



SMA Newsletter

Volume 45, Number 10, Oct. 2018

Contacts

President: Mike DiCerbo: (714) 523-2518 – mike.dicerbo@att.net.

Vice President: Jean-Philippe Dal Gobbo – jeanpinou@gmail.com

Secretary: Paul Payne: (310) 544-1461

Treasurer: Larry Van Es: (714) 936-0389 – larry@uswheel.com

Editor: Don Dressel: (909) 949-6931 – roebuckdres4@gmail.com.

Web Manager: Doug Tolbert: (949) 644-5416

SMA mail address: 21520 Yorba Linda Blvd, Suite G234, Yorba Linda, Ca.
92887

www.shipmodelersassociation.org.

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



WORK IN PROGRESS

September 19, 2018

Reporter: Dave Yotter

Amaryllis, 1876 – Paul Payne



Amaryllis was a catamaran sailboat designed by Nathanael Greene Herreshoff and launched in 1876. It was notable for its significant victory in the 1876 New York Centennial Regatta, which resulted in multihull sailing vessels being banned from organized sailing competitions. Ironically, Herreshoff was later to become a celebrated monohull designer. *A second catamaran vessel, Tarantella, succeeded amaryllis.* It is said that prejudice against multihulls resulting from *Amaryllis's* superior performance was only overcome by Victor Tchetchet much later in 1946.

Tarantella was a 33 ft. sailing catamaran designed by Herreshoff. She was launched in 1877, a year after Herreshoff's smaller catamaran *Amaryllis*. The *Tarantella* was 15 inches longer than her two patented sister ships *Teaser* and *John Gilpin* (measuring approximately 32 feet in length overall). She was eventually exported to the United Kingdom. The brother of her designer described these catamarans as outstanding upwind performers: "...I can, with a good whole-sail breeze, beat to windward faster, by a mile an hour at least, than any other sailing vessel afloat."

Paul Payne brought in his scratch built 1:48 scale model of *Amaryllis* that he had completed some time ago. The model scales to 25 feet overall length and has a 15 foot beam. The hulls feature a deep V cross-section so as to eliminate the need for a centerboard. In a book by L. Francis Herreshoff about Captain Nat, he describes how *Amaryllis* goes through several design changes including mounting the hulls in an articulated manor so that the hulls would be able to pitch independently from each other and support the central basket. The rig changed as well from a lateen sail on a bipolar mast to a main and jib arrangement with a single centrally located mast. In addition, *Amaryllis* at one point had a centrally mounted rudder and later changed to a rudder on each hull.

"Pop-Pop" boat – Bob Penikas



Bob Penikas said he had to make something out of a sad cardboard box his wife was about to throw away. After her usual “Oh, NO” I took the box, checked the internet for ideas, and discovered many references about Pop Pop Boats and scratch built one for display at the September Ship Modelers Association meeting. Protective soda can aluminum lined the interior after constructing the soda can aluminum boiler. There was a BIG smile when this cardboard boat POP-POPPED along our water filled kitchen sink.

This is a toy boat with a very simple steam engine having no moving parts. The name comes from noise made by some versions of the toy boats. Commercial versions of the boats have usually been made out of tinsplate. The hull of the boat may be made out of any material that floats. Homemade Pop-pop boats are often made out of wood.

The boats engine consists of a boiler and one or more exhaust tubes. While a single exhaust tube may be used, two exhaust tubes are much more commonly used. This is because the boiler and the exhaust tubes have to be filled with water and using two tubes allows the water to be injected into one tube while the air inside the engine escapes through the other tube. It is more difficult to remove the air and completely fill single exhaust tube types. The boiler and exhaust tubes are usually made out of metal, with tin or copper being common.

An efficient boiler can be made using a metal ;an whose top is a slightly concave diaphragm made out of a very thin, springy metal.

A heating element of some sort is place under the boiler. Candles or small oil burners are commonly used.

