



# SMA Newsletter

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Meeting – Wed., Jan. 17, 7 PM, Red Cross Building, 1207 N. Lemon,  
Fullerton, CA. 92832



## WORK IN PROGRESS

May 16 2018

Reporter: Dave Yotter

### **Cux 87 – Jean-Philippe Dal Gobbo**



The *Cux 87* is a typical German shrimp trawler from the Deutsche Krabbenkutter Werft. This type of trawler is often seen in the small harbors along the North German coast. Cuxhaven is an independent town and seat of the Cuxhaven district, in Lower Saxony, Germany. It is situated on the shore of the North Sea at the mouth of the Elbe River. Cuxhaven is home to an important fisherman's wharf and ship registration point for Hamburg. These trawlers are about 20 meters long, driven

by two 200 hp diesel engines and have a crew of three.

The model is being built from a Billings kit in 1:33 scale. The owner's father started this particular model in 1952. Jean-Philippe is finishing the model for him. When received the hull was falling apart and there was a hole in the deck. The sides were repaired, as was the deck hole. Drywall Spackle was used prior to painting. All the brass pieces were missing and these were replaced by **Clair Hess** at [Ages of Sail](#) with a whole new kit! The deck furnishings are near completion and the net handling winch is done. The masts are stepped and the navigation lighting fixtures appear to be all in place. Jean-Philippe thinks that there may be enough parts left over to build another boat.

### **Tomb Raider II "Venice Motor Boat" – Bob Penikas**

Bob brought in a model of the "Venice Motor Boat". Bob writes: The kit was a free download at <https://ninjatoes.wordpress.com/category/tomb-raider/page/2/>. The model parts were printed on 57 lb. Wausau Exact Vellum Bristol. Prior to cutout and build the two parts pages were given a protective coating of shaky can Krylon acrylic gloss.

Lara Craft Tomb Raider (also known as simply Tomb Raider) is a 2001 action-adventure based on the Tomb Raider video game series featuring the character Lara Croft portrayed by Angelina Jolie. Since construction with paper is wigglier, I had thoughts of using wood but, as I worked on other hobby table stuff, more paper parts kept being added

to this fictitious motorboat. The padded seats were built up using shop towel pieces and Testers glass enamel. Final boat build was given several spray coats of Krylon Acrylic gloss.

For those who may be unfamiliar with the character, I brought along Lara Croft. The Lara Croft Tomb Raider model by Ninjatoes: <https://ninjatoes.cordpress.com/>. She was a free download with photo build instructions. The parts were printed on 90 lb. Exact Index which proved to work quite well except for her hair which was too stiff so 20 lb. paper hair was substituted. Load weights were added to the inside of both boots during build. Enhanced her boobs...uh...rather parts #43 and #45. She stands 11 inches tall from floor to the top of her head, then add another two inches to the top for her shotgun. Notice the detail that may be obtained using paper.



During the build, one of Lara's grenades fired off tweezers tips and disappeared noiseless within the garage clutter. I was bent down searching among the boxes when my wife stepped in and asked, "What was I looking for?" I replied:

"I dropped a gren.....ah.....paper part."

## Rigging Clips - Larry Van Es

Larry brought in some electronics test clips he has found useful while rigging ship models. Pressing the end button exposes the hook portion. These will hold a line quite securely and you can add some weight where needed. He bought his at Orvac on Orangethorp. They are also available at Marvak, Pomona Electronics and Amazon. This image from a Goggle search shows that there are many sizes, shapes and end configurations to choose from.



Test Probe Hooks  
Spring Operation  
Large or Small Size  
IC SMD Components  
Quick Assembly



## **La Real - Don Dressel**



*Real* (galley) was built in Barcelona, Spain at the Royal Shipyard and was the largest galley of its time. A replica of this galley is in the Barcelona Maritime Museum, which Don was able to visit a few years ago. The galley was 200 ft. long and 20 ft. wide, had two masts, and weighted 237 tons empty. She was equipped with three heavy and six light artillery pieces, was propelled by a total of 290 rowers and, in addition, carried about 400 sailors and soldiers at Lepanto. 50 men were posted on the upper deck of the forecastle, 50 on the amidships

ramp, another 50 each along the sides at the bow, 50 each on the skiff and oven platforms, 50 on the firing steps along the sides near the stern and 50 more on the stern platform behind the huge battle flag. To help move and maneuver the huge ship, it was pushed from the rear during the battle by two other galleys.

