

SMA Newsletter

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Meeting - Weds, Mar. 20, 7 PM, Red Cross Building, 1207 N. Lemon,
Fullerton, CA. 92832



WORK IN PROGRESS

FEBRUARY 21, 2019

Reporter: Dave Yotter

Banks schooner *Bluenose II* – Brian Stein

Name: *Bluenose II*

Builder: Smith and Rhuland

Launched: 24 July 1963

Status: in active service

General Characteristics:

Tonnage: 191 gross, 96 net

Length: 150 ft o/a

111 ft lwl

Beam: 26 ft

Draft: 16 ft

Propulsion:

Sails

2 auxiliary 250 hp CAT diesel engines

Mainmast, height from deck 125 ft

Foremast, height from deck 118 ft

Sail area: 11, 150 sq ft

Mainsail area: 4. 150 sq ft

Speed: 8 knots with engines and 16 knots under sail

Crew: 5 officers, cook, 12 deckhands

Brian has finished his *Bluenose II* built using a 1:75 scale Artesenia Latina Kit. He has been making good progress for the last 2 months, completing the hull and deck. As of last month, the rigging had been started with the bowsprit, main and foremast in place along with their respective topmasts. Shrouds were in place with all except the foretop mast rattled down. He has finished adding the spars including main and foresail booms and their respective gaffs along with the



jumbo boom. A full set of sails has been set including the distinctive fisherman's topsail set between the fore and main topsail masts. Brian says that there is some cleaning remaining to be done. He found that adding the sails and the associated rigging was more difficult than he thought it would be with all the standing rigging now in the way. Time to complete the model was five months of part time work.

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 gun deck and 138 ft. keel; Beam: 47 ft.; draught: 221 ft.; Depth of hold: 20 ft.; Complement: 650 officers and men; Armament: Lower gun deck: 28 X 32 pounds; Upper gun deck: 28 X 18 pounds; QD: 14 X 9 pounds; FC: 4 X 9 pounds.

HMS *Bellona* appears in the Patrick O'Brian novels [The Commodore](#) and [The Yellow Admiral](#) as the pennant ship of a squadron led by the character Jack Aubrey.

Chris continues making progress on the HMS *Bellona* built from a plank-on-bulkhead Corel kit in 1:100 scale. The deck furniture has been completed. Fixtures and decorations around the bow now appear complete. Recently added are the outside ladders, scuppers and fenders. Since last time he has completed work on all the stern decorations; carvings, lights and balcony railing details. The quarter galleries are completed as well. The lime wood and walnut in both the stern and bow areas that were not finished have been sealed. The rudder has been hung with its associated hinging and strap details. The nail heads on the hinging straps added interest.

San Felipe 1690 - Don Dressel

This model was scratch built to the scale of 1:112. She is an example of a Spanish Ship-of-the-line of the 1690 period, although research has shown that there was no such ship in the real Spanish Navy at this time period. There are several fictitious stories about the ship on the Internet, including the claim that she was loaded with gold when she sank. This model shows the ship being launched with the correct launching flags flying for the period with NO cannon aboard, since they were not loaded until after she was launched. The model was completed and put in a case in April of 2013 and brought to the SMA meeting on this rainy evening. Woods used were boxwood, ebony, pear, lemon wood, pink ivory and other exotic woods based on reduced Mantua plans. Plank-on-bulkhead construction. There is a much larger Mantua kit of this ship still available, I believe. I have



found reference to the *San Felipe* in [Modellismo Navale Statico Antico](#) by Vincenzo Lusci on page 196.

For those interested, the following description of the Mantua kit of the *San Felipe* is as follows:
“Scale 1:75, Length: 965 mm, Height: 700 mm
Ship history:
Said to have been launched in 1690, the *San Felipe* was the lead ship of the Spanish Armada. Although there are debates as to when the ship was

actually built owing to the lack of proper sources of information, it still generates great interest among model ship builders.

The *San Felipe* was one of the most beautiful Spanish Galleons of the 17th century. Being the lead ship of the famed Spanish Armada it could displace about 1000 tons. Not only was the *San Felipe* majestic but it could carry 110 guns onboard which made it a formidable challenger against the British and French enemy ships. Funded by the gold collected in the visits to the Americas the Spanish Armada or fleet were the Goliath of their time and deemed practically infallible. But destiny had different plans for the fleet.