A very simple heat engine powers a pop-pop boat. This engine consists of a small boiler, which is connected to an exhaust tube. When heat is applied to the boiler, water in the boiler evaporates, producing steam. The expanding steam is pushed out of the boiler, making a “pop” sound, and pushing some of the water out of the exhaust tube, propelling the boat forward. The boiler is now dry, and can therefore not generate any more steam. The momentum of the column of water in the exhaust tube keeps it moving outward, so that the pressure inside the boiler drops below atmospheric pressure. In this case of a diaphragm type engine, the boiler also bulges inward at this point, also making a popping sound. The pressure outside the boiler now forces water back into the boiler. This water then boils and the cycle repeats. The popping noise is more pronounced when a diaphragm-type boiler is used: coil-type boilers are much quieter.

How to Make a Pop-pop Boat: <https://youtube.com/watch?v=uBEXCZ0Ry60>

Bob Penikas – 9/19/18

Check out the YouTube video above for a tin version of the boat and how the motor goes together from a soda can, epoxy and a couple of pieces of tubing and some soda straws. Neat!

Jesus Boat – Mike Eskew

The ancient Galilee Boat, also known as the Jesus Boat, is an ancient fishing boat from the 1st century AD, discovered in 1986 on the northwest shore of the Sea of Galilee in Israel. The remains of the boat, 27 feet long, 7.5 feet wide and with a maximum preserved



height of 4.3 feet, first appeared during a drought, when the waters of the Sea (actually a great fresh-water lake) receded. In early February 1985, Shelly Wachsmann, then resident nautical archaeologist for the Israel Department of Antiquities and Museums, drove to Kibbutz Ginosar, an agricultural settlement near the shores of the Sea of Galilee. Two brothers, Moshe and Yuval Lufan, avid amateur archaeologists, had found a boat buried in the lake, its outlines revealed by receding lake waters. The boat was “possibly ancient,” according

to the handwritten note placed on Washsmann’s desk a day or two before. After a two-year drought that had lowered the water to historic levels the remains of a first century boat were found by the two brothers, fishermen from Kibbutz Ginosar. It has always been their hope to one day discover a boat in the Sea of Galilee, where they and generations of their family had fished.

Mike found on-line plans for the boat from the Texas A&M archeology department. The goal is to make a prototype paper model kit suitable for use by home-schooled kids as a project. The prototypes are done in several combinations of cardstock and wood construction. Mike has equipped the boats with propulsion options including sail and oars or paddles, and a steering oar appropriate for a first century small shore-based fishing vessel. Also included on one of the displays are a fisherman tending to a hand thrown net, containers for caught fish and ballast consisting of river rock filled sacks or pillows. There is a scriptural reference to these pillows in Mark 4:38.

Mayflower - 1620 - Jean-Philippe Dal Gobbo

The *Mayflower* was an English ship that famously transported the first English Puritans, known today as the Pilgrims, from Plymouth, England to the New World in 1620. There were 102 passengers, and the crew is estimated to have been about 30, but the exact number is unknown. The ship has become a cultural icon in the history of the United States. The Pilgrims signed the Mayflower Compact prior to leaving the ship and establishing Plymouth Colony, a document that established a rudimentary form of democracy with each member contributing to the welfare of the community. There was a second ship named *Mayflower* that made the London to Plymouth, Massachusetts voyage several times.



The *Mayflower* was a square rig with a beakhead bow and high, castle-like structures fore and aft that served to protect the ship’s crew and the main deck from the elements- designs that were typical with English merchant ships of the early 17th century. Her stern carried a 30-foot high, square aft-castle that made the ship extremely difficult to sail against the wind and unable to sail well against the North Atlantic’s prevailing

westerly's, especially in the fall and winter of 1620, and the voyage from England to America took more than two months as a result. The *Mayflower's* return trip to London in April-May 1621 took less than half that time, with the same strong winds now blowing in the direction of the voyage. The exact dimensions are not known for the *Mayflower*, but she probably measured about 100 feet in overall length, about a 25-foot beam and drew about 12 feet. William Bradford estimated that she had a cargo capacity of 180 tons. She carried 12 artillery pieces (eight minions and four sakers), as the Pilgrims feared that they might need to defend themselves against enemy European forces, as well as the natives.

