SHIP MODELERS Association

Newsletter

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Meeting – Wed. April 20, 7 PM, Red Cross Building, 1207 N. Lemon, Fullerton, CA. 92832

Officers meeting –Wed., May 4, 2016, 7 PM, Bob Beech's house, 130 Clove Pl. Brea, CA. 92821 – (714) 529-1481.

Work in Progress

March 16, 2016

Reporter: Dave Yotter

The meeting started off with another PowerPoint slide presentation by Don Dressel on masting and rigging of wooden ship models. Apparently everyone at the meeting enjoyed the presentation and many aspects of both masting and rigging were discussed, including tools used, books used for into, and methods of actual rigging, from standing to running rigging and everything in between.

Next month, at the April meeting, Randy Biddle will give a really fine PowerPoint presentation which I am sure everyone will enjoy.

There were many models for "Works in Progress" for the membership to enjoy along with excellent coffee.

Robert E. Lee – Don Dressel

Don started off the meeting with his new build of the Amati kit model of the *Robert E. Lee* in 1:150 scale. The lower hull was first mounted on its stand, as it was thought it would be much easier to install in the beginning rather than at the end of the build. There is a LOT of woodworking on this model and very little rigging, with many cabins and structures to be both built and planked. At the moment Don is waiting for a solution to a missing part from Ages of Sail, the U.S. distributor of Amati kits.

From Wikipedia, the free encyclopedia, the *Robert E. Lee*, nicknamed the "*Monarch of the Mississippi*," was a steamboat built in New Albany,

Indiana in 1866. The hull was designed by DeWitt Hill, and the riverboat cost more than $200,000.00 to build. It was named for Robert E. Lee, General-in-Chief of the Confederate States of America and the steamboat gained its greatest fame for racing and beating the then-current speed record holder, *Natchez*, in an 1870 steamboat race.

A description of the *Robert E. Lee* indicated it had a capacity of 5741 bales of cotton and was described by a local newspaper in New Albany as follows:

"The cabin and outfit of this great **southern steamer surpasses that of any boat** that has yet graced the trade, and her accommodations are on the same scale of grandeur and magnificence. She has sixty one staterooms in the main cabin, twenty four extra rooms in the texas for passengers, a nursery for servants and children, and a cabin adjoining the nursery in which are staterooms for fifty passengers….The main cabin carpet is a single piece 17 ½ feet wide and upwards of 225 feet (69m) in length, a royal Winton velvet purchased by A.T. Stewart of New York and made to order. The furniture also made to order, all of modern style and costly materials in fact solid rosewood, the chairs, sofas, sociable's, etc., most artistically and elaborately carved. The cushions of all seats are heavy crimson satin, and the style of the furniture is of new and original design, all made in this city at the manufactory of John Sim. She has 20 extension dining tables in the main cabin, each to accommodate twelve guests; thus seating 240 for dinner with plenty of room for extra side tables…. The machinery of the *Robert E. Lee* consists of feet stroke, the largest high pressure engines on the river….the doctor is considered a triumph of the medical art, it being a new style of with the parallel motion applied. It supplies the boiler with water and can throw an immense volume. The boat is also furnished with three separate pumping fire engines with an abundance of hose to use in case of fire…..She has wrought iron shafts weighing 18,750 pounds, the shafts being each 23 feet (7.0m) in length with the journals 18 inches (460mm) in diameter. Each of the cranks, which are also wrought iron, weigh 6,000 pounds. These were all made east of the Alleghenies and are the largest ever constructed for a western steamer. The texas is 140 feet (43m) in length, with 24 passengers rooms in addition to the accommodations for officers. She also has two immense baggage rooms, all under guard…..to obviate the necessary of carrying baggage in the cabins or on guard…..The cabin with its rich garniture and splendid furniture, dazzling chandeliers, arched and fretted ceilings, etched with gold, stained glass skylights, immense mirrors, the velvet carpet, the pure zinc white of sides, the rosewood state room doors, and the imitation Egyptian marble stills, all combined to make it bear an appearance of Oriental luxury and splendor seldom conceived an never before seen floating the wild waters of this so-called semi-barbarian western world…..

More descriptions of her history to follow in next month's SMA Newsletter. Don was inspired to build the model after visiting the Channel Island Maritime Museum and seeing the wonderful model that Ed Marple had built of the *Robert E. Lee* which was originally displayed at his home built into a coffee table in front of his sofa. As I remember, it then required one to get down on his hands and knees to really look closely at the model, but fortunately the model is now on display at the museum in a regular ship model case.