The Battle of Lepanto in 1571 saw Juan of Austria's fleet of the Holy League, as alliance of Christian powers of the Mediterranean; decisively defeat an Ottoman fleet under Grand Admiral Müezzomzade Ali Pasha.

*Real* and the Turkish galley *Sultana*, flagship of Ali Pasha, engaged in direct deck-to-deck combat very soon after the start of the battle. *Sultana* was boarded and after about one hour of bloody fighting, with reinforcements being supplied to both ships by supporting galleys of the two respective fleets, was captured. Ali Pasha was wounded by musket fire, fell to the deck, and was beheaded by a Spanish soldier. His head was displayed on a pike, severely affecting the moral of his troops. *Real* captured the "Great Flag of the Caliphs" and became a symbol of the victory at Lepanto. (Wikipedia)

Don brought in his beginning efforts on the Dusak kit model in 1/72 scale of the *Real* to show his slow progress on the first planking of the hull. No particular pattern was followed when installing the first layer of planking – this will be done with the second layer of planking. Don also showed his method of soaking the wooden strips in Downey water softener inside a plastic PVC tube, sealed at one end and capped at the other, to assist in softening the wood strips to bend to the shape of the frames. Don also wanted to show the installation of the wood strips from the keel up and the deck down, meeting at the mid-section of the hull, as this is the easiest plank to "merge" to complete the planking. Lots of sanding will now be required before the second layer of planks is installed.

## **Clipper Schooner *Smuggler* 1877 - Jim Ingersoll**

Daniel Poland, Jr. and Charles C. Woodbury at Gloucester, Massachusetts in 1887 built *Smuggler* for Gloucester interests. She was built for the mackerel purse-seine fishery. Her tonnage of 67.92 gross, 64.52 net was probably about average for a vessel in the seining fleet. (Eric A. R. Ronnberg, Jr.).

Jim is making good progress on his model of the mackerel schooner *Smuggler*, being built from a Bluejacket kit in 1:48 scale. The hull is planked over solid and he has worked to make the hull planking more pronounced compared with the partially completed hull as received. Deck planking is on and painted, as are the built-up areas around the mast



partners and windlass. The headwork appears complete and painted including the trail boards, head rails, catheads, hawse-pipes and the bowsprit. The seine roller is in place and Jim is puzzling out some of the rigging point attachments. The chain plates have been a particular problem as the prototype calls for them to be installed through the railing and let into the back of the timberheads. This has been difficult to accomplish at this scale. Jim is doing a great job so far on his efforts to build the *Smuggler* and it is hoped that more progress will be

completed by the next SMA meeting.

## Catalan Ship “*Nao*” – Bill Schultheis

Bill is proceeding on his *Nao* of ca. 1450 in 1:30 scale. The model is being built from a Woody Joe kit. He is now finished with the planking which is really a strip wood veneer being applied over the initial layer of planking. Due to the roundness of the hull this was challenging in the ends of the ship. The technique that worked the best was to coat both surfaces with Tighbond (wood glue), let them dry and then use a hot iron to bond the strips down to the hull. Much of the upper decks are finished. Hatches and hatch covers are installed. The mast is stepped, as is the bowsprit and boom kin aft. The quarterdeck railing is on and the poop deck is raised into place, accessible by a ladder. A ladder also gives access from the main deck to the quarterdeck. A crow’s nest has been installed on the mast.



## USS *Cairo* & USS *Vesuvius* – David T. Okamura

David showed a couple of paper model kits from the Russian company Oral. One was the ironclad USS *Cairo* and the other the gunboat USS *Vesuvius*. Both are in 1:200 scale. The company also offers “Laser cutting” and photo etch parts for the *Vesuvius*. Although it is not clear to this reporter what exactly is being laser cut, is it accurately cut cardstock or perhaps wood?

USS *Cairo* was one of the first American ironclad warships built at the beginning of the U.S. Civil War. *Cairo* was the lead ship of the City-class gunboats and named for Cairo, Illinois. In June 1862, she captured the Confederate garrison of Fort Pillow on the Mississippi, enabling Union forces to occupy Memphis. As part of the Yazoo Pass Expedition, she was sunk on 12 December 1862, while clearing mines for the attack on Haines Bluff. *Cairo* was the first ship ever to be sunk by a mine remotely detonated by hand. The remains

of *Cairo* can be viewed at Vicksburg National Military Park with a museum of its weapons and naval stores.

