



SMA Newsletter

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Meeting – Wed., September 18, 7 PM, Red Cross Building, 1207 N. Lemon,
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WORK IN PROGRESS

August 21, 2019

Reporter: Dave Yotter

Blockade Runner *Teazer* 1862 – Bob Penikas



The blockade runners of the American Civil War were seagoing steam ships that were used to get through the Union blockade that extended some 3,500 miles along the Atlantic and Gulf of Mexico coastlines and the lower Mississippi River. Blockade-runners imported from England most of the guns and other ordnance the Confederacy desperately needed. To get through the blockade, these ships, many of them built in British ship yards and specially designed for speed, had to cruise undetected, usually at night. The typical blockade-runners were privately owned

vessels often operating with a letter of marque issued by the Confederate States of America. If spotted, the blockade runners would attempt to outmaneuver or simply outrun any Union ships on blockade patrol, very often successfully.

These vessels also carried cargoes to and from neutral ports often located in Nassau and Cuba. Neutral merchant ships in turn carried these cargoes, usually coming from or destined to England or other points abroad. Outbound ships chiefly exported cotton, tobacco and other goods for trade and revenue, while also carrying important mail and correspondence to suppliers and other interested parties in Europe, most often in England. Inbound ships usually brought badly needed supplies and mail to the Confederacy, and most of the guns and other ordnance of the Confederacy were imported from England via blockade-runners. Some blockade-runners made many successful runs, while many others were either captured or destroyed. Historians estimate that an estimated 2,500 – 2,800 attempts were made to run the blockade, with at least an 80% success rate. By the end of the Civil War, the Union Navy had captured more than 1,100 blockade-runners and had destroyed or run aground another 355 vessels. (Wikipedia).

The *Teazer*, a Confederate blockade-runner, had in the beginning the only 12-pound bow gun. She encountered the USS *Monitor* and the USS *Maratanza* on the James river, on July 4, 1862. A shot from *Maratanza* pierced her boiler and her crew was forced to desert

her. Fast steamboats were used to break the federal blockade of the Confederacy, bringing a sought-after cargo of cotton and military supplies. This one, identified as the "Teazer" in the library of Congress, was photographed having been intercepted off Wilmington.

The cardstock kit was downloaded from <http://modelsnmoore.com/mmork.php> (be sure to spell moore with the two "oo"s, otherwise you get an Australian sight selling HO scale products. – this looked like a good company, but the way, if you are looking for HO scale structures and such.). The *Teazer* is a Magnus Mörck model in 1:250 scale. The download was printed out on 60 lb Wausau Color Copy White. The rope ladders were scratch built using Bob's four-bolt spacer and alignment jig and polyester thread. The base is 11 ¾ inches long, three inches wide and the model is 3 ½ inches to the mast top. The water is made on a base of thin wood to which was added three layers of toilet paper soaked in water & Elmers wood glue mixture. The waves were created by pressing the mixture with a bristle brush. This dried for two days while the model was being constructed. The water was painted on the acrylics. After two more days of drying time a water based gloss cote was added.

Manila 15ft Dory – Bob Penikas

Bob writes: A dory is a small, shallow draft boat, about 15 to 23 feet long. It is usually a lightweight boat with high sides, a flat bottom and sharp bows. They are easy to build because of the simple lines. For centuries, dories have been used as traditional fishing boats, both in coastal waters and the open sea. Dories were widely built from Long Island to Newfoundland. The first known mention of a dory in detail was in 1719.

Bob said: The battle of Manila Bay was the first American naval battle fought against a foreign power since the Mexican American War (1846-1848). It can also be considered the MOST TOTAL VICTORY IN THE HISTORY OF THE UNITED STATES NAVY. On the morning of 1 May 1898, Commodore George Dewey's Asiatic Squadron sailed into Manila Bay and completely destroyed the Spanish fleet in the Pacific, losing not a single man or vessel. The victory at Manila lay at the feet of extensive American foresight, diligent preparation, Spanish military failings and Dewey's bold leadership.

Actually, the second paragraph above has absolutely nothing to do with my Manila Dory model. I just built the thing out of an old manila folder.

HMS Beagle 1780 – John Bakker



HMS *Beagle* was a Cherokee-class 10-gun brig-sloop of the Royal Navy, one of more than 100 ships of this class. The vessel, constructed at a cost of £7,803 (£613,000 in today's currency), was launched on 11 May 1820 from the Woolwich Dockyard on the River Thames. Sir Henry Peake designed the Cherokee class of 10-gun brig-sloops in 1807. The working drawings for HMS *Beagle* and HMS *Barracouta* were issued to the Woolwich

Dockyard on 16 February 1817, and amended in colored ink on 16 July 1817 with modifications to increase the height of the bulwarks by an amount varying from 6 inches at the stem to 4 inches at the stern. Her particulars were: Tons burthen: 235 bm; 242 for second voyage, length: 90.3 ft, Beam: 24.5 ft, Draught: 12/5 ft, Sail plan: Brig (barque from 1825), Complement: 120 as a ship-of-war, 65 plus 9 supernumeraries on second voyage, Armament: 10 guns, reduced to 6 guns for first survey voyage, changed to 7 guns during second survey voyage.