Grand Banks Fishing Schooner *Bluenose II* – Hank Tober

Bluenose II was launched at Lunenburg on 24 July 1963, built to original plans and by some of the same workers at Smith and Rhuland. The original captain of *Bluenose*, Angus J. Walters, was consulted on the replica's design. The replica was built by Oland Brewery for roughly $330,000.00 (in 1963 Canadian dollars) as a marketing tool for their Schooner Lager beer brand.

In May 2009, the provincial and federal government announced support for a major restoration of the *Bluenose II*. The project is valued at $14.8 million. In July 2010, the Nova Scotia government awarded a $12.5 million contract for the restoration of *Bluenose II* to a consortium of three Nova Scotia shipyards. When the ship was finally relaunched in 2012, after more major delays, the final cost was closer to 16 million dollars, just from the Nova Scotian government. This restoration was not without controversy. Tourism, Culture and Heritage Department sources stated that the restoration was "not intended to create an authentic replica of the original *Bluenose*" and that the builders would not be using the plans. Large portions of the hull were chipped while other small pieces were given away at the rebuilding site in Lunenburg NS. The masts, sails, booms, gaffs, deck boxes, rigging, and some ironwork will go back onto the vessel upon completion. This has led Joan Roué, a descendant of the first *Bluenose's* designer William Roué and current-rights holder of the design, to question whether this should even be considered the same ship. As has almost all of the rest of the ship, even the keel has been remade. It can be argued that the *Bluenose II* had so many rebuilds and repairs over the years since she was built in 1963 by the Oland's, that it has not been the same ship for quite some time. The current rebuild aims to have the schooner look more like the original *Bluenose* with smaller deckhouses and more deck space, as the *Bluenose II* was built with yacht accommodation as opposed to the layout of a fishing schooner. Various subcomponents of this *Bluenose II* project were supplied from notable firms including the ships keel at Snyder's Shipyard in Dayspring, the ships backbone of laminated ribs at Covey Island Boatworks in Riverport and assembly of the vessel in Lunenburg. After more than 25 months of reconstruction, *Bluenose II* was relaunched into Lunenburg Harbor on 29 September 2012 from

the Lunenburg marine railway followed by festivities at the nearby Fisheries Museum of the Atlantic.

Hank continues to work on his Billings kit of *Bluenose II* in 1:64 scale. He felt that the earlier paint job on the hull was too shiny and so sanded down the hull for a respray. After that the deck needed sanding down due to overspray of black paint. The model is now ready for rigging. He had more temporary rigging in place to hold the spars for transport and to hold up the deadeyes. This rigging will be replaced as the permanent rigging is put into place.

During the German occupation of Holland in 1942, food was hard to come by. Walnuts were gathered by Hank's girl classmates to help out. One of the half walnut shells fell victim to his creativity and love for all things nautical and with perhaps a little interest in impressing these classmates. Half of a shell was pressed into service as the hull of a ship model. Scale unknown. She appears to be cutter rigged and mounted on a colorfully painted base apparently made from the top of a bottle. Snow white sails aloft and with the colors of the sea beneath. (See photo attached.)

French Frigate *L'Hermione* – Bob Fallon

The *Hermione* was a 12-pounder Concorde class frigate of the French Navy. She became famous when she ferried General Lafayette to the United States in 1780 for support to the Americans in the American Revolutionary War. She grounded off Le Croisic and was wrecked by heavy seas in 1793. Her general characteristics were Displacement: 550 tons; Length: 145 ft; Beam: 37 ft; Draught: 19 ft; Complement: 255 officers and men; Armament: 26 X 12-pounder long guns and 6 X 6-pounder long guns. The Concorde class was a type of 32-gun frigate of the French Navy, designed by Henri Chevillard, carrying 12-pounder long guns as their main armament. Three ships of this type were built between 1778 and 1779, and served during the American War of Independence and the French Revolutionary Wars. The class totaled five ships. In 1997, construction of a replica ship started in Rochefort, Charente-Maritime, France; the new ship is likewise named *Hermione.*

Bob noted that the basis for this 1:90 Artesania Latina kit was based on lines of the *Concorde* captured by HMS *Magnificent* in 1783 and that there are some differences including the arrangements of the quarterdeck guns and the number of main gun ports. The galleries

and the stern are reproductions of those on *Concorde.* Major portions of the hull are finished including hull and spar deck planking. The stern and quarter galleries are yet to be completed.