In 1705 the *San Felipe* participated in a furious 24 hour long battle between 12 Spanish ships and 35 British ships and was finally captured by the British. But it was very badly damaged from the fires caused by the British fire ships. It went down at sea, with rumors of several tons of gold inside it. The lack of credible news means we have very little information about this Spanish galleon. Centuries after it sunk to the bottom of the sea it is still a favorite topic of discussion amongst ship enthusiasts and historians alike. No other ship or galleon in the Spanish fleet generates as much curiosity as the *Sa Felipe* and is still a favorite of ship model collectors and enthusiasts.”

Cleopatra - Bob Penikas

Cleopatra was a “cylinder ship” constructed to convey Cleopatra’s Needle from Alexandria to London in 1877. This obelisk had been presented to the English nation in 1819 by Mehmet Ali, the viceroy of Egypt, in commemoration of the victories of Lord Nelson in the Battle of the Nile and Sir Ralph Abercromby in the Battle of Alexandria. The English government, while appreciating the gesture, declined to finance the transport of the gift.



Over the years, several schemes were devised to get the obelisk to London, none of which came to fruition. However, in 1877 the necessary elements to undertake the project, namely brains and money, came together in the shape of the engineer John Dixon and the

distinguished and very wealthy Sir Erasmus Wilson. John Dixon devised a plan for a 92-foot-long cylindrical barge that would completely encase the obelisk, to be towed to England by a tugboat. Sir Erasmus, who was a devoted freemason and so had a certain fondness of obelisks, agreed to put up 15,000 pounds (about 2M USD today) to finance the project.

The obelisk weighed over 200 tons and was encased in an iron cylinder which was built around it and then rolled by means of levers and chains down a track into the sea. It was fitted with a deckhouse, mast, rudder and steering gear and was manned by a crew of Maltese sailors. This craft was towed to Great Britain by the steamship *Olga* leaving on 21 September 1877. Captain Henry Carter (who had supervised her construction) commanded the *Cleopatra* and Captain Booth was in command of the *Olga*. On 14 October 1877 the *Cleopatra* was in danger of sinking off France in the Bay of Biscay. The steam-ship saving her, the *Olga*, sent six volunteers in a boat to take off the *Cleopatra's* crew, but the boat swamped and the volunteers drowned. Eventually the *Olga* managed to draw alongside and rescue *Cleopatra's* crew of five and skipper, they cut the towrope, and left the vessel adrift in the Bay. Five days later a ship spotted the *Cleopatra* floating undamaged off the northern coast of Spain, and she was towed to Ferrol, Galicia. There a steam-ship, the *Anglia*, arrived to tow her to London. They arrived at Gravesend on 21 January 1878. The *Cleopatra* was broken up immediately after the obelisk had been removed on 6 July 1878. The needle was positioned on the Thames Embankment in September 1878 where it still stands.

Bob downloaded the plans, copied and enlarged them to be printed on 110 lb. card stock. The sails and flags were printed on 10 lb. letter paper. A protective coating of Krylon acrylic gloss from a rattle can was applied. He decided not to use the paper railings supplied and instead used his four-bolt threader to make these. Thread was assembled on the jig, spot glued with Loctite gel and then hit with Zap kicker. This attachment method was used to attach the fishing line material used for rigging. Watercolors were used to blacken the railings and the hit with the clear gloss. A wood Kebob skewer was shaped using an electric drill, sanded and attached for the spars.

Bluebird of Chelsea – Mike Eskew



Bluebird of Chelsea, formerly *Bluebird*, is a motor yacht originally built for Sir Malcolm Campbell. Thornycrofts of Southampton, as a twin petrol-engine wooden carvel-built motor yacht, built her in 1931. Campbell sold her after three years, as his motor-racing experience made him wary of the fire risks of petrol engines aboard. He was also highly superstitious and believed a gypsy warning, "His death would come from the water". In hindsight, this may have applied more to his son Donald.

