SEA EAGLE Restoration Bill Norris

Bill talked about his recent project restoring a model for the museum. He also discussed the concept of having a 'contract' between a model owner and the person doing restoration work to clarify the arrangement BEFORE work is done. A copy of a generic contract is attached at the end.



HMN FLY Mike Lonnecker

I have shown my model of the HMN FLY several times before. The model is being built following the 4 volume set of books "The Fully Framed Model, HMN Swan Class Sloops 1767 -1780 by David Antscherl and Greg Herbert. Additional info comes from drawings by David Antscherl and drawings of the original FLY from the National Maritime Museum in England. Progress since the last showing has been the addition of the wales and the black strake. The through hull sheave housings were also constructed and fitted in the waist.

The Wales were designed as top and butt planking. The book shows a good scale drawing of the planking but there are no actual dimensions for the shape of the individual planks. Time for some research. Goodwin in "The Construction and Fitting of the English Man of War 1650-1850" on page 52 has an excellent description and drawing as quoted here:

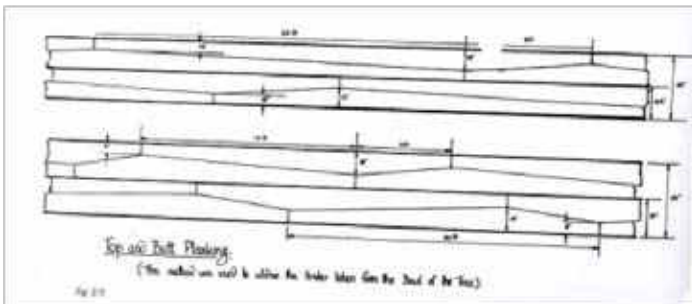
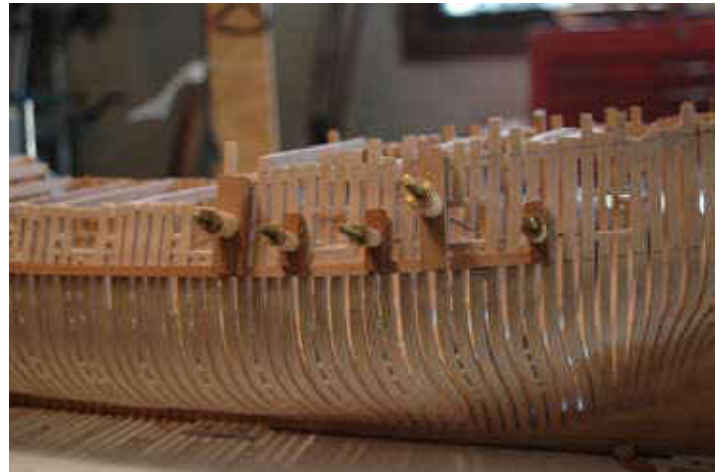
"This style of planking was used in various parts of the ship, for example, for the main wales..... The advantages of this method of laying planks were that it gave increased strength,....."

Each plank was made with one straight edge while its opposite side had two inclined surfaces, tapering down to half the width of the plank at the butts. The overall width of the plank was two-thirds of the total width of the strake, (ie two rows of interlocking planks). The peak, or touch as it was commonly called, was where the two inclined edges met. It was not placed in the center of the plank, but at a given distance, one-quarter of the plank's length, from one end. Thus the angles of the sloping sides differed....."

The planking that was laid above completed one strake. It was inverted so that its long and short opposing edges fayed to the corresponding edges on the lower planks"

With the above info construction began. I used swiss pear for the black strake and wales. They required spiling to match the curve of the sheer band bending to fit at the bow. In the past I had steamed planks to bend them, but sometimes they didn't bend evenly. Tosti in his book on the build of the Naida suggests boiling the plank. It worked very well. Planks were boiled, clamped in place on the ship, dried overnight and then glued in place. Soon another question came up. If the straight side needed to be spiled did the angled edge follow the curve or did it remain straight. A book from the Anatomy of Ships series on the Diana by White had a drawing showing a spiled plank and the angled edge remained straight. Mine were done in this manner.