USS *Constitution* – Paul Payne

In 1785 Barbary pirates, most notably from Algiers, began to seize American merchant vessels in the Mediterranean. In 1793 alone, eleven American ships were captured and their crews and stores hold for ransom. To combat this problem, proposals were made for warships to protect American shipping, resulting in the Naval Act of 1794. The act provided funds to construct six frigates, but included a clause that if peace terms were agreed to with Algiers, the construction of the ships would be halted. Joshua Humphreys' design was unusual for the time, being long on keel and narrow of beam (width) and mounting very heavy guns. The design called for diagonal riders in the interior of the hull intended to restrict hogging while giving the ships extremely heavy planking. This design gave the hull a greater strength than a more lightly built frigate. Humphreys' design was based on his realization that the fledgling United States of the period could not match the European states in the size of their navies. This being so, the frigates were designed to be able to overpower any other frigate yet escape from a ship of the line. Primary materials used in her construction consisted of pine and oak, including southern live oak, which was cut from Gascoigne Bluff and milled near St. Simons, Georgia. Her masts were of white pine from Maine. Samuel Nicholson, who would become the first captain of the ship, offered the owner of the Old Avery Oak Tree and unheard of price of $70.00 to buy the tree to harvest the timber for the keel, but the owner would not sell. The keel was ultimately constructed from an alternative white oak tree, sourced from New Jersey. Her general Characteristics were Displacement: 2200 tons; Length: 207 ft; Beam:43 ft; Draught: 23 ft; Complement: 450 officers, men, Marines and boys; Armament: 30 X 24-pounder long guns, 20 X 32-pounder carronades and 2 X 24 pounder bow chasers.

Paul's *Constitution* is a 1:96 scale scratch built model of her as configured at launch in 1797 and until 1803. The hull lines came from USS *President* as captured by the British. Some distinguishing features of this configuration are the stern decorations, the light, open bulwarks, the ochre colored gun port stripe and the standing Hercules figurehead. The hull is of semisolid construction using poplar lifts. Planking is cherry. This model is well along with the build up railings with many pinrails, knightheads, capstan, charlie noble, gratings and hatches, stern davits and stern decorations. The channels are attached and current work includes finishing of the head rails and head timbers (some guess work required). Next will be

the deadeyes and chains, the ship boats and the spar deck battery. Paul is still undecided whether his *Constitution* will be fully rigged or will receive stub masts.

Car Ferry *Linhamm* – Burt Goldstein

Burt found the model of the ferry *Linhamm* as a free download off the Internet. The scale is 1:250 and the resulting model is small – about seven inches long. The *Linhamm* was Swedish flagged and carried cars and passengers between Copenhagen, Denmark and Malmo, Sweden a distance of about 12 miles. The ferry was built around 1960 being approximately 150 feet long. The model is mow complete.

Burt also showed the members how to construct a hand held double-ended windmill for the grandkids – or whoever. The project requires no tools to complete and the only materials needed are paper and a toothpick.

Row Galley *Washington* – John Bakker

Continental Galley *Washington* was in the service of the Continental Congress during the American Revolutionary War. The third ship to be named *Washington* was a lateen-rigged, two-masted row galley and was built on Lake Champlain at Skenesboro, New York, in the autumn of 1776. On 6 October 1776, the row galley joined the small fleet established and commanded by Brigadier General Benedict Arnold. *Washington* was commanded by Brigadier General David Waterbury, Arnold's second in command and was among Arnold's ships that anchored in the lee of Valcour Island to await the expected English move. When the British move up the lake began, Captain Thomas Pringle, of the Royal Navy, led a 25-ship fleet past Valcour Island on 11 October. Pringle didn't sight the American fleet until after he had passed the island and had to attack from leeward. In the ensuing action, *Washington* suffered the heaviest damage of any ship on Arnold's fleet; Waterbury, her commander, subsequently reported that she was "so torn to pieces that it was almost impossible to keep her above water." Arnold regrouped his shattered fleet and slipped past the blockading British later that moonless night with muffled oars. The Americans slipped past

Pringle's fleet but the ruse was discovered at first light. A long chase ensued and the British caught the retreating Continental force at Split Rock near Crown Point. Arnold managed to beach and destroy four of the row galleys and his own flagship, *Congress*, while most of the remaining ships escaped upriver. Only *Washington*, at the rear was captured by the enemy; she struck her colors, as Arnold reported later, "…after receiving a few broadsides." *Washington* was eventually taken into British service, apparently retaining her name, and was re-rigged as a brig. Her subsequent fate is unrecorded.