She had three further owners before being requisitioned by the Admiralty at the outbreak of World War II. She joined the flotilla of "little ships" of the Dunkirk evacuation, though not without two false starts, first due to engine trouble and then over-crowding. Her

return from Dunkirk was even more fraught: after first refilling the fuel tanks with water, then fouling her screws on debris, she returned under tow. Her later wartime service was spent in Scotland performing transport work for the RASC, then later on the South Coast around Weymouth and Gosport. Her history after this is sketchy, although she was renamed *Blue Finch* and found herself on the Atlantic Coast of the South of France. In 1984 the Chelsea art dealer Martin Summers discovered her in France and decided to restore her. Some initial work in France made her apparently fit for a single-engine Channel crossing, but once again another engine failure meant that she returned from France under tow. H & T Marine of Poole performed an extensive restoration. After re-launch in 1986 she now lies alongside Cadogan Pier in Chelsea. *Bluebird of Chelsea* is 52 ft. long with a beam of 11 ft. Displacement is 23.42 tons. She was built of double mahogany on Canadian rock elm. Her original petrol engines have been replaced and she is now powered by two Perkins 6345 diesels.

Two 1/12-scale models of *Bluebird of Chelsea* were featured in a magazine cover article. A double-sided 1/24-scale plan feature by David Metcalf was included in a Model Boat magazine series in 1989.

Mike got his plans from the Internet on eBay for *Bluebird of Chelsea*. There were a few that he found and they were typically intended for a R/C build. He resized the plans and scratch built the model in 1:96 scale. He didn't get too many details on the model he built. He mentioned that the railings were made from pushpins and paper and that the house was made from paper also.

Cruise Ship *Mardi Gras* – David T. Okamura



RMS *Empress of Canada* was an ocean liner launched in 1960 and completed the following year by Vickers-Armstrong's of Walker, Newcastle upon Tyne, England for Canadian Pacific Steamships Ltd. This ship, the third CP vessel to be named *Empress of Canada*, regularly traversed the transatlantic route between Liverpool and Canada for the next decade.

She had a gross tonnage of 27,284 with a length of 650 ft. and a beam of 86.6 ft. She was powered by 3 Foster Wheeler boilers feeding steam to two Pametrada double reduction geared turbines, one for each of her two screws. Designed for a service speed of 20 knots, she achieved 23 knots on her trials. She had accommodation for 192 first class passengers and 856 tourist class, with all

first-class cabins and 70% of tourist class having private facilities. During her cruise seasons, she operated as a one class ship.

She was sold in January 1972 to Carnival Cruise Lines and after a few internal changes and an update on her color schemes she was put back into service as *Mardi Gras*. Her registration was transferred from the United Kingdom to Panama with a measurement

of 18,261 GRT under Panamanian measurement rules. This saved on dock dues, while Carnival advertised her as “27,000 tons of fun!” Carnival’s first ship, she left Tilbury on February 26, 1972 got Miami and her new life as a Carnival “fun ship.” She sailed for her new owners until 1993. After that, she continued cruising under several names before being laid up for good in 2003. She was sold for scrap later the same year, having been in service for 42 years.

David found this model of *Mardi Gras* among **Bob Beach’s** models and took it home. Its origin is unknown but was probably a travel agency’s display. David estimates the scale to be around 1:350 and is likely made of resin. There is some yellowing and the model could use some restoration. He doesn’t think that he will go the added detail of photo etch for railings and such though. Details like the windows and deck are decals.

Yacht Speedy - John Simmons



The John Simmons School of yacht design has produced another screaming “dingy” for the homebuilder. It features a high-speed, shallow draft, planning monohull with foil struts. The foils retract for launch. The centerboard is pivoting and the tiller-controlled rudder has small wings on the bottom for ride height while foiling. The sails are of semi-rigid design with main and jib controls accessible from either side of the boat for single handling. The length is 18’6” with a beam of 6’. The boat can be built from four pieces of 20’

long ¼” thick plywood. There is no hard chine as the bottom has an open envelope shape that simply meets with the deck. The frames are ¾’ stock. John’s scratch-built prototype model is solid hull and built to a scale of 1:12.