On November 9, 1620, the party sighted present day Cape Cod. They spent several days trying to sail south to their planned destination of the Colony of Virginia, where they had obtained permission to settle from the Company of Merchant Adventurers. However, strong winter seas forced them to return to the harbor at Cape Cod hook, well north of the intended area, where they anchored on November 11. The settlers wrote and signed the *Mayflower* compact after the ship dropped anchor at Cape Cod, in what is now Provincetown Harbor, in order to establish legal order and to quell increasing strife with the ranks. (Wikipedia).

JP has a good start on his Model Shipways kit of the *Mayflower* in 1:77 scale. He plans to have the model completed by Thanksgiving for a presentation at his daughters' school.

Currently, the basic plank-on-bulkhead framing is completed and planking is installed up to the main deck level. The main deck is partially planked and the hatch gratings are in place.

HMS *Prince* 1670 - John Bakker



HMS *Prince* (also referred to as *Royal Prince*) was a 100-gun first rate ship of the line of the Royal Navy, built by Phineas Pett the Younger at Deptford Dockyard and launched in 1670, Commissioned 15 January 1672 and Broken up 1813. (*Pay particular attention to the date of launching of this ship, as there are a number of HMS Prince ships that had the same name in the Royal Navy. Check out the Mayflower Group write-up in this newsletter*).

Her particulars as built were: Tons burthen, 1403 (bm); Length, 131 ft. on keel; Beam, 44 ft. 10 in.; Depth of hold, 19 ft.; Sail plan, full rigged ship; Armament, 100 guns of various weights of shot.

During the Third Anglo-Dutch War she served as a flagship of the Lord High Admiral the Duke of York (later James II & VII.) During the Battle of Solebay (1672) she was in the center of the English fleet that was attacked by the Dutch led by Admiral Michiel de Ruyter. *HMS Prince* was heavily damaged by De Ruyter's flagship *De Zeven Provinciën* in a two hours duel and Captain of the Fleet Sir John Cox was killed on board. The Duke of York was forced to shift his flag to HMS *St. Michael*. *Prince's* second captain, John Narborough, however conducted himself with such conspicuous valor that he won special approbation and was knighted shortly afterwards.

John is continuing work on his 1:64 scale model of HMS *Prince* being built from an Amati kit. The kit is an old one from 1973 and has caused lots of assembly problems. The first layer of planking is on and a second layer may or may not be applied. John is thinking of doing some sanding and filing in preparation for a painted bottom. Gunport positioning for both gun decks has been completed with reference to the keel for accuracy. The stern and forecastle bulkheads are in place, painted and the carving castings installed. This required some forethought as the carving positions on each bulkhead were marked but marked as $\frac{3}{4}$ inch squares for castings that are $\frac{1}{2}$ inch square. Planking is in place and finished for the forecastle, main, quarter and poop decks. Also, the bulkheads and appropriate carvings for each have been installed and finished.

HMS *Bellona* 1760 – Chris Carl



HMS *Bellona* was a 74-gun Bellona-class third-rate ship-of-the-line of the Royal Navy. Designed by Sir Thomas Slade, she was a prototype for the iconic 74-gun ships of the latter part of the 18th century. Her particulars were: Tons burthen: 1615 bm (British measurement); Length: 168 ft. on the gundeck and 138 ft. keel; Beam 47 ft.; Draught: 21 ft.; Depth of hold: 20 ft.; Complement: 650 officers and men; Armament: Lower gundeck: 28 X 32 pounders; Upper gundeck: 28 X 18 pounders; QD: 14 X 9 pounders; FC: 4 X 9

pounders.