John is scratch building his model of *Washington* in 1:48 scale from directions and plans available from the Nautical Research Guild. The instructions are available as a free download and the plans need to be purchased from them separately. The building board has been started with the frame layout attached. A single frame has been completed and is awaiting erection on the board. *Sorry about the poor picture, John – my apologies (Ed.).*

Texas Navy Schooner *Independence* – Mike Eskew

The Texas schooner *Independence* was one of the four schooners of the First Texas Navy (1836-1838). In 1836, Charles Hawkins, a veteran of the United States and Mexican navies, visited Texas Governor Henry Smith, seeking a commission in the new Texas Navy. Smith was impressed with his credentials and sent him to New Orleans, where he was given the task of acquiring the United States revenue cutter *Ingham* for the Texas Navy, which he did in early January 1836, for $1,710.00. After the Texas victory at the Battle of San Jacinto in April, 1836, *Independence* carried the Texas President and his captive, General Santa Anna, to Velasco, where the Treaty of Velasco was negotiated and signed. While being refitted in New Orleans in early 1837, her skipper died and a new captain was appointed. When next she sailed in April 1837, *Independence* was attacked and surrendered to a superior Mexican force and her officers and passengers were imprisoned. The ship was later commissioned in the Mexican Navy where she served against her former masters as the renamed *La Independencia.*

From January until March 1836, before Texas formally declared her independence from Mexico, Commodore Charles Hawkins cruised the Coahuila y Tejas coast between Galveston and Tampico, destroying "a considerable number of small craft, with all material on board that could be used to the injury of Texas." By 12 March, the *Independence* returned to New Orleans for refitting, but she quickly returned to Matagorda to block supplies to the Mexican Army. However, with the retreat of Sam Houston's army after the Texan's defeats at the siege of the Battle of the Alamo and Battle of Goliad, Hawkins was forced to move his ship up the Texas coast from Matagorda to Galveston. With the rebel government in disarray during the Runaway

Scrape, *Independence's* mission was to defend Galveston from invasion and block resupply of Santa Anna's nearby army.

Mikes model of the schooner *Independence* is scratch built in 1:96 scale. She is a schooner of 125 tons and a length of 89 feet. Her armament was 6 X 6-pounder long guns and one long 9-pounder. The crew complement was 40 officers and men.

HMS *Warspite* -David Okamura

HMS *Warspite* was a Queen Elizabeth-class battleship built for the Royal Navy during the early 1910s. Her thirty-year career covered both world wars and took her across the Atlantic, Indian, Arctic and Pacific Oceans. She participated in the battle of Jutland during the First World War as part of the Grand Fleet. Other than that battle, and the inconclusive Action of 19 August, her service during the war generally consisted of routine patrols and training in the North Sea. She was involved in several major engagements, including battles in the North Sea and Mediterranean earning her the most battle honors ever awarded to an individual ship in the Royal Navy and the most awarded for actions during the Second World War. For this and other reasons *Warspite* gained the nickname the "Grand Old Lady" after a comment made by Admiral Sir Andrew Cunningham in 1943 while she was his flagship. When she was launched in 1913 the use of oil as fuel and untried 15-inch guns were revolutionary concepts in the naval arms race between Britain and Germany, a considerable risk for Winston Churchill, then First Lord of the Admiralty, and Admiral John Fisher who had advocated the design. However, the new "fast battleships" could make 25 knots, which was important as they worked well with the battle cruisers of the day that would do 27 knots and proved to be an outstanding success during the First World War. *Warspite* was refitted twice between the wars, but advances in technology and the cumulative effects of battle damage relegated her to the role of shore bombardment towards the end of the Second World War. Decommissioned in 1945, she ran aground under tow in 1947 on rocks near Prussia Cove, Cornwall, and was eventually broken up nearby.

David brought in a project that he is building for display at a possible 100th Anniversary of the Battle of Jutland exhibit to be held aboard the USS *Iowa*. The model is being built in 1:700 scale from a Trumpeter Kit. This kit appears to be a repurposed kit of HMS *Queen Elizabeth* as many of the plastic castings are marked *Queen Elizabeth*. David noted that plastic waterline kits tend to assume a banana shape when built up stock and so he added five interior brass beams to stiffen the hull. He is using Tamiya acrylic paints, deck tan for the deck and has found the paints hard to brush. The plastic gun barrels have been replaced with ones made of brass. The hull and deck are complete and painted. All major deckhouses are aboard as are all four of the dual 15-inch gun turrets.

Catalan Ship Ca. 1450 – Bill Schultheis

A carrack was a three-or four-masted sailing ship developed in the 15th century by the Genoese for use in commerce. They were widely used by Europe's 15th-century maritime powers, from the Mediterranean to northwest Europe, although each regain had models of slightly different design. The Portuguese and the Spanish used them for oceanic travel and to explore the world. With linguistic variation, these ships were called; caracca or nao in the Genoese dialect and in Castilian Spanish; nau in Portuguese; caraque or nef in French. The name "carrack" probably derives from the Arab Harraqa, a type of ship that first appeared along the shores of the Tigris and Euphrates rivers roughly during the 9th century. Carracks were ocean-going ships: Large enough to be stable in heavy seas, and roomy enough to carry provision for long voyages. They were usually square-rigged on the foremast and mainmast and lateen-rigged on the mizzenmast. They had a high rounded stern with large aftcastle, forecastle and bowsprit at the stem. As the forerunner of the great ships of the age of sail, the carrack was one of the most influential ship designs in history; while ships became more specialized, the basic design remained unchanged throughout this time period.