In 1845, *Beagle* was refitted as a static coastguard watch vessel like many similar watch ships stationed in rivers and harbors throughout the nation. She was transferred to HM Customs and Excise to control smuggling on the Essex coast in the navigable waterways beyond the north bank of the Thames Estuary.

On 31 December 2011, the Nao Victoria Museum in Punta Arenas, Chile, announced the building of the first full-scale replica of HMS *Beagle*. Construction began on 1 November 2012, using *Nothofagus dombeyi* timber from the local rainforest.

John's model of HMS *Beagle* is being built using an OcCre kit in 1:60 scale. Basic construction is plank on bulkhead and the hull is completed with its second layer of planking and bulwarks done since last month. Also completed now are all the deck furniture including cabins, lights, hatches, windlasses and pumps. All of the belaying points appear attached including pin rails, cleats and eyelets. The ships guns have been placed in their carriages and have been lashed alongside and secured for sea. Four anchors are in place and secured. John fabricated the ship's boats using a construction technique similar to the Hahn method. Two of these are hanging on quarterdeck davits and the longboat is mounted on chocks on the main deck. The bowsprit and associated spars are started with much of the hardware in place and ready for rigging.

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 pounds; Upper gundeck: 28 X 18 pounds; Quarter deck: 14 X 9 pounds; Forecastle: 4 X 9 pounds.

Chris continues making progress on the HMS *Bellona* built from a plank-on-bulkhead Corel kit in 1:100 scale. Current work is continuing on the masts and the associated standing rigging. All three masts, tops and trestle trees are complete for Fore, Main and Mizzen masts. The foremast shrouds are in process of being set up. Chains,

channels and lower deadeyes are rigged and the shrouds are in place over the masthead. Upper deadeyes have been turned into the shrouds and the lanyards are now set up and ready to tension the shrouds.

Chris did have a question about Burton pendant and tackle, which are installed prior to the shrouds on the lower masts. According to Falconer's New Universal [Dictionary of the Marine - 1815 Edition](#), Burton pendants (tackles) are generally used to set up or tighten the topmast shrouds but is equally useful to move or draw along any weighty body in the hold, or on the deck, as anchors, bales of goods, large casks, &c.

Chris is using a laser level to keep the spars square and plumb, however, it was pointed out that masts will typically have some rake to them and that this can be fine tuned when installing the shrouds and stays. Through further research Chris has determined that the foremast was raked at 0°, the main at 1.5° and the mizzen at 2°.

HMS Roebuck - Don Dressel



HMS *Roebuck* - 1774 - was the prototype of the Roebuck-class ships, two-deck, fifth-rate ships built to operate in the shallow waters of North America. She was designed by renowned naval architect Sir Thomas Slade in 1769 as an improvement on his *Phoenix* model and ordered by the Admiralty on 30 November. Her keel of 115 feet 9 inches was laid down in October of the following year at Chatham Dockyard.

As built, *Roebuck* was 140 feet long at the gundeck, with a beam of 37 feet 9 ½ inches and a depth in the hold

of 16 feet 4 inches. She measured 879 26/94 tons burthen. Launched on 24 April 1774 and completed by 4 August 1775, *Roebuck* cost £18,911.0.6d plus a further £1,749.5.5d for fitting.

Roebuck was built with two rows of windows in the stern, giving the illusion of an extra deck, but behind them was a single-level cabin. The design was eventually phased out for *Roebuck*-class ships completed after HMS *Dolphin*. Most of the remaining ships of the class had a traditional frigate-style stern.

On her lower gun deck, *Roebuck* carried twenty 18-pounder guns. Her upper deck originally had twenty-two 9-pounder guns but these were later upgraded to 12-pounder guns. There were two 6-pounder guns on the forecastle but the quarterdeck was devoid of armament. When fully manned, *Roebuck* had a complement of 280 officers and enlisted men. This was increased to 300 in 1783.