Air Commuter - John Simmons

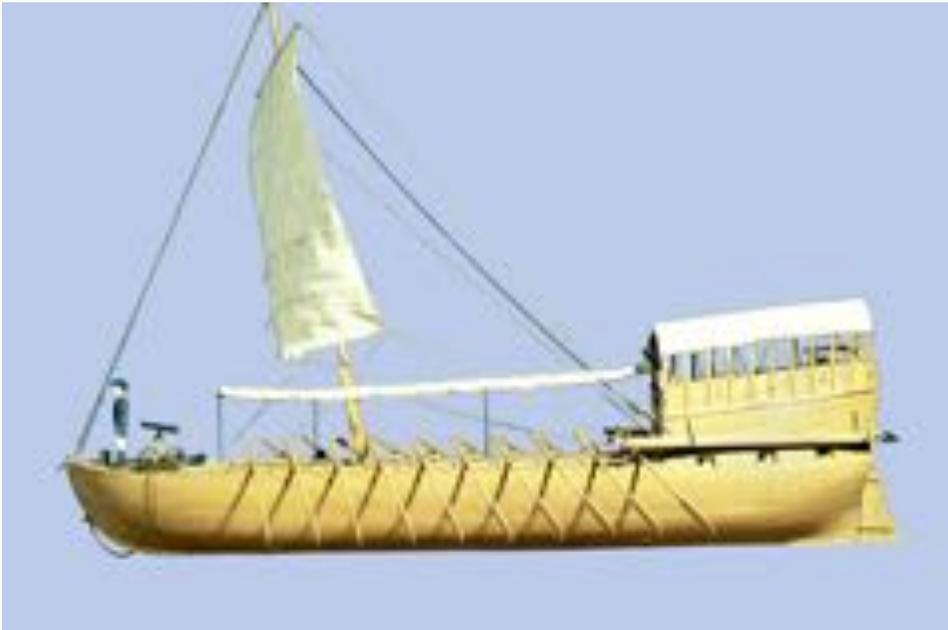
This aircraft is John’s “final” design for the Bowing sponsored GoFly competition. This is the final design because a gas engine powered his initial one and it was later found that electric was the preferred method of propulsion. The craft is a single seat closed cockpit design for both vertical and horizontal take-off. Power is all electric motors for fans and actuators. The four-foot ducted fan under the fuselage is mainly for lift. The aft four-foot ducted fan is used for vertical take-off and rotates to the horizontal position for forward flight. Yaw is controlled by the rudder in the after-fan housing. Pitch by the canard and horizontal stabilizer in the rear fan housing. Roll is controlled by the canard and the vanes in the rear fan housing. Fuselage construction is fiberglass over an aluminum frame. John’s model is carved from a solid block in a scale of 1:12.

USS Constitution – Paul Payne

Paul conferred with **Tony Devroude** at the recent Nautical Research Guild conference in Las Vegas regarding the stern decorations for his continuing efforts to build his model of the USS *Constitution*. It seems Paul will be changing the stern carvings again in the near future! Tony is going to look into the appropriateness of the various sources for information on *Constitution's* early stern carvings. Features of these are questionable in light of what would have been appropriate in America versus common European practice. Tony has agreed to produce carvings for Paul's *Constitution*.



Lewis & Clark Keel Boat – Paul Payne



Scale Model of the “Boat” or “Barge”
Conception by Richard C. Boss
James Wylder photo
Courtesy Lewis and Clark Interpretive Center, Great Falls, Montana

After visiting the Lewis and Clark Interpretive Center in Great Falls, Montana, Paul found this monograph published by the Interpretive Center regarding the watercraft built

and acquired by the Corps of Discovery. This monograph draws from source material regarding the contemporary configuration of barges, keelboats and bateaux. Primarily, however, Boss relies on William Clark's field notes on how the Corp's keelboat was configured and outfitted. This resulted on the pictured model by Richard Boss which was built and donated to the Lewis and Clark Interpretive Center in Great Falls, Montana.

Paul is gathering material for building a model of the Corp's keelboat. He did have a "kit" for starting the model, however, this "kit" appeared to be not much more than a block of wood with a pointy end and a few pieces of wood sticks.

If you really want to go down a rabbit hole, check out all the Visitor Centers, Museums and Historic Sites along the Lewis and Clark National Historic Trail. I counted over one hundred along the Missouri River alone!

Adhesives – Larry Van Es



Larry brought in an applicator for use with CA glue that consisted of a sewing needle with part of the eye ground off and then chucked up in a pin vise for use as a handle. Additional information he provided was to just turn the dispenser over and let the glue drip out. If dispensed onto cellophane it can last for hours with out setting up as it is cured by moisture. If the needle dispenser gets messy with dried glue it can be burned off with a flame.