Bill has started on the build of a Woody Joe kit in 1:30 scale called the *Catalonia*. Woody Joe calls it a model of a Catalan trading ship. Bill says it is probably a nao of between 1350 and 1500 and a type of ship that came between the cog and before the caravel. These ships were primarily used fro trade, hence the incredible balminess. He also noted that there were typically no guns aboard ship in this era and maybe no particular need as the activity of pirates and such were largely absent. The wood and drawings supplied with the kit are excellent but he finds the Japanese instructions to be challenging. As the figures are very clear however, the kit can largely be put together with out translation. The plywood for the backbone and frames are die-cut for the plank on bulkhead style of construction and this has been assembled so far. Kit construction design also includes lots of brass nails but Bill plans to replace these with treenails.

Members Models - March 2016

Don Dressel's *Robert E. Lee*

Hank Tober's Bluenose *II*

Paul Payne's USS *Constitution*

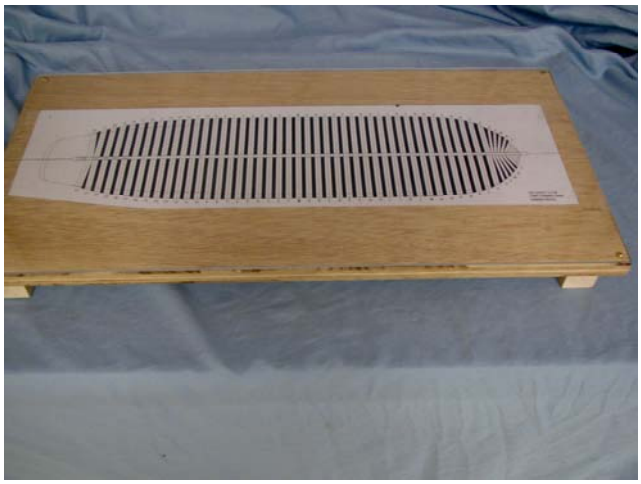
Bob Fallon's French Frigate *Hermione*

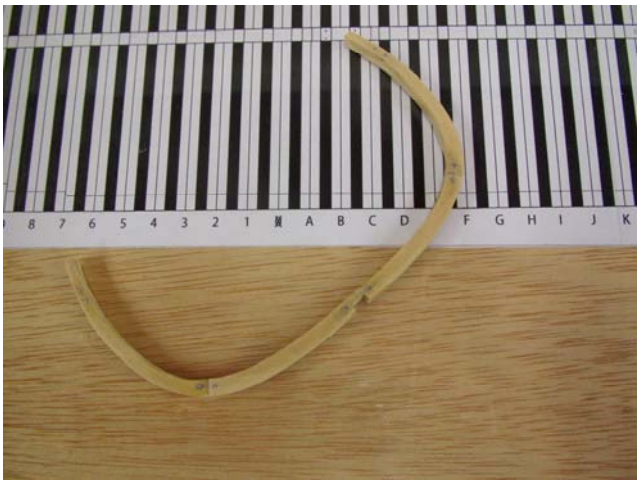
Members Models - March 2016

Burt Goldstein's Car Ferry *Linhamm*

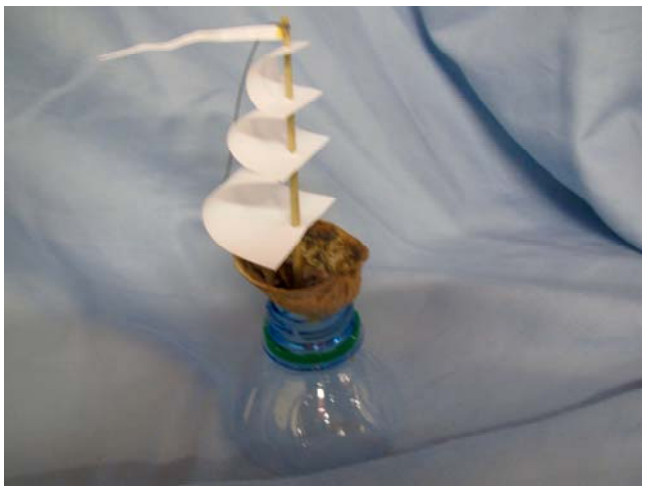
Mike Eskew's schooner *Independence*

John Bakker's row galley *Washington*





Hank Tober's walnut sailing ship



Members Models - March 2016

David Okamura's HMS *Warspite*
Bill Schultheis's Catalan Ship CA. 1450

Mayflower Group

By Don Dressel

Old Salts in Port: John Bakker, Don Dressel, Guy Bell, Steve Jones, Don Leyman.