Don is continuing his slow progress on the HMS *Roebuck*, at the moment working on the cannon and carriages (cannon and carriage kits purchased from Syren Ship Model Company - www.syrenshipmodelcompany.com) . Don currently plans to complete the outside hull planking as well as the stern prior to removing the model from the Harold Hahn

building jig. The model is in 1/64 scale based on plans by Harold Hahn with additional information from plans from Greenwich, England as well as advice and help from **Tony Devroude**, a member of the SMA who lives in Utah. Tony will complete most of the boxwood carvings on the model. There was some discussion concerning the dowels for the planking on the model, which are bamboo (very difficult to shape in bamboo using a drawplate). Once the model is removed from the building jig, it will be completed on a newly constructed cradle in order to complete the interior of the decking, installing all the cannon and deck furniture below decks as the decks are individually installed. Don also now plans to mast and rig the model, which will make it rather large! Blocks used for the rigging will be supplied by my current stock now in hand originally made by **Lloyd Warner**.

References utilized during this build in addition to the plans are [Ships of the American Revolution and their Models](#) by Harold Hahn, [The Arming and Fitting of English Ships of War 1600-1815](#) by Brian Lavery, [The Mastng and Rigging of English Ships of War 1625-1860](#) by James Lees and [Historic Ship Models](#) by Wolfram zu Mondfeld.

Clipper Schooner *Smuggler* 1877 – Jim Ingersoll

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

Jim is still working on his solution for mast hoops. He has tried using the plane iron shavings without much success. Inconsistency of the shavings and wood moisture content were causing problems, among others. Jim's final solution was to use cardboard with a couple of layers glued together to achieve the final thickness and then to use punches to finish the hoop. A 1/2" punch to cut the hole and then a 5/8" punch to finish the hoop turned out to be an effective solution.



Mayflower 1620 – Jean-Philippe Dal Gobbo

The *Mayflower* was an English ship that 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 square-rigged with a beakhead bow and high, castle-like structures fore and aft which protected the crew and the main deck from the elements – designs that were

typical of English merchant ships of the early 17th century. Her stern carried a 30-foot high, square aft-castle which 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; 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 *Mayflower* was heavily armed; her largest gun was a minion cannon that was brass, weighed about 1,200 pounds, and could shoot a 3.5 pound cannonball almost a mile. She also had a saker of about 800 pounds and two base cannons that weighted about 200 pounds and shot a 3 to 5 ounce ball. She carried at least ten pieces of ordnance on the port and starboard sides of her gun deck: seven



cannon for long-range purposes and three smaller guns often fired from the stern at close quarters that were filled with musket balls.

Jean-Phillipe is building the Model Shipways kit of the *Mayflower* of 1620. It is a plank-on-bulkhead kit in 1:76 scale. The hull up to and including the bulwarks are complete and planked. The exterior decorations are on and appear complete. The decks have been planked and the main

hatchways and associated gratings installed.

Members Models - August 2019



John Bakker's HMS *Beagle*

Members Models - August 2019



Don Dressel's HMS *Roebuck*



Jim Ingersoll's clipper schooner *Smuggler*



Bob Penikas's blockade-runner *Teazer* 1862 and his manila 15 FT Dory



Jean-Philippe Dal Gobbo's *Mayflower*



Chris Carl's HMS *Bellona* 1760

Mayflower Group

By Don Dressel

Old Salts in Port: Steve Jones, John Bakker, Guy Bell, Tom Stellar, John Vanderneut, David Okamura, Bill Lindahl and Don Dressel.

Ships in Port: HMS Roebuck, American Frigate (tentatively *Congress*), HMS Beagle, Chaperon and model cannon (for the *Vasa*), paper model ships plans.

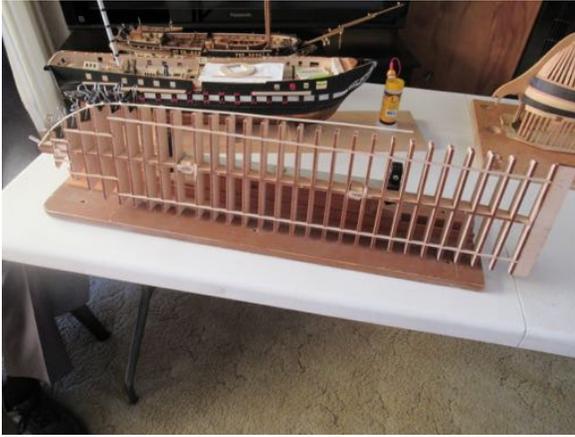
The Mayflower Group meeting at John Bakker's den started off a lot of discussions between the attending modelers concerning their individual problems with building their models and the tools and methods used. Don and Steve discussed the making of bamboo dowels using drawplates and just how to sharpen the draw plates. Steve suggested the use of wet and dry sandpaper of the appropriate grit to sharpen the draw plate, which Don is going to try. In addition, Steve and Bill Lindahl discussed the building techniques of the Model Shipways *Chaperon* and the pitfalls of the kit resulting in problems with planking the hull, Tom Stellar and John Vanderneut talked about various construction details on American frigates and Don and Guy Bell discussed the required cannon armament for the small model of the *Vasa* which he took home last month. Don suggested that he might want to try turning the cannon from brass rod on a lathe rather than purchase them, as Guy was not happy with the cost involved. This brought on a further discussion about blackening brass and just how to procure the right material to do that, since Birchwood Casey Brass Black (used on rifles and guns) was no longer available in California.



