



October 2020 NEWSLETTER VOLUME 48, NO. X

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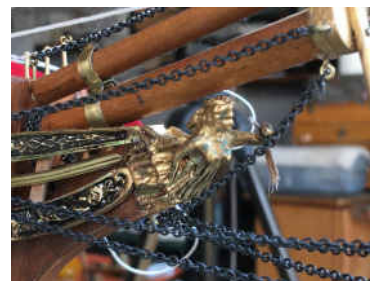
Model Shop

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Autumn is here with Halloween on the horizon, Guild Members!

A puzzle. What ship does the figurehead in the picture below belong to? Some might know but here is a hint for those in doubt:

“Now, do thy speedy utmost, Meg,
And win the key-stane o' the brig;
There at them thou thy tail may toss,
A running stream they dare na cross.”



- from *Tom o' Shanter* by Robert Burns as found on the website of the [Alexandria Burns Club](http://www.robertburns.org.uk/Assets/Poems_Songs/tamoshanter), http://www.robertburns.org.uk/Assets/Poems_Songs/tamoshanter. For a solution to this Halloween themed puzzle, see “Howard’s Boatyard” in the **Show and Tell** section.

From The Quarterdeck

by the Guild Master

Among the things your Officers have been working on the last few months are what, I am told, are referred to in the Navy as “pass-down lists”.

While the Guild’s Bylaws do outline general descriptions of Officer responsibilities, we have been working on documenting each position in detail.

Our goal is threefold: 1) to enumerate exactly what each position entails, 2) to smooth the transition of positions following Officer elections, and 3) to provide clarity of the scope of each position for Members considering volunteering.

We hope to publish our “pass-down lists” in the Newsletter and on our Website in the near future.

Fair winds and following seas, Alex Roel



The San Diego Ship Modelers Guild is affiliated with and supports the Maritime Museum of San Diego
1492 N. Harbor Drive, San Diego, CA 92101



8 SEPTEMBER 2020 GUILD MEETING: CANCELLED

In the absence of a meeting in September, the newsletter will be composed of offerings from Guild members and pictures of projects and sundry topics. **Participate and connect with the Guild by sending pictures or anything else you have to share to the Editor at newsletter@sdshipmodelersguild.org.** The following are Officer reports for the Guild.

Maritime Museum Report: There is not an update to report but it is noted that a few weeks ago, the Museum opened in a limited way under reduced hours with visitors able to buy a ticket that also automatically includes a cruise on the bay in the Museum’s Pilot or Swift Boat. Visit <https://sdmaritime.org/> for details and the Museum’s health protocols. Consider becoming a member and supporting the Museum. There is much to explore and finding a model such as *San Carlos* 1560, pictured to the right, is just such an experience! One would learn *San Carlos* was one of the first merchant ships to enter San Diego harbor.



Purser’s Report: Purser **Jon Sanford** reported the following Guild Account activity following his return from vacation: **Balance on September 11, 2020** \$<redacted>

Model Shop Coordinator Jon Sanford, pictured below left working on a model in the Model Shop, has continued with a Model Shop clean-up effort to free up space for model builders and make the space more attractive to Museum visitors. As reported in a previous newsletter, **Jon** has put considerable time and effort into cataloging plans and he would like to put those plans in the hands of interested model ship crafters. With help from a few others **Jon** is organizing supplies and materials in the Model Shop and these are available to builders who might need something



for a project. **Jon** welcomes Guild members at the shop. Just recently **Michael Hite**, pictured to the right, visited from the Long Beach area to see the Museum and Model Shop. Drop on by and even better, bring a model and use the shop resources!



Web Master Alex Roel reported there were no updates to the “**On The Web**” report. **Community Build Leader Alex Roel** reported in the “**Community Build Sails On**” report that Community Build members were recently polled about holding virtual meetings during the pandemic but no consensus was reached.

Contact Jon Sanford or **Alex Roel** using the email addresses on the preceding page with any questions about utilizing these Guild resources.