Ships in Port: *Niña*. *Emma C. Berry, HMS Pegasus, Prince Neufchatel (1802), Washington Galley plans and building board, Cutty Sark plans.*

This time **Don Dressel** started off the "official" presentations after much discussion took place regarding a number of maritime subjects. Don discussed his beginning construction of the Amati kit model *Niña*, one of the three Columbus ships offered by Amati. It is an older kit so much of the material supplied with the kit has to be replaced, some of which was too warped to use. The model, once completed, will be given to a friend of Don's wife.

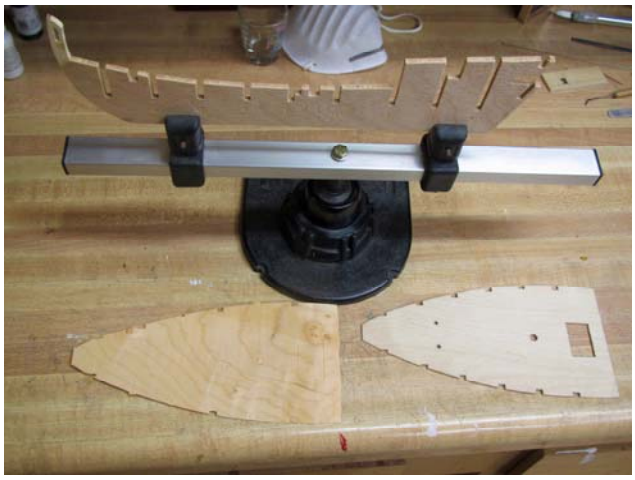
The *Niña* had quite a history. On Columbus' fist expedition, the *Niña* carried 24 guns, captained by Vicente Yáñez Pinzōn. They left Palos de la Frontera on August 3, 1492, stopping at the Canary Islands on August 12, 1492, and continued westward. Landfall was made in the Bahamas at dawn on October 12, 1492.

On February 14, 1493, in the east of the Azores, a storm threatened to capsize the *Niña,* and at Columbus' instigation, he and the crew took a series of vows to perform certain acts including religious pilgrimages upon their return to Spain. The *Niña* reached Lisbon, Portugal, on March 4, 1493, and arrived in Palos de la Frontera on March 15, 1493. On the first voyage to America, the crew of the *Niña* slept on the deck but adopted the use of hammocks after seeing Native Americans utilize them.

In September 1493, the *Niña* joined a grand fleet of 17 ships for the second voyage to Hispaniola, becoming the flagship for an expedition of Cuba. She was the only ship to survive the 1495 hurricane, returning quickly to Spain in 1496.

The *Niña* was then chartered for an unauthorized voyage to Rome. She was captured by a pirate corsair when leaving the port of Cagliari and brought to Cape Pula, Sardinia. The Captain, Alonso Medel, escaped with a few men. He stole a boat, rowed back to the *Niña*, and made sail, returning to Cadiz.

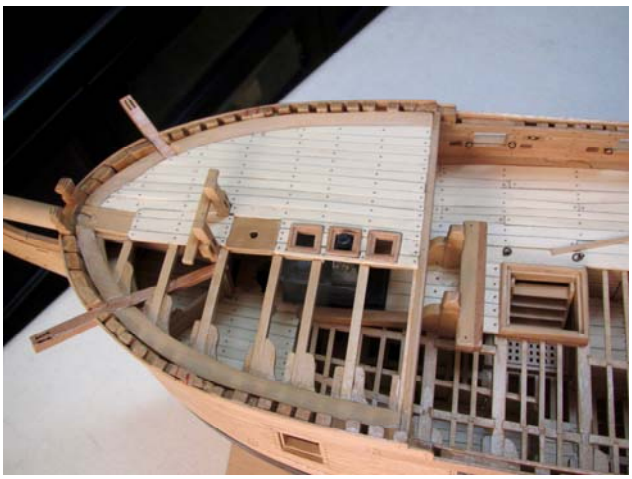
In 1498, she returned to Hispaniola as advance guard of Columbus' Third Voyage. She was lying in wait at Santo Domingo in 1500. In 1501, she made a trading voyage to the Pearl



Coast on the island of Cubagua, Venezuela, and no further log of her is found in historic archives. The *Niña* logged at least 25,000 nautical miles (46,000 km) under Columbus' command. (The ships *history is taken from Wikipedia)*.