Don began the “official” part of the meeting by discussing his continuing efforts on the HMS *Roebuck* with his making of the cannon carriages, blackening the brass cannon and making bamboo dowels using a drawplate for the planking. These efforts are ongoing and Don thinks he should complete the upper planking before removing the model from the Harold Hahn building board. A “building cradle” is being constructed to hold the model while ongoing work is continued once the model is released from the Harold Hahn building board. Cannon can then begin to be installed on the model, as it will be upright. Harold Hahn plans also show the upper deck as being fully “framed”, while the lower decks are not. It was mentioned that many of the details Don is installing on the lower decks may not be very “visible” once the upper deck is installed, but Don indicated that is OK – he knows what is down there and if anyone in the future decides to look at the model with an “endo-scope” they will see the details.

Don also discussed his future planning for the *Roebuck* and the fact that he does plan to mast and rig the model, even though it will be rather “large” upon completion. All models

should be in a case once completed, as demonstrated by John's model of the Model Shipways *Philadelphia Galley* that he did not case – dust is difficult to remove from rigging.



Bill Lindahl discussed his model of the *Chaperon* and the help he has received from our group as the build progresses. He is now starting to plank the model and there was some discussion about the clamps he is using to install the planking and the proper placement of the bulkhead frames (as well as the shape – not entirely correct in the material supplied in the kit).



John Vanderneut talked about his continuing efforts with his model of the American Frigate, which he has tentatively named *Congress*. He is scratch building the tops (he passed a sample around to the group) and is using brass wire obtained from Hobby Lobby for the railings on the tops. The deck on the model is finally completed and is working on his fourth attempt on the wardroom skylight, which he also passed around. Also working on the capstan and other deck details. John has made a lot of progress on the model and it is

really starting to look good. The masts are next up, a start having been made with the mizzen.

John Bakker discussed his progress on the HMS *Beagle* with the masting and rigging of the ship. When he took the model to the SMA meeting last Wednesday he broke off one of the whaleboats and an anchor, which he had to re-install after repairing them. Also, while working on the model, he broke the bowsprit and repaired it by inserting a rod down the middle of the mast and re-connecting it, then wrapping it with line, kind of like an emergency repair.



There was a lot of discussion concerning the rigging of the bowsprit and other related rigging items, the plans showing all the details, which were fully discussed among the group.

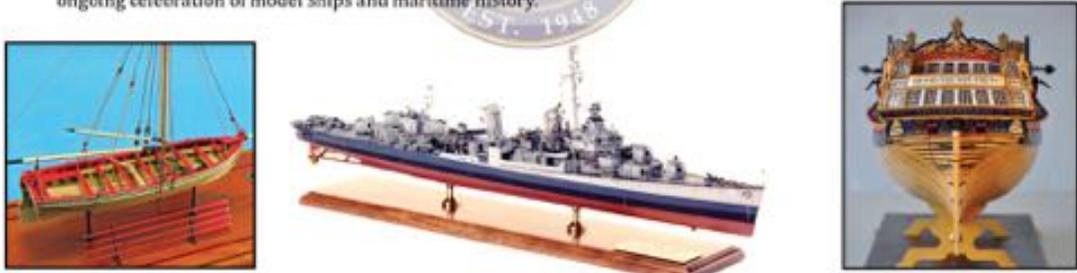
David discussed the paper model's he brought in including a USS *Constitution*, which compared favorably with John Vanderneut's model. Steve Jones asked about how the paper model was cut out and Dave indicated he used an X-ACTO knife to do all his cutting. Also, the paper cut out from the plans supplied were glued to cardboard for added strength before cutting out. There are a lot of paper models that are not available in wood. A comment was made that masts can be made out of wood or paper as the modeler chooses.



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

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.

NRG Conference

The registration form for the 2019 NRG Conference is now available for downloading from the NRG web site www.thenauticalresearchguild.org

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.

Spiling Presentation at Future SMA meeting

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

New SMA Editor

The president of the SMA made an announcement that Don Dressel is retiring as Editor of the SMA Newsletter after approximately 14 years as editor and an additional 19 years as assistant/article writer for the newsletter. Anyone who would like to fill this position should contact any of the SMA club officers.

Presentations

The president of the SMA also announced that the officers are looking for members who may be interested in presenting a short presentation of ship model construction at a meeting. Again, contact any SMA officer if interested.



Jean-Philippe Dal Gobbe's *Mayflower*



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**NEXT MEETING WEDNESDAY, SEPTEMBER 18, 7:30 PM, HILLCREST PARK RED
CROSS BUILDING**