William Cramp and Sons Ships and Engine Building Company, subcontracted from the Pneumatic Dynamite Gun Company of New York City, laid down USS *Vesuvius* in September 1887 at Philadelphia. She was launched on 28 April 1888 sponsored by Miss Eleanor Breckinridge and commissioned on 2 June 1890 at the Philadelphia Navy Yard with Lieutenant Seaton Schroeder in command. *Vesuvius* carried three 15-inch cast iron pneumatic guns, invented by D. M. Medford and developed by Edmund Zalinski, a retired officer of the United States Army. They were mounted forward side-by-side at a fixed elevation of 16 degrees. Gun barrels were 55 feet long with the muzzles extending 15 feet through the deck 37 feet abaft the bow. In order to train these weapons, the ship had to be aimed, like a gun, at its target. Compressed air from a 1000-psi reservoir projected the shells from the dynamite guns.

The shells fired from the guns were steel or brass casings 7 feet long with the explosive contained in the conical forward part of the casing and spiral vanes on the after part to rotate the projectile. The explosive used in the shells themselves was actually a "desensitized blasting gelatin" composed of nitrocellulose and nitroglycerin. It was less



sensitive to shock than regular dynamite, but still sensitive enough that compressed air, rather than powder, had to be utilized as the propellant. Shells containing 550 pounds of explosive had a maximum range of 1 mile, but range could be extended to 4000 yards by reducing projectile weight to 200 pounds. Maximum muzzle velocity was 800 feet per second. Releasing less compressed air from the reservoir could reduce range. Ten shells per gun were carried on board. 15 shells were fired in 16 minutes 50 seconds during an 1889 test. The shells employed an electrical fuse which could be either set to explode on contact or delayed to explode underwater. (Wikipedia)

# Members Models - May 2018



CUX 87 by Jean-Philippe Dal Gobbo  
La Real by Don Dressel



Tomb Raider by Bob Penikas  
Smuggler 1877 by Jim Ingersoll



Catalan Ship NAO by Bill Schultheis



# Mayflower Group

By Don Dressel

**Old Salts in Port:** Steve Jones, John Bakker, Don Dressel, Yas Komorita, Tom Stellar, Guy Bell, Don Leyman and David Okamura

**Ships in Port:** *Le Real*, *Wappen von Hamburg*, *USS Pegasus*



John Bakker started off the meeting talking about his efforts to build the old kit model of the *Wappen von Hamburg*, which used to be a Movo kit. Corel brought out the Movo kit and there seems to be a lot of problems with the transition, as the plans and the instruction booklet that comes with the kit do not match. John mentioned a minor problem that we all have while constructing the model. Apparently, a lot of the belaying pins disappeared down the hatch of the upper deck, which proved to be a big problem. If something is dropped

(small item) it inevitably disappears never to be found again! The pedestals for the railings apparently have to be turned out of square stock – none were found in the kit. Despite all the setbacks, the model is starting to come together and looks great (see photo). John did bring the model into the May SMA meeting but did not talk about it, so attendance at the Mayflower Group meeting is even more rewarding for ship model builders.

Dave Okamura brought in a cardstock model of the *Badger* printed by Shipyard, that is available from [Ships in Scale](#) over the Internet. It is a fully rigged ship model in 1/96 scale. There was one of these cardstock ship models at one of the SMA Queen Mary Conferences a few years ago, which was very impressive. Dave also showed us another cardstock model of the *Cairo*, again in 1/96 scale – a Civil War ironclad.

Don Leyman discussed his progress on his superb model of the *HMS Pegasus*, a Swan Class sloop of the Royal Navy. The lower foremast, mainmast and mizzen is complete now with all shrouds installed. The next step is to install the ratlines, which Don has indicated he will do with a paper backing to insure the ratlines are correctly spaced (see photo). He also talked about some of the progress in other areas of the ship and indicated he now plans to fully rig the model, even though it will be rather large when completed. He has come to the same conclusion that your editor has arrived at – a fully rigged ship model is much better than just the hull.