Some of the other information Larry had at the meeting demonstration your reporter missed, as I was more interested in the pictures of Larry's "27 Model-T hotrod that he had built.

However, I did find this from our April 2009 SMA Newsletter:

TIPS ON USING CA ADHESIVE by Frank Wilhite

At the July "WORKS IN PROGRESS" meeting I spoke on my using CA adhesive to make almost 200 glue joints in repairing four cruise ship models. This article expands on that talk.

The two CA adhesives I used were INSTA-CURE and MAXI-CURE made by Bob Smith Industries, (800) 223-7699. (*This is an OLD article, so the telephone number may not be correct*). Call to find out where you can get it. I've tried 5 or 6 CA adhesives and Bob Smith's are by far the most reliable. Check my adhesives article (March, 2003 SMA Newsletter) to see various properties of the two adhesives. NOTE: Bob Smith CA bottles are labeled with the name of the retail store from which you purchase, for example, if you purchase a bottle of Prestige Hobbies, the bottle label will say "Prestige Hobbies".

95% of the joints were made using the INSTA-CURE that has a 1-3 sec "tack" time. The biggest problem in getting a reliable joint is using a small enough amount of this thin adhesive. I contacted "Charlee" at Bob Smith and asked him to recommend the smallest tip

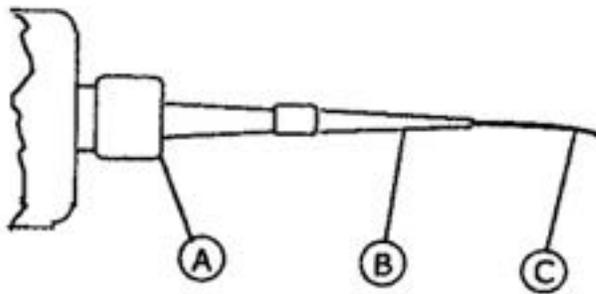
for his glue dispenser. He suggested using the smallest TEFLON tubing I could find, since CA glue doesn't plug as easily because it won't adhere to it. I ended up using an accessory tip pushed down on the dispenser tip and a short length of TEFLON "spaghetti" inserted into the accessory tip:

- A: Bottle of Bob Smith INSTA-CURE (labeled as hobby shop where purchased)
- B: Accessory tip PT 18 made by Pacer Technology ZAP Products.
- C: Small Parts, Inc. part no. STT-30 30 gauge TEFLON spaghetti.

Note that the 30-gauge spaghetti has an OD tolerance range of 0.005 in. This plus the ID tolerance of the accessory tip could mean a loose fit. It is recommended that the A-B and B-C joints be "sealed" with a filet of Bob Smith MAXI-CURE hardened with accelerator. (*See sketch below*)

PROCEDURE TO ADHER SMALL PARTS USING MAXI-CURE DISPENSER:

Position small part to be adhered by using finger(s) or clamp(s). Squeeze INSTA-CURE dispenser until small drop forms at end of TEFLON tubing. Touch drop to seam between parts. Thin CA should wick along seam and disappear. Even though the drop of CA adhesive is reduced by using the improved dispenser, it may still be too much CA adhesive for very small parts. In this case the CA will not disappear but will 'puddle' along seam. The solution is to use a small piece of paper towel held by tweezers to wick up excess adhesive while continuing to hold the part in place. Within a second or two the part should be firmly in place and can be released. The part should be left undisturbed for at least one hour for completely cured strength.



If you have small parts that require the tiniest amount of INSTA-CURE accurately applied, here is an alternative. Use the smallest needle with the smallest eye you can find. Using a carbide cutoff disc carefully cut off about half of the eye and deburr the ends remaining on the needle.

Insert the point of the needle into the end of a dowel or the eraser at the end of an old shortened pencil. Squeeze a small amount of INSTA-CURE on a piece of aluminum foil. Dip the needle eye into the puddle and surface tension will cause a small amount of CA to bridge the eye opening. Touch the eye to the seam of the parts you want to adhere and the CA will wick into the seam. After a while hardened CA will fill the eye but can be removed using the tip of your X-ACTO knife.