Next Meeting scheduled for 13 October, Cancelled. Notice: SDSMG Officers will email an announcement when Meetings resume: **until that time please consider all upcoming meetings cancelled.**

October 2020

S	M	T	W	T	F	S
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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 Community Build Meeting Scheduled for 10 October, Cancelled. Notice: The Community Build Leader will email an announcement when Meetings resume.

Presentations and Museum Model of the Month Programs have been suspended until Guild Meetings are resumed. Following is another re-print from the Guild website's Newsletter Archives, <http://www.sdshipmodelersguild.org/public/bridge/frmPastIssues.htm>. The March of 2006 edition, a favorite edition of **Chuck Seiler**, contains a "rest of the story" tale about Virginia by that noted author, **Rupert Morgan**, that invites a look into the history of European settlement of North America.

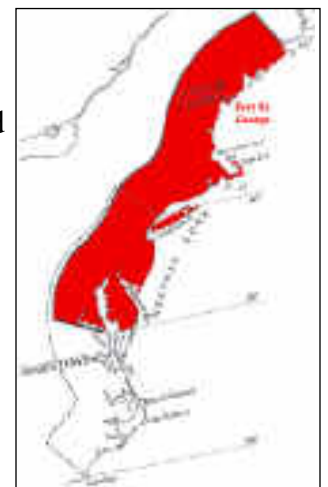


John Wickman took this picture at **Show and Tell** when he was still with us in 2006 of **Dick Roos' Virginia**, a 3/8"=1" scale kit by ARKIT (similar to Artesana Latina) that was completed in 1987. The **Show and Tell** article reported how a group of colonists in May or June of 1607 established the settlement of Fort Saint George in Maine when looking to establish a colony in Northern Virginia. Sometime during the year's stay (about October), the colonists built a "pretty" pinnace of 30 tons, *Virginia*, the first vessel built by Englishmen in America. With a harsh winter, the colonists eventually returned to England in the fall of 1608, abandoning Fort Saint George.

Virginia: The Rest of the Story by Rupert Morgan

When I did the first research to plump up the information on Dick Roos' VIRGINIA, I had fun making light of the expeditions apparent inability to find Virginia. But that can't be right. While navigation techniques of that era were crude by today's standards, they were able to get latitudes pretty close. Maine is a CONSIDERABLE distance from Virginia. Besides, they seemed to be able to find their way back fairly easily. Landing in Maine couldn't have really been a mistake. So, what is the story? 'The rest of the story', as Paul Harvey says, is an interesting insight into our history. Since it deals with shipbuilding, specifically one our Guildmember has made a model of the article's subject, and since it helps pad the newsletter, I will relate it to you.

On April 10, 1606, James I signed the first charter granting a newly formed joint stock company the right to establish colonies on those shores of North America known to the English since the days of Sir Walter Raleigh (1580's) as Virginia (in honor of Elizabeth, the Virgin Queen). The so-called Virginia Company was divided by the royal charter into two ventures; the Virginia Company of London (or London Company) and the Virginia Company of Plymouth. The London Company was granted that part of Virginia lying between 34° and 41°N, while the Plymouth Company was assigned the more northerly latitudes of 38° to 45° N. Each company was to plant its initial colony within the non-overlapping portions of the respective grants. The degrees of overlap between 38° and 41° were to be claimed by the first colony that was strong enough to do so. The London Company established the settlement in Jamestown in May 1607. It flourished. The Plymouth Company attempt to establish a settlement was less successful.



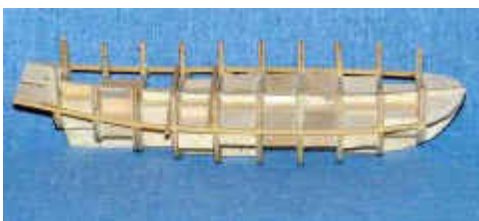
The Plymouth Company's Popham Colony (named after Sir John Popham, the expedition's chief patron) was planted at the mouth of the Sagadahoc River, today's Kennebec River in the State of Maine. The principal installation of the colony, Fort St. George, was placed at the tip of a headland named Sabino. This particular place was carefully selected for the purpose of initiating English colonization in the north.