Don also discussed the replacement of the bow with a piece of holly wood, since the original bow was damaged. It will be an interesting model to construct, but all the parts seem to be supplied, including a nice set of sails. Note the stand the model is being held with, which is also an Amati product.

Don Leyman was the next presenter. Don continues progress on his exceptional model of the HMS *Pegasus*. It is always a real pleasure to see the progress Don had made on his model and the techniques he describes for the different aspects of his model. Don had been working on the quarterdeck, the capstan, pumps, gratings and other details. He explained just what procedure he used to make the gratings using his Preac saw as well as showing the jig he used to make his deck beams with the proper camphor. With the gratings, he first cut the notches in one set of wood pieces and then placed wooden battens across the notched pieces of wood to make the gratings. There was another method for making the curvature on the deck beams, which was offered by **Steve Jones**. A pattern for the curvature is put on a piece of wood and offered up to a drum sander to produce the curve. These were some real great ideas on making the deck



beams with the proper curvature. Note the jig for making deck beams that Don used, as well as the great detail on his fore deck and quarterdeck areas.

Guy Bell brought in the set of plans of the *Cutty Sark*. **John Bakker** gave Guy his model of the *Cutty Sark* to rig, and Guy has made some of the spars for the model already. Guy is going to base the masting and rigging of the *Cutty Sark* on the set of plans (by Sergal). Some of the parts have been supplied by John from his original kit. At this meeting John also gave Guy the old kit box plus some deadeyes and other miscellaneous material that was in the original kit. Guy also mentioned a number of books by David R. MacGregor, which are excellent books with many plans that could be used for planking models. Four of the books are: British and American Clippers: A Comparison Of Their Design Construction And Performance in The 1850s; Fast Sailing Ships; Merchant Sailing Ships, 1775-1815; and The Schooner; its Design And Development From 1600 To The Present.

John Bakker first discussed his building board for his upcoming project, building a scratch model of the *Washington Galley* based on plans from the NRG. The accompanying photo pretty much shows the building board with the slots inserted and the building crane.

Then, John went on to talk about his current model, the *Neufchatel*, a kit model from Germany (old) which kind of leaves a lot to be desired. The ships wheel supplied in the kit is much to large (according to John), but the anchor and the ships boat supplied seem to be OK. It does say that the ship carried 24 guns, but where they are to be mounted is a real mystery. A lot of material has to be cut out using his scroll saw. There is actually a pirate flag flying from the masthead in the box art, which is kind of strange. John also discussed his *Emma C. Berry*, which is looking good.

Paul Carter Memorial

It is with deep regret and sadness that I have to report the passing of one of our premier modelers – **Paul Carter**. Paul surprised all of us in the SMA by announcing that he was moving to Madras, Oregon. He was still in the process of building his *Sovereign of the Seas* when he had a heart attack and passed away at the tender age of 75. Paul did get to enjoy the spotlight a little when he was in Jefferson County, having attended the Jefferson County Senior Center and was able to highlight his many completed ship models from Feb. 8-12, 2016. Paul and his models were written up in the newspaper the Madras Pioneer.

Paul had a very interesting life which began in Falmouth in Cornwall, England. When Paul was growing up in Falmouth, one of the local establishments was a large ship repair yard where Allied ships stopped for repair during WWII. This resulted in Falmouth receiving a lot of attention from the Nazi Germany, being bombed all the time. Paul had five brothers and sisters and while his step father treated them all well, he took Paul, at 15, to be an apprenticeship at the shipyard. While working at the shipyard, learning how to make engine parts, marine fittings and blacksmithing, he also attended college to learn the math, physics and marine engineering side of the equation. He reached a level of #2 in his studies resulting in becoming an officer. His fifth year of apprenticeship was spent "on the job" at sea. As an officer, Paul chose to serve 5 years as an officer in the Merchant Navy. As a result, Paul went all over the world sailing for the Port Line Co., sailing aboard the MV Port Brisbane, the MV Port Melbourne and

the MV Port Wellington. He sailed to such places as Japan, Hong Kong, Hanoi, Australia, New Zealand, Sudan, Israel, Cyprus, Italy, Spain, Scandinavia, Russia, Poland and the Americas.

Sailing to all these locations resulted in the beginning of Paul's interest in ship model building to while away the many hours while off duty. He was also involved, to a small extent, in the Cuban Missile Crises when they were taking buses from Newark, New Jersey to Havana, Cuba and were "escorted" by the U.S. Navy. It was while on a trip to Auckland, New Zealand that he met his future wife. After an extended courtship, they were married in 1963. Following his fifth year in the Merchant Navy, he went back to the shipyard in Falmouth, which was supposed to high him as a journeyman, but the shipyard was closed.