PROCEDURE TO ADHERE SMALL PARTS USING MAXI-CURE AND ACCELERATOR:

If parts do not fit tightly or cannot be held together conveniently, use MAXI-CURE and accelerator. Push a PT 18 accessory tip down on the MAXI-CURE dispenser. Squeeze the dispenser until a small drop of CA forms at the tip. Apply to one of the parts to be adhered and press the parts together. You will have several seconds to move the parts to proper position then, while maintaining the position, apply accelerator to the seam. The CA will harden instantly and can be released. Allow the parts to be left undisturbed for three hours for complete cure. If the drop provided by the PT 18 tip is too large, squeeze some of the MAXI0CURE on to a small piece of aluminum foil and use a pin to pick up a small amount to apply.

To apply a small amount of accelerator use the "TOUCH-N-FLOW" precision applicator sold by Micro-Mark. However, in using the applicator, do not touch the tip directly to the adhesive or the tip may be plugged. If this does occur, cut off the plugged end of the tip, clean opening, and continue to use.

*Your editor wishes to thank **Bob Penikas** for the group of photo's he took with his camera at the SMA meeting in February, since my camera battery went dead. Fortunately, I was able to take pictures of the member's models as well as one of Bob himself when he did his presentation - I think he was the first presenter. It was fortunate, since Bob also took a fine picture of the SMA membership gathering at the meeting shown below.*



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.



Members Models - Feb. 2019



John Simmon's Yacht *Speedy*



John Simmon's Air Commuter



Brian Stein's *Bluenose II*



Chris Carl's HMS *Bellona* 1760

Members Models - Feb. 2019



Bob Penikas's *Cleopatra*



Don Dressel's *San Felipe 1690*



Mike Eskew's *Bluebird of Chelsea*



Bob Beach's *Mardi Gras*

Mayflower Group

By Don Dressel

Old Salts in Port: Steve Jones, John Bakker, Don Dressel, Tom Stellar and Guy Bell.

Ships in Port: *HMS Roebuck*, *Vasa*, *Wappen von Hamburg*, *Young America*, *USS Arizona* plastic kit.

Don Dressel talked about his continuing slow progress on his scratch built 1:64 model of the *HMS Roebuck*. The gun deck beams have been installed, a few barrels have been installed on the orlop deck to represent the many barrels that were housed on that deck, some deck planking has been installed on the gun deck to house the 20 cannon that will go on that deck and the 10 of the cannon have been completed with carriages that will be installed on the port side of the model. It is planned that the starboard side gun ports



will be closed but all 10 cannon on that side on the gun deck will be installed, but with the cannon in the “storage” position. The forward gun deck ridding bitt has been installed with the beams going to the keelson (see photo).

Don showed his completed 10 brass cannon for this port side lower gun deck as well as his method of making the eyebolts using annealed 28-gauge wire. The method for rigging the starboard side cannon (gun tackles with gun housed and not run out) was found in [Historic Ship Models](#) by Wolfram zu Mondfeld.

Tom showed us the Mini-Hobby kit model from China that he purchased recently in 1:350 scale, which makes it a nice kit since he can obtain all kinds of photo-etch in that scale



from various sources for that model in that scale. Looking at the kit, it looked like a very good kit with lots of detail – the model could be built either full hull or cut for a diorama. The lower portion of the hull was cast in red plastic; the rest of the kit was warship gray. It appears that the kit is very similar to the Trumpeter kits of Japanese make and possibly of the same quality. It will be interesting to see how Tom does with this kit and how well the parts fit together when building her.

Guy discussed his next project in ship modeling, which will be the *Young America* based on the book and plans [Young America 1853 Vol. 1 & 2](#) by Edward J. Tosti. He plans to build the 1:96 scale model, the plank-on-frame model being too large. He showed us the plans and stated that it is a great project for next year (maybe). It will be 31 inches long not including the bowsprit, which is already quite large. The two books volumes and the plans can be purchased from Sea Watch Books (see the reviews of the books and plans in an earlier SMA Newsletter).

John next discussed his ongoing projects with the *Vasa* and some additional work done on the *Wappen*, where he added the gun port lids and painted some of the figures (see photo). His work on the *Vasa* is ongoing. A lot of the metal fittings were installed along with a few more guns. The metal fittings are very difficult to bend and John had a lot of problems with them. John has figured out how to solve a lot of these problems, however.