Virginia: The Rest of the Story continued:

The ships *GIFT of GOD* and *MARY & JOHN* left England in May 1607 with 120 or so colonists and sailors, arriving about a month later. They made an ambitious start at building a church, an earth and stone fort and 50 houses. Colonist John Hunt left a remarkable diagram of Fort St. George showing the placement of these buildings. The *MARY & JOHN* returned to Plymouth on October 6th. The *GIFT of GOD* departed in mid December and returned to England by way of the Azores, having transported 33 masts to that location. Forty five colonists under the leadership of George Popham (nephew of Sir John) remained behind.

After a good start, the colony went downhill fast. George Popham died in February. His successor, Raleigh Gilbert (Nephew of Sir Walter Raleigh), was hotheaded and an unwise decision maker. The colonists were quarrelsome and not inclined to work nearly as hard as the circumstances required. Some historians have attributed the colonists' bad behavior to their previous residences in England's gaols; others say that modeling the colony's structure on the feudal system did little to encourage diligence or hard work. Mirroring a template we would see with most initial European attempts to colonize the new world, the colonists quarreled with each other, eventually made enemies of the local inhabitants and absolutely nobody was prepared for the severe winters. The arrival of a supply ship in the spring helped some, but the supply ship arriving in September brought bad news. Both Sir John Popham and Gilbert Raleigh's brother died, leaving the colony's leader as his heir. Gilbert immediately planned to return to England to claim his inheritance. The colonists were shaken. With the loss of Sir John as a backer and the prospect of another harsh winter, they determined to abandon all their efforts. They dismantled as much of the property as possible, loaded anything of value onto the ships and sailed back to England.

It appears that the Popham Colony was intended to be a shipbuilding center. A number of shipwrights were included in the colonists. As we saw, they made and exported masts. We also know that in October 1607 they built what was referred to as "a pretty 50 foote Pynnace of about some 30 tonne", which they called the *Virginia of Sagadahoc*. Some explorations of the area were made in the pinnace, including a trip up the Kennebec and perhaps to far away Jamestown. The *Virginia* was one of the vessels used to transport the colonists back to England. What became of the *Virginia*? In June 1609, the third supply fleet left Plymouth, England bound for Jamestown with 500 or 600 new settlers on nine ships. The 300 ton flag ship, the *Sea Venture*, towed behind it a small pinnace that some historians feel may have been Popham Colony's *Virginia*. About eight days from their destination a tremendous storm devastated the fleet. It is recorded that *Virginia* arrived in Jamestown in mid-August, seriously damaged but intact. It eventually made the return trip to Plymouth, but appears not to have been used again after that for cross- Atlantic ventures. One account by Robert Tristram Coffin said the *Virginia* "finished its days, with good Englishmen chained in it, among the Barbary Pirates." **So endeth the tale.** For more info, go to: https://en.wikipedia.org/wiki/Popham_Colony



Hardly the tale endeth! The March and August 2012 newsletters include **Show and Tell** articles telling that **Chuck Seiler** took up his own *Virginia of Sagadahoc* 1:64 scale scratch build project!

Perhaps one day, we will hear about this project again!



Show and Tell

Thanks go to those who have contributed their projects to this edition's *Show and Tell*.



The answer to the newsletter's front page puzzle: **the figurehead is found on the British clipper ship *Cutty Sark* and a model by Howard Griffus.** But why a quote from the epic poem "Tam o' Shanter" by Scottish poet and lyricist Robert Burns? Why the red circle on the picture to the right?