Don was next up to talk about his progress (very slow) on the *Le Real*. Don is still installing the first layer of planking on the model, which is different from all other ship model plank-on-bulkhead kits Don has built in the past. The stem, keel and sternpost are installed AFTER both layers of planking are installed. Don is installing the first layer of strakes with no particular regard to position, as he does not

want to have any problem with the second layer of planking, which will be installed properly with the correct number of planks in proper length using proportional dividers. The progress is slow, since Don first soaks the wooden strakes in a solution of Downey water softener and water, then clamps them to the model to dry before gluing them on – all of which takes time. The Downey water softener is much nicer to use than ammonia and smells very nice when you are working with it. Once the first layer of planks is finally completed, a lot of sanding and forming will take place before the second layer of planks are installed. Once again, the instructions make this sound very easy – install first layer of planking! Unfortunately, the only other option open to ship model buildings is to either make all the frames and single plank or start with a solid hull and form it to shape. Steve mentioned that he still does not believe the stern with the bulges can be planked with the second layer of planking – Don indicated it will be a challenge but there is still a lot of sanding to be done once the first layer of planks are installed and the “bumps” on the stern may not be so prominent once the sanding is completed. The photo above shows the deck first layer of planking. The “strings” in the photo are attached to the model from below the decks and have to be installed prior to planking, as installation after the model is planked would not be possible as there would be no access to be able to do so..

Once again, a great Mayflower Group meeting with lots of other things discussed.

## THE NAUTICAL RESEARCH GUILD

**"ADVANCING SHIP MODELING THROUGH RESEARCH"**

Annual membership includes our world-renowned quarterly magazine, *Nautical Research Journal*, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



For more information contact us at: [www.thenrg.org](http://www.thenrg.org) or call 585 968 8111

## Ship Model Kits for Sale

Your editor received from Bill Russell a letter written by Al Carrato. He is 81 years old and can no longer build plank-on-frame ship models due to a recent handicap. He is selling 43 model ship kits in original boxes and in perfect condition. He is also selling modeler books, lumberyard and parts he has collected over the last 50 years. The ship model kits are also now listed on ebay, so it would behoove anyone interested to contact Al as soon as possible. He can be reached at 678-327-6487 or email – [alcarrato37@yahoo.com](mailto:alcarrato37@yahoo.com). He lives in the Atlanta area. The list follows:

<b><u>Model</u></b>	<b><u>Pin</u></b>	<b><u>ebay Price</u></b>
<b>Amati</b>		
1. Grosse Yacht (Bottle)	AM1350	40
2. Nina (hull partially assy)	AM 1411	60
3. Pinta (hull partially assy)	AM 1410	60
4. Santa Maria	AM 1409	110
<b>Aresania Latina</b>		
1. King of the Mississippi	AL 20505	100
2. San Francisco	AL 20408	100
3. Dandy II Tuna boat	350	70
4. Morgan's Whale boat	20020	40
<b>Billing Boats</b>		
1. Oseberg	520	80
<b>Bluejacket</b>		
1. Buzzard Bay boat	KLW134	60
<b>Corel</b>		
1. Flying Fish	SM19	130
<b>Dusek</b>		
1. Greek Bireme	D001	80
<b>Mantua</b>		
1. Whaleboat	ART002	90
2. Armed Launch	ART008	100
3. Fishing Boat	ART781	50
4. Golden Star	ART769	90
5. Oseberg	ART1406	90
6. Albatross	MA771	90
7. Black Falcon	MA768	90
8. Race Horse	MA793	100
<b>Model Shipways</b>		
1. American Privateer	MS2160	110
2. Benjamin Latham	MS2109	100
3. Emma C. Berry	MS2160	70

4. English Penance	MS1453	50
5. Pride of Baltimore	MS2120	90
6. New Bedford Whaleboat	MS2033	70
7. Long Boat 18 <sup>th</sup> Century	MS1457	50
8. Fair American	MS2015	100
9. Rattlesnake	MS2028	100

### **Mamoli**

1. Gretel	MV33	80
2. CSS Alabama	MV53	160
3. Marseille	MV25	130
4. Golden Hind	MV30	150
5. HMS Bounty	MV52W	150
6. Lexington	MV48	120
7. Yacht Mary	MV28	100
8. USS Constitution C/A	MV32	120
9. USS Constitution	MV31	330

### **Midwest**

1. Crabbing Skiff	MID970	40
2. White Hull	MID978	20

### **OcCRE**

1. San Juan Felucca	OC12001	120
2. Santisima Trinidad CA	OC16800	120

## **2018 Design in Wood Exhibition San Diego Fair**

Don Dressel

Dave Yotter and I decided to participate in the Design in Wood Exhibition at the San Diego Fair this year to help the San Diego Ship Modelers Guild in having a successful wooden ship model exhibition at the fair, as ship models in the past had been rather scarce according to the San Diego Ship Modelers Guild president. The results of the judging of the ship models at the San Diego Fair



are indicated here, as the show was a judged affair. The San Diego Fair is open from June 1<sup>st</sup> to July 4<sup>th</sup>, located at the Del Mar Fairgrounds, 2260 Jimmy Durante Blvd, Del Mar, Ca. You would want to go to the Design in Wood area to see the wooden exhibition including the wooden ship models.