Lots of other modeling items were discussed while at the meeting and all had lots of great fun. The problems SMA members have in model construction are discussed and many solutions found from experienced modelers who attend these meetings. Again, all are invited to come to John's house for a very entertaining and enlightening time.



The Ketch-rigged Sloop *Speedwell* of 1752

Volume 1

By Greg Herbert and David Antscherl

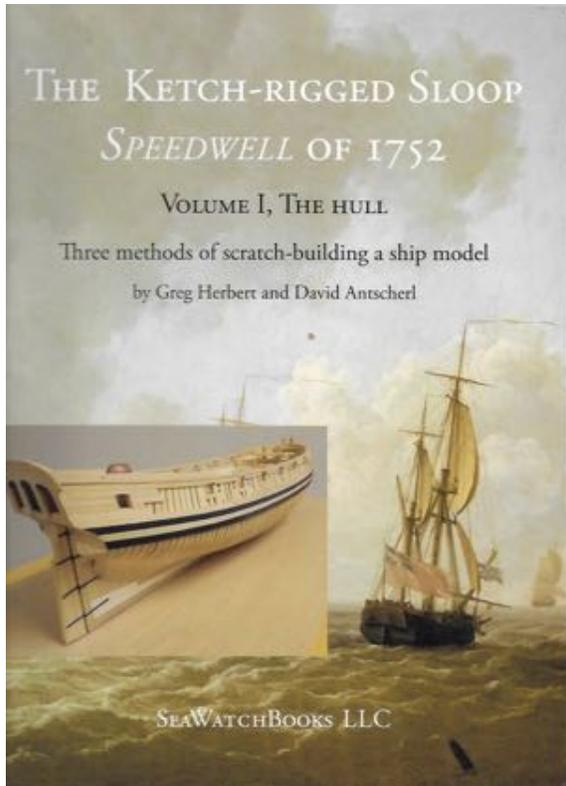
SeaWatchBooks, LLC

19 Sea Watch Place, Florence, Oregon 97439

Large 8.5" X 11" format, 238 pages, Hardcover & Dust Jacket

8 page color section, 5 sheets of plans

ISBN# 978-1-7320162-1-7



The first of a two-volume set of books by Greg Herbert and David Antscherl on building a model of the ketch-rigged sloop *Speedwell* of 1752 published by SeaWatchBooks. This looks like a very interesting project for ship modelers and can be built either using the plank on frame method or plank on bulkhead style. The solid hull method is also fully detailed if the modeler desires to build using the lift method of construction. This first volume covers the construction of the hull; the second volume will detail the masting and rigging of the ketch, that will be published in late 2019 giving the modeler plenty of time to build the hull prior to masting and rigging the model. A color photo of the completed model in the Royal Museum Greenwich is included in volume 1 to show what the final model will look like.

As usual with books written by these two fine modelers, many details are included as to methods used to produce the

necessary details on the ship model. The ketch-rig is unusual for a ship model, only having two masts, but the rig is designed to be able to sail close hauled to capture privateers and smugglers – the *Speedwell's* main reason for existing. She also only had 8 each 3-pounder cannons and 10 swivels, so the many cannon on a lot of warships are not present on this one, making the construction and rigging of many cannon unnecessary for this model (which is a plus for some modelers). It is also not too large, even rigged, which also makes it very attractive, even though it is in 1:48 scale and can easily be cased and housed in a modest home.

Chapter one deals briefly with the history of the model of *Speedwell* as well as the ship herself. Chapter two, unless you are interested in lofting and possibly learning how to draw your own plans, is of little interest, except that there are interesting details on the square stern construction, cabin lights (windows), and carved work on the model. Appendix 2.2 is of real interest to researchers.

The third chapter deals with the keel structure, building board and wood species used for the model, of importance to all three methods of construction, be it plank on frame (POF), Plank on bulkhead (POB) or the solid hull (lift). The POB and LIFT methods are combined in Chapter four, which is still of great interest to the POF modeler, who I am sure

has also had experiences with both other method's. Chapter five continues this sequence, that emphasis's the lift method but has important pointers concerning all building methods and is of interest to everyone. The five sheets of plans show all three types of construction, POF, POB, and LIFT, so everything is there for everyone.