Howard tells the story: While talking with **James Pitt** about ship figureheads and particularly that of the ship *Cutty Sark*, they agreed a cutty sark was a name for a woman's under garment. **Howard**, with a project underway to build a model of *Cutty Sark*, determined a bit of research into the ship's name was warranted. **Howard** found, "It turns out Captain John Willis, the original owner of *Cutty Sark*, was an avid fan of Scottish Poet Robert Burns who wrote an epic poem called "Tam o' Shanter". In this poem, Tam, a farmer, had spent an evening drinking with friends and as it was late he said his goodbyes, mounted his grey mare Maggie, and headed for home past the church and graveyard at the edge of town.

"As Tam and Maggie passed the church they noticed lights and sounds of frivolity coming from the graveyard. (Does "Tam o' Shanter" have elements of a Halloween story similar to "The Legend of Sleepy Hollow?")

"The poem goes at length into the goings on of the devil and sundry warlocks and witches whooping it up but old Tam pays particular attention to the dancing of a pretty young witch known locally as Nannie who is wearing a skimpy cutty sark. Fully taken in by her dancing and forgetting where he is; he hollers out, "Weel done, Cutty-sark!"

"Instantly it is dark and the party is over. Tam realizes his goof and spurs Maggie for the bridge at the end of the graveyard. He knows witches can't cross running water and the unholy horde is coming for him like a swarm of bees with Nannie in the lead. As they hit the edge of the bridge Nannie has grabbed Maggie's tail with her left hand (seen in the **red circle** on the upper right picture) and is reaching for Tam with her right. There is a crack of thunder and a flash of lightning signaling the end of the unholy chase with Nannie left holding Maggie's tail and Tam and Maggie heading for home and safety.



"It is said around the town of Ayr that Maggie's stumpless rump was a reminder not to stay too long at the pub. AND that's how a certain clipper ship got it's name. AND, who the lady on the bow is. AND, if you are doing a model of the Cutty Sark, be sure to put Maggie's tail in Nannie's empty hand. What color? A grey horse can have a tail of any color!"

Click http://www.robertburns.org.uk/Assets/Poems_Songs/tamoshanter to compare an original and translated version of "Tam o' Shanter". Enjoy!

Stern detail of Howard's build of *Cutty Sark*. A project that is well underway!



Figurehead on *Cutty Sark* continued:

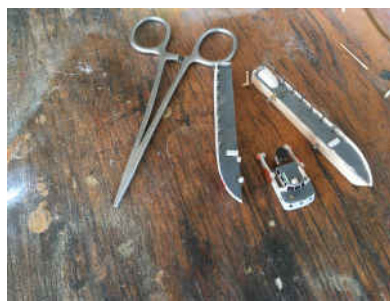
Howard offered this footnote to his story on the origin of the ship name *Cutty Sark* and the hair hanging from the hand of “Nannie”, the bow figurehead. “Captain John Willis, who had the CUTTY SARK built, had two other clippers built in 1870. They were iron ships, 216.6 feet long and similar to the *Star of India*. The sister ships were named *Blackadder* and *Halloween*. The man obviously had a penchant for naming ships oddly. Built lightly for speed (940 tons was considered light in 1870) *Blackadder* was dismasted on her maiden voyage and delivery of *Halloween* was delayed due to legal problems caused by the dismasting of *Blackadder*. The *Blackadder* name obviously doesn’t refer to the Rowan Atkinson (Mr. Bean) hilarious British TV sitcom, but to a very nasty branch of the British Royal Family of an earlier period. Like *Cutty Sark*, the name *Halloween* traces back to the literature of the time.”

A look around **Howard’s** “Boatyard” reveals other unnamed projects that are underway:



Above: Unnamed projects

Below: Howard is building a U.S. Coast Guard patrol boat in-a-bottle/light bulb for a relative retiring from the Coast Guard using a Lindberg plastic model as a model for the boat in-a-bottle/light bulb



1848 Stagecoach by James Pitt is a project that is making steady progress. **James** reports that this project is offering him opportunities to develop new skills especially in metal fabrication and soldering. Also, he reports precise engineering of parts and assembly are skills being honed while building the stagecoach.



“Nate” in his signature hat, points out the front wheel assembly pivot. Customizing and painting figurines is another skill James reports he is practicing during the health crisis.