Chris is making progress on the HMS *Bellona*. It is built from a plank-on-bulkhead Corel kit in 1:100 scale. The final layer of planning is complete and has received its final coat of finish. Teak oil was used on the walnut portions of the hull. For the contrasting planking in lime, he used shellac sealer that will keep the lighter color. The port posts are in. All decks are planked using Tanganyika wood. Deck furniture is in place on the main deck. The main deck guns have been installed for locations under the after decking. Gun port casing has been installed on the gun deck with plans for painting them red. Working on photo-etch for under the poop. Shellac sealer is to be used for a finish on the Tanganyika decking.

HMS *Prince* – Don Dressel

HMS *Prince* of 1670 was the same ship that John Bakker is building a model of, but the scale is different. John's model is described above, but Don's model of the same ship is to 1:144 scale from a kit by Mamoli. Don is building this kit for two reasons. The first is that the scale is small, so the model, once built and rigged, will be small enough to put into a case and display in his home. The second reason is that the *La Real*, a Spanish galley that Don is building, had developed a "twist" in the long hull and requires straightening, which is going to take some time (see the Mayflower Group write-up below), so he required another model to build while waiting to continue the building of the *La Real*.

Don brought in his model that is in the very beginning stages of construction. The bulkheads have been installed on the keel and a lot of sanding has prepared the bulkheads

for the installation of the first layer of planking. The sanding involved putting the correct bevel on all the bulkheads. Don also showed how the planks are supposed to be correctly laid on the hull once the bulkheads have the correct bevel on them. The kit itself appears, so far, to be good with all the material necessary to build the model. It will be a challenge for Don to rig this model, as it is very small in scale to anything else he has built in the past. Lloyd Warner blocks are planned to be used and there may be a lot of scratch built substitutions used in material as the model progresses.



Single Place Aero car - John Simmons



John writes: The vehicle brought in is the second created and I have yet another in work (which I won't bring in for fear of driving the guys mad). Both used similar fuselages but the one had 3 dissimilar props (one 78 inch and two 32 inch) and the latter are identical (all 42 inch). The identical are mounted in rotating ducts to control the exhaust and let it flow over the aft mounted verticals. Both have canards for pitch control in addition to the rotating ducts (plus/minus 20 degrees). Roll is controlled by asymmetric pitch with the ducts. For

vertical ascent the ducts on the latest rotate to horizontal and do not overlap the belly mounted fan. The vehicle brought in does not permit this because the ducts overlap the belly fan and reduce the efficiency of same. Controls and displays are identical in both. The curved supporting arms reduce vibration and stabilize the fans in flight. Landing gear in the former are duct mounted and are support mounted in the latter. The canopy in both rotates to the right for egress. Propulsion in the first was gas engine mounted in the fuselage but could also have been electric since that seems to be trendy. The latter has a single fuselage motor for the belly prop and two motors mounted on the prop hubs and supported by the ducts. A larger and heavier motor, fuselage mounted could have powered all three props with segmented and redirected shafts. Batteries are all fuselage mounted. An alternate to the canards and duct rotation for pitch would have been horizontally mounted foils mounted as were the verticals on a horizontal shaft, naturally. Ninety-degree rotation is still required for vertical ascent and uses actuators for that control.