Chapter six through Chapter twelve involves only POB builders, as they have to "catch up" with the POB and LIFT builders, but a LOT more detail is included with the POF method, as the interior of the hull, deck beams, etc. are also installed – not done on the POB and LIFT models. If you are at all interested in completing the interior of the ship, then POF is your only option. The rest of the chapters deal with all three methods of construction leading to the completion of the model. All three methods have advantages, but the most detailed is the POF method.

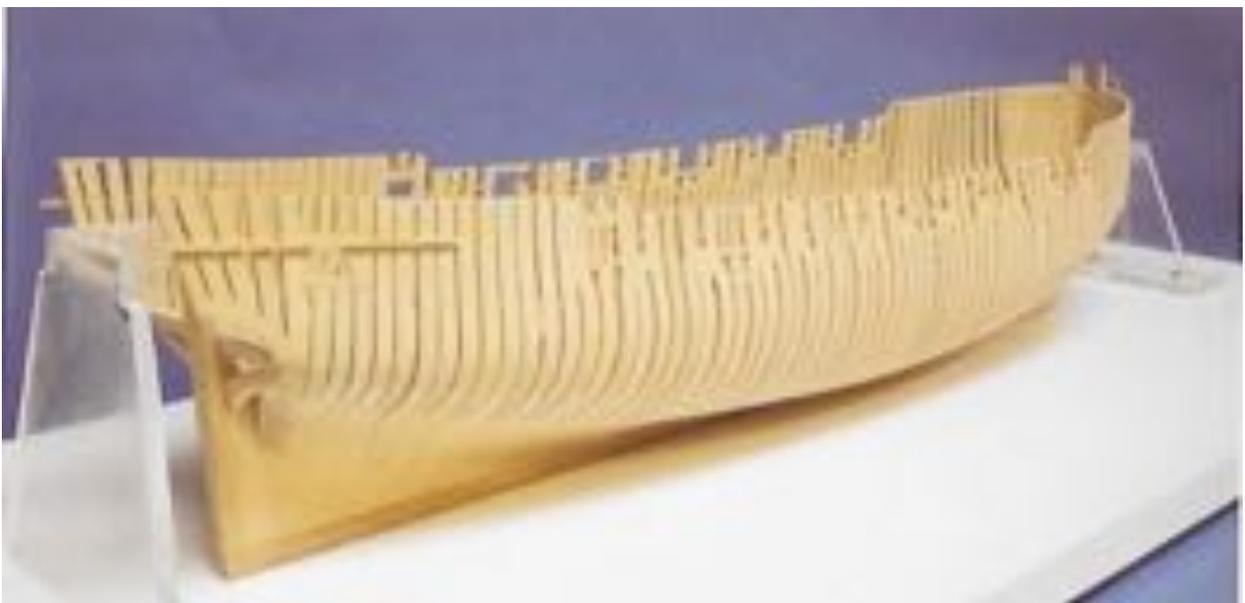
This book is strongly recommended to all ship model builders, but those with more experience building models and having a good understanding of the nomenclature of ships will have an easier time. Nonetheless, even those with little experience can build a superb ketch-rigged sloop hull. Those who build this model will be looking forward to Volume 2 to complete the masting and rigging.



A small detail of the plans with the resulting POF completion shown in the photo.



The book is \$75.00 plus \$9.00 shipping and handling (in the USA) money well spent.



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.

SMA Survey

The SMA officers have put out an SMA survey to learn every members skills and experience. The survey is at <https://goo.gl/forms/K1cNUpfSN4mQRLJL2> for all SMA members. Please fill it out and send back. So far there are 19 responses out of 70+ that have been sent. Hopefully, a membership list will be sent out as a result of this survey

Dues are Still Due

If you have not paid your dues, it is not too late. There is still time. It is still the same as in years past, for members it is \$25.00 and for those over 100 miles distance it is \$20.00. The current balance, according to Larry, is \$4,428.16 as of the January meeting.

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 entertaining with lots of ship modeling info exchanged.

Spiling Presentation at March SMA meeting

For the interest of all SMA members there will be a presentation on spiling planning at the March meeting, one of four DVD's presented to your editor with the complements of Bob Filipowski, president of the Midwest Model Shipwrights.



Stern of Don Dressel's *Freisland*



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

NEXT MEETING WEDNESDAY, MAR. 20, 7:30 PM, HILLCREST PARK RED CROSS BUILDING