1848 Stagecoach by James Pitt continued:

James tells us that we can recall “the first coaches were from Europe. There were two schools of thought when building coaches: lighter “carriages” offered less resistance to rough roads taking less of a beating though they carried less too. Stout, iron strapped oaken beasts carried the load but absorbed the punishment. **James** related that a great example of the “oaken beast” can be had in that old movie with Red Buttons, Bing Crosby, Ann Margaret....“Stagecoach” (1966). A wheel broke off during a chase, so a curved tree trunk (aka a sled runner) was lashed to the axel and the coach moved on.” The editor notes this movie might need a look though John Wayne as ‘Ringo Kid’ and Claire Trevor as “Dallas” starring in the John Ford classic “Stagecoach” (1939) might need another watch, too!



James reports that the rear axel has been attached to the carriage and the newly installed rear wheel brakes are properly aligned. The Prussian General orders **James** to continue apace!



Derfflinger

by **Don Dressel**, seen here in 2018 with *Derfflinger* as masting and rigging is well underway. See <http://www.sdshipmodelersguild.org/public/bridge/frmPastIssues.htm>, March 2018 issue.

Kit by Art Am. Fuesta, Scratch built masting and rigging

Scale - 1:52

Don showing *Derfflinger* in June and October of 2017 after the hull was built by **John Bakker**, a member of the Ship Modelers Association of Orange County, CA. As reported in 2017, The Art Am Fuesta kit was first sold to **John** by **Don Dressel**. After **John** had completed it with mast stubs, **Don** asked why **John** did not mast and rig it. Finally, **John** gave the model back to **Don** to mast and rig. See the San Diego Ship Modelers Guild March 2018 for a complete discussion of how **Don** scratch built the masting and rigging using reference material, primarily the book 17th century Dutch Merchant Ships by A. J. Hoving as well as the plans and book The Ships of Abel Tasman by Hoving. **Don** reported these sources provided all the information needed to complete the masting and rigging process of a Dutch fluyt.

Don reports “The model is now owned by the Newport (CA) Maritime Museum. The two photos below are the only photos (he) has of the model, the first being when completed in (his) workshop, the second when it was in its case just prior to being picked up by the museum. Details and history of the ship can be found in Wikipedia.”



Dutch Buss 1598 by Robert Hewitt.

Robert shared three pictures of his scratch built 1/16" = 1' Dutch Buss. In May 2020 he reported this is his fourth model taken from Ab Hoving's Dutch Merchant Ships book & plan set. He tells that he choose this ship for it's unusual shape having a hard chine and a flat cabin over a round tuck stern. Building with Pear bulkheads and Hollywood for planking and decks, he reports the hull planks are .02" thick x .045" wide. He described the picture to the right as his "53rd miniature model, including the first two which were plastic kits of



HMS *Victory*. The port side view shows the model on the simplest stand I could make. It is a lemonwood rectangle with a slot to accept the keel. The stand will be pinned to the keel with an ebony dowel. It is resting on a walnut base which will be housed in a picture frame base. A rudder and steering lever are finished. Two deck hatches were made with the use of a Priac table saw. The grating assembly is glued together using a glass plate and two single edged razor blades. A perfect 90 degree nest is formed by removing the aluminum tab from the blades and gluing the blades to the glass. The structure aft of the deck is a crutch which the fore mast rests on when it's folded down.

"The bow view to the left shows the two cabin doors surrounded by an ebony frame with ebony used for the door knobs and hinges. Why there are two doors is beyond me, the steering mechanism takes up most of the cabin space and the stern is wide open.



"The third picture to the right is of Roosevelt looking at a belaying pin. The pin is of box wood and turned by hand on my "WEE CHEER" moto tool. The shaft diameter is .017."

Closing this month's newsletter, following is a closer look at the yacht **Jon Sanford** was pictured painting on page 2 of the newsletter. **Jon** is finishing a model brought to him with a completed hull. First asked to just paint and finish the hull and deck, now he is being asked to mast and rig the boat!