Remember - The October SMA meeting is the AUCTION

Members Models - Sept. 2018



Paul Payne's Amaryllis - 1876
Mike Eskew's Jesus Boat



Bob Penikas's "Pop Pop" Boat
JP Dal Gobbo's Mayflower - 1620



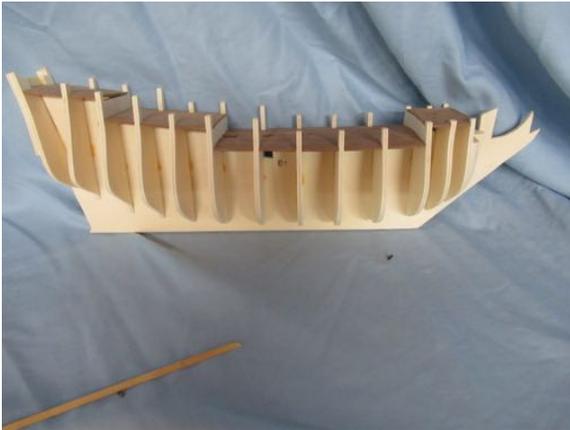
John Bakker's HMS Prince 1670



Chris Carl's HMS Bellona - 1760



Members Models - Sept. 2018



Don Dressel's HMS *Prince* 1670



John Simmon's Single place Aero Car

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 or call 585 968 8111

Mayflower Group

By Don Dressel

Old Salts in Port: Steve Jones, John Bakker, Guy Bell, Bill Schultheis, Greg Wilcox, David Okamura and Don Dressel.

Ships in Port: *Wappen von Hamburg, La Real, HMS Prince, Swift, HMS Vanguard, flintlock rifle, Leather hats, leather cases, etc.*



This time Don started off the meeting with a brief discussion concerning his *La Real* and the fact that, apparently, his efforts to straighten the hull worked. He described what he had done (see photo) to straighten the hull and hopes it will now stay true to form. Don has decided to leave the hull alone for a period to make sure it remains straight before continuing the build of the model.

Don then went on to discuss his mistake at the last SMA meeting when talking about the *HMS Prince*. David Okamura reminded Don after the meeting that the British had tendency to use the same ship name over the years for different ships, so Don went and checked his main source, [British Warships in the Age of Sail 1603-1714](#) by Rif Winfield and did find that there were a number of British ships named *Prince* and/or *Prince Royal/Royal Prince*. It turns out that the model John and I are building is of the *Royal Prince* of 1670, the date specifying specifically WHICH *HMS Prince* we are building. The book was taken to the meeting to show the Mayflower Group. Don also brought in the latest NRG Journal to show the changes, which are taking place in the NRG.

Bill then talked about his latest project, the *Swift*. Bill said he obtained the kit model about 30 years ago and had just started to work on it now. He obtained some old oil base stain which works a lot better than the water based stain. There are a number of coats of the stain that have been applied. So far, the model has been a lot of fun. The hatches on the model are just placed there at this time, but will be eventually placed where it should be.

John was next up – he had three models to discuss, since he alternates between the three. The first one was the continuing work on the *HMS Prince*. He has finished planking on the port side and is still working on the starboard side (see photo next



page). He indicated that he will have to sand the inside of the bulwarks where the guns



extent out from the deck due to them being too thick, making the guns only appear without their full extension from the side of the hull. He has not figured out yet just how he is going to do this. He is also trying to figure out just how he is going to do the stern and quarter galleries. He is taking all the dimensions from the plans of the ship that he placed on a wooden board. All the holes already cut out on the stern are incorrect and he will have to figure out how he is going to correct that error. The kit calls for double

planking, but John indicated he would probably paint the hull and forgo the second planking.

John also discussed his work on the *Wappen von Hamburg* that is currently in a case to keep in clean. He still has to install the gunports, anchors and some other minor details to complete the model. He does not plan to mast or rig it. Note the wooden “steam engine” atop the case of the *Wappen von Hamburg* that was cut out with his scroll saw and put together with gears. It does run, if John had installed the rubber bands to make it work.



The HMS *Vanguard* is the third model that John is working on, which he will again start working on to take a break from the HMS *Prince*. She currently sits atop the cased model of the HMS *Roebuck* (a Harold Hahn scratch built model) covered with a cloth (see photo). A lot of detail work has to be done – gunports, cannons, deck furniture, etc.

As a side note, John has already purchased the cases for both the *Prince* and the *Vanguard*, the *Wappen von Hamburg* already being in a case.



Gary was next up. Although he did not talk about ship models, he did bring in some very interesting items in the way of leather products and rifles. Gary did tell us that you can still purchase Birchwood Casey brass black and True Oil from the Internet – Midway USA. At the same time, he showed us his leather Australian hat (hand stitched), oil panned leather, carving tools and other things used to make the leather items (see photos). He used oil-based acrylic paint to paint the items on the leather. Next was the blunderbuss rifle he had made along with a kit of a “Kentucky long rifle” or flintlock – all based on the book Rifles

of Colonial America Vol. 1 by George Shumway. Although the guns are called Kentucky long rifles they were really made in Pennsylvania. He plans to carve the gunstock and do all the engraving on the brass parts of the rifle. Although not really related to ship models (with the possible exception that blunderbuss guns were used aboard ship), it was a very interesting discussion showing fine craftsmanship no both leather and wood.