The aft ends of the wales rotate very sharply under the stern. This was accomplished by using a thicker piece. The inside was carved to fit the hull, glued in place and then carved and sanded to match the exterior. The wales and the black strake will be painted black.



Drawing from above quoted book

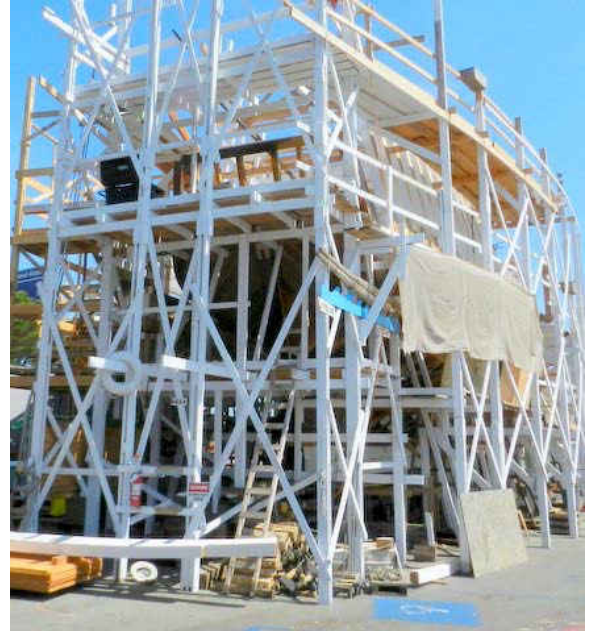
SAN SALVADOR PROGRESS

c o u r t e s y o f J o h n W i c k m a n

I visited the San Salvador site and took the following pictures. I was told it would be 18+ months until launch. Hull planking will be done almost at the last to allow ventilation for workers. Some of the lead ballast will not be installed until after she is in the water, so that it will be used to trim the ship.



Looking toward the bow, stanchions for deck railing and forcible are in place.



From the stern, poop stanchions in place.



Main decking is started.



Main deck stanchions ready for planking and rails.



Metal diagonal strap attached after keel.



Ship's boat, Chalupa.

SDSMG COMMUNITY BUILD

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A p r i l 2 0 1 2

The April community build meeting was held at **Mike Lonneker's** place on 13 April. Turnout was low, but a lot of good information was covered. **Bob Riddoch** was in Japan, so Chuck Seiler took notes/photos.

The meeting convened at 1030 with **Mike Lonneker, Chuck Seiler, Lee Greene** and **Gary Seaton** in attendance. Chuck did not bring his model because it was still in the paint shop. Some items discussed:

--Is the 'horse' above or below the tiller? The model plans show it below, but a later modification by **Chuck Passaro**... indicates it should be above. This makes sense because having it below would result in an unacceptable (in my opinion) conflict between the tiller and the boom sheet when tacking or jibing.

--Marking of the waterline. Chuck discussed his method.

--Oars. There seems to be a lot.

--Dust covers. Mike had estimates and sizes for the proposed dust covers for the LONGBOAT models. They will measure 13 1/2" x 12 x 4" using 1/8" plexiglass. Covers will be made by RID-OUT Plastics.



The Fleet



Mike showed his model of HMS Fly and demonstrated how he made the hook/scarph joint for the wales.



Lee's Longboat. Note how "Horse" is under tiller



Longboat with "Horse" above tiller. Picture of "Jason's" model courtesy of Model Ship World



Mike's Windlass



Gary Seaton discusses his longboat. Brig SYREN next to longboat

GUILD MASTER'S CORNER

Konichiwa from Japan. I am in the final week of my six week business trip to Japan and I am ready to get home to warm and sunny San Diego. While here I have not been completely isolated from Ship Modeling. I once again had the great pleasure of attending the 38th Exhibition of "The Rope". The Rope is the premier modeling club in Japan and their work and shows are exceptional. It was great to see members of the SMA in attendance as well as Gus Agustin from the Chicago area and Michel Mantin from France. I have lots of pictures to share when I see you all in a couple of weeks.