The best job Paul could find in Falmouth was as a diesel mechanic, something he was not really interested in. A letter came to Paul from Santa Ana, California (where his wife Coralie was originally from) sent by Coralie's parents resulted in their move to Santa Ana in 1964. In Southern California Paul worked for North American Rockwell as an electro-mechanical Engineer, as well as ITT Cannon Co. and Hughes Aircraft.

Paul began making models of plans and ships for his children in the 1980s and in the early 1990s joined the Ship Modelers Association (SMA) and displayed a few of his models at several Western Ship Model Conferences and Exhibits. His favorite completed ship models are the *Royal Caroline*, *St. Denys, Golden Hind, Jeremiah O'Brian* and *Seeadler*. He was working on the *Harriet Lane, Sovereign of the Seas* and several others. As mentioned at the last SMA meeting, any SMA member who is interested in any of Paul's uncompleted models (in order to complete them) can contact Coralie Carter (you can obtain her telephone number from your editor). One of the last models Paul was working on was the *Sovereign of the Seas* pictured here. He brought it to our SMA meeting several times while construction was in progress and told us about how he obtained the model from a builder in Tennessee who passed away and subsequently was given the model, all the parts and pieces, and even tools with the request that he complete the model, which Paul was happy to do.

I have also tried to obtain a pictures of some of Paul's finely crafted ship models that he brought into the SMA meetings over the years. To the right is a picture of his *Golden Hind*, which he brought to show the SMA membership in the "Works in Progress" in October of 2013. As he indicated, he works on more than one model at a time, so it sometimes appears as

though he has really built a ship model with exceptional speed, although this is not always the case. There were three other models shown at "Works in Progress" meetings during the year of 2013. The first was the whaler *Gertrude* of Boston on the June meeting in 2013, followed by the *St. Deny* tub boat brought in for the May 2013 meeting and the *Clara May*, a cargo ketch, the later in its case. In October of 2012 he showed us his sloop *Virginia* and in August of 2012 his completed model of the T2 tanker.

One more model I have a picture of from the old SMA Newsletters is the *Royall Caroline* which Paul showed us in April of 2011. But these later models are pictured on PDF format, which I am unable to transfer back to .doc. Maybe one of the computer experts in the club can inform me how this can be accomplished, at which point I will make an effort to show pictures of these models in future SMA Newsletters.

I, along with many other SMA members, will miss Paul at our meetings and his demonstration of fine craftsmanship as well as the "British twang" when he spoke.

ANNOUNCEMENTS

SMA Dues are Due!!

Dues are again due for 2016. Remember, we have to pay for our meeting place, unlike some other lucky organizations, so please contact our treasurer, Larry Van Es. Dues for email members are still $25.00, while dues for snail mail members is $40.00, primarily due to large increases in postal service. Email SMA Members, beyond 100 miles of the meeting site (Fullerton) is still $20.00.

SMA Participation in the upcoming NRG Conference in San Diego

The SMA will participate in the upcoming NRG Conference in San Diego in October by participating in the Ship Model Exhibition along with other Southern California clubs. All SMA members are encouraged to enter one or more models in the exhibition. There will be no contest.

PowerPoint Presentation at April SMA meeting

There will be a PowerPoint presentation "The Real Vessel behind the Dragger plans and drawings in Gene Johnson's classic Ship Model Building" by Randy Biddle at the April SMA meeting. There will also be more presentations at the other SMA meetings the rest of the year, providing there are volunteer's presenters. If you would like to demonstrate or give a talk on a maritime subject, please let any SMA Officer know.

Treasurer's Report

Larry Van Es reports that there is $4,613.10 in the SMA account for the end of March. Mike has become the advisor and helper for the new SMA Treasurer, Larry Van Es.

Web Manager's Report

The Webmaster, Doug Tolbert, informed us that the SMA web site is back up and running fine. There will be additional details added to the web site as time goes by and members may wish to visit the web site occasionally to see what is new. The Planking demonstration given last month at the SMA meeting in January has been added to the web site.

SMA Badges

For those SMA members who do not have an SMA badge, please inform our president, Bill Schultheis, providing your name and the city you live in, and Paul Payne will be notified. An SMA badge will then be made for you and given to you at the following SMA 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 TUSEDAY of each month, instead of the second Wednesday. Your editor and reporter routinely attend the meeting which is usually very informative and enlightening. Last month Larry Van Es was a guest from the SMA also.

Catalan Ship Ca. 1450 – Bill Schultheis

Donald C. Dressel
908 W. 22nd Street, Upland, CA. 91784-1229

Next meeting Wednesday, April 20, 7:30 PM, Hillcrest Park Red Cross Building