David then discussed his paper models and the small *“Jesus boat”* he built in 1:100 scale. He also showed some German paper model plans but was afraid to use the plans as published due to the fact that they were too glossy and almost impossible to build. If David were afraid of building them due to their glossy stock paper, I would not even make the attempt!

All in all, a very different and fun meeting that was enjoyed by all. I, for one, always come away from a Mayflower Group meeting having learned a number of things that I could incorporate into my ship modeling *“wisdom book”*.

Remembrance – Bob Beach

It falls upon your editor to announce that **Bob Beach** has passed away quietly in his sleep early Thursday Morning (Sept. 27) at about 1:01 am. He was home, in bed and asleep when he passed. He had just had his 94th birthday a few months prior. His family has no current plans for a funeral or memorial service. Bob will be missed even though he was unable to attend the recent SMA meetings due to health issues.

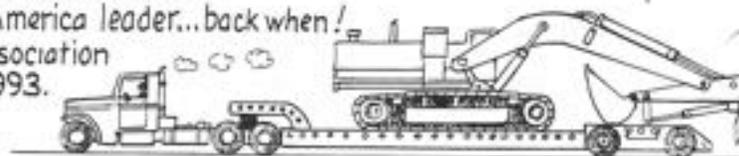
Who's Who in SMA?

Bob
BEACH

OUTSTANDING MEMBER

Modeler, Professional Musician, Heavy Equipment/Truck Operator, Fisherman.

- Born in Los Angeles, CA July 24, 1924
- Resident of Brea, Orange Co., CA
- Married w/4 adult children + grandkids.
- Occupation- Maeco Corp -Heavy Equipment and Trucker w/Rig Building Div.: Oil derricks, TV/Radio Transmission Towers. Now retired after 44 yrs.
- Ace trombonist (40 yrs.) 1933-1973. Played in movie "Anchors Away." Played with Ben Pollack, Gus Arnheim, Louie Prima, DeCastro Sisters, Mel Torme & once with Lawrence Welk.
- Enjoys the pursuit of piscatorial delights.
- Built his first ship model at age 7-the "Seth Parker." At age 9 to 12 built the "Cutty Sark."
- Long Beach City Coll.-4 yrs studying boat design and lofting. Designed/helped build three 36' Pacific Fishing boats.
- A tireless volunteer worker in arranging/organizing many model exhibits for the Public.
- Presently: orienting new members, Show and Tell for Third Grade Schoolchildren.
- Boy Scouts of America leader...back when!
- Ship Modelers Association President in 1993.



ANNOUNCEMENTS

SMA Club Ship Model Plans

Our Treasurer, Larry Van Es, has offered to take on the task of cataloging our Club's ship plans collection. This job has been attempted various times by others in the past with varying results. Larry promised to do his best. If you would like to help him with this endeavor, please contact him at: (714) 936-0389 or e-mail him at larry@uswheel.com.

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 26th & 27th 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.

Ship model kit for sale or trade

Don Dressel has a Sergal/Mantua kit model of the *Wasa (Vasa)*, a very large kit about the same size as the *Sovereign of the Seas* by Sergal/Mantua. The model is too big for Don. He wishes to sell or trade the model for a Corel model of the *Vasa* or sell it. Please contact him (see letterhead) if interested.

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.



Don Dressel's *La Real* hull twist straightening "jig"



Donald C. Dressel
908 W. 22nd Street, Upland, CA. 91784-1220

NEXT MEETING WEDNESDAY, OCT. 17, 7:30 PM, HILLCREST PARK RED CROSS BUILDING