On 5 May, I will be attending yet another model show. The Yokohama Sailing-ship Modelers Club is having their 35th Exhibition of World Sailing Ship Models. Again, I will take plenty of pictures and share them when I return and in future Newsletters.

I am also able to keep in touch with the hobby through the Model Ship World Website. It's great to see that our Community Build is well represented.

I look forward to the upcoming San Diego County Fair where we all get to share our passion with the public. I also look forward to working with you all to develop our Guild Library. This project should be starting in mid May.

Well, hope to see you all at our May meeting. As you know, we will be meeting this month on Monday the 13th due to Museum commitments.

R. Riddoch

SAN DIEGO COUNTY FAIR SCHEDULE

Fair Sign-up Sheet - 2013

Booth Hours: M-F 1100 - 1800 -- Weekend: 1000 - 1800

Sunday June 9th	Monday June 10th	Tuesday June 11th	Wednesday June 12th	Thursday June 13th	Friday June 14th	Saturday June 15th
1. Norris 2. Hollod 3. Wessel	Exhibits Closed	1. Hollod 2. Norris 3. Griffus	1. Hollod 2. Norris 3. Savajot	1. Sanford 2. Norris 3. Griffus	1. McPhail 2. Norris 3. Griffus	1. Norris 2. Seiler 3. Lonnecker
Sunday June 16th	Monday June 17th	Tuesday June 18th	Wednesday June 19th	Thursday June 20th	Friday June 21st	Saturday June 22nd
1. Grolz 2. Seiler 3. Hollod	Exhibits Closed	1. Hewitt 2. Wickman 3. Griffus	1. Hewitt 2. Hollod 3. Pitt	1. Grolz 2. Sanford 3. Hewitt	1. McPhail 2. Sanford 3. Hewitt	1. Riddock 2. Grolz 3. Griffus
Sunday June 23rd	Monday June 24th	Tuesday June 25th	Wednesday June 26th	Thursday June 27th	Friday June 28th	Saturday June 29th
1. Grolz 2. Hollod 3. Wessel	Exhibits Closed	1. Grolz 2. Seaton 3. Wickman	1. Hewitt 2. Hollod 3. Grolz	1. Grolz 2. Hewitt 3. Hollod	1. Grolz 2. Hollod 3. McPhail	1. Hollod 2. Seiler 3. Lonnecker
Sunday June 30th	Monday July 1st	Tuesday July 2nd	Wednesday July 3rd	Thursday July 4th		
1. Hollod 2. Grolz 3. Riddock	1. Grolz 2. Hollod 3. Norris	1. Sanford 2. Hollod 3. Griffus	1. Grolz 2. Hollod 3. Dana	1. Hollod 2. Grolz 3. Seiler	Fair set up	Fair take down
					1. Norris	1. Hollod
					2. Riddock	2. Grolz
					3. Hollod	3. Hewitt
					4. Grolz	4. Riddock
					5. Hewitt	5

Fair Set up Sunday May 19th - 0900

Fair take down Friday July 5th - 0900

Alternates: Hewitt /redacted/
Hollod /redacted/
Grolz /redacted/

Please stay to help take down the DIW exhibits.

Restoration Contract

Received from: _____

Address: _____

Telephone: _____

Email: _____

Description of items and work to be done:

Estimate of restoration cost: _____

Expected date of completion: _____

Restorer's name (printed) _____

Conditions of Agreement

- It is understood that this is a contract between the depositor and the restorer.
- The Maritime Museum of San Diego accepts no responsibility whatsoever for the safekeeping and restoration of the items described in this contract. All items are left at the owner's risk.
- The restorer will advise the depositor of the cost of restoration, estimated date of completion, and the terms of payment.
- The model restorer will make a reasonable effort to contact the depositor at the projected date of completion.
- If the item to be restored has not been retrieved by the depositor within three months of the projected date of completion, the item will be considered abandoned by the depositor, and will be disposed of by the restorer.

Signed:

Depositor

Date

Restorer

Date