The results of the ship model judging are as follows:

Honorable mention award goes to **Robert Hewitt** for his miniature *Viking Ship* as pictured to the left. While Dave and I were at the judging show there were a number of

people who were admiring Roberts model and marveling at the very fine miniature work exhibited in the case. It was also great that the Fine Woodworkers Association put the model into a glass case to protect it and keep it from “walking away”.

Fourth place went to **Isaac Wills** for his *Topsail Schooner* pictured here. Again, the model was in a case to protect it as well as give the model a good presentation. The show also did a great job with the card display showing the modeler, ships name, scale, etc. The NFS on the name placard indicates that the model is not for sale. If it was for sale, a price would be indicated.

Third place went to **Jon Sanford** for his *English Longboat*, again very nicely displayed in the case with a nice placard. This model is pictured below the topsail schooner to the left. Both of these models were in the same case displayed next to each other.

Second place went to **Dave Yotter** with his beautiful model of *Bluenose*. Since Dave already had his model in a great case, the show did not have to put his in a case. First, it is too large to fit in their regular cases and second, it was put on display next to the San Diego Ship Modelers booth, which you can see in the photograph. Since this was the judging award ceremony and the fair was not yet open, the booth was not manned yet.

First place went to **Don Dressel** for his model of the *Halifax*. Once again, the model with its case was placed inside another case for protection. You can see in this photo the other fine woodworking items that are on display at the show, as all pictures were taken at the fair.

There are MANY other things to see and enjoy at the San Diego Fair if you plan to attend. As an added note, there are a couple of SMA members who have entered models at the San Diego Fair in the past and won awards, two of them being Dr. Henry Bikhazi and Clyde Emerson. The show is well worth a trip for those interested, as there are many other things to see and enjoy also.



# ANNOUNCEMENTS

## **SMA Membership dues are due!**

It is that time of year again – the dues are due. For those who do not know, we do have to pay for the meeting location where our monthly meetings are held, so there is a cost involved for the privilege of being able to show our “Works in Progress” and enjoy the ambiance of our fellow SMA members. The regular dues cost for members is \$25.00. For those few members who still receive their newsletter by snail mail, the cost is \$40.00. For those members who live beyond 100 miles, the cost is \$20.00. All checks should be made out to the SMA or you may pay by cash to our treasurer, Larry Van Es. For long distance members, the address is: Ship Modelers Association, 21520 Yorba Linda Blvd., suite G234, Yorba Linda, CA. 92887.

## **International Convention of Model Ship Building**

There will be a ship model convention in France this coming October 17 through October 21 in Rochefort, France. More details will be forthcoming in future issues of the SMA Newsletter and a separate “flyer” will be sent to all SMA members and associates at the same time as this newsletter. Stay tuned for more details.

## **NRG Conference in Las Vegas**

The NRG Conference will be in Las Vegas, Nevada, October 26<sup>th</sup> & 27<sup>th</sup> and there is no conflict with the International Convention in France above, so any SMA member who desires will be able to attend both conferences.

## **SMA Member Honorary Award**

Yas Komorita, for all his extraordinary efforts given over the years to the SMA, has been awarded the first SMA member honorary lifetime award at the recent Mayflower Group meeting. Yas will be a member of the SMA for the rest of his life, a well-earned honor.

## **San Diego Ship Modelers Guild**

For those SMA members who may be interested, the San Diego Ship Modelers Guild now has their meetings on the *Berkley* on the second Tuesday of each month. Your editor and reporter routinely attend the meeting that is usually very informative and enlightening.



*Derfflinger* on its way to maritime museum



Donald C. Dressel  
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**NEXT MEETING WEDNESDAY, JUNE 20, 7:30 PM, HILLCREST PARK RED CROSS BUILDING**