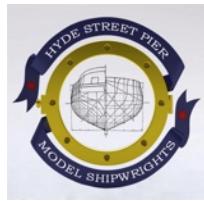


# HYDE STREET PIER MODEL SHIPWRIGHTS

## April Meeting Notes, 2013



### **Meeting Commencement:**

Meeting on Saturday, April 20th got underway in our usual location aboard the Eureka. There were 7 members in attendance. Leo Kane moderated/presided and Clare Hess took notes.

### **Treasurer's Report:**

Treasurer Paul Boot reported that we have \$461.57 after expenses were paid out for club decals and rigging line.

### **Announcements and Club Business**

Paul Reck brought up the July Barbecue. Date is TBA, but we traditionally hold it on the normal meeting date in July, so we're expecting it to be same time. Location TBD, but traditionally it's been at Paul's house. Clare has agreed not to show up a week early this year...

Clare Hess brought up the ship model display aboard the Jeremiah O'Brien again. The event will be a one day show on Saturday, June 22nd. The group agreed in principle to participate, but had some questions about what other events would be taking place on board the ship, whether or not parking will be available to participants, etc. Clare will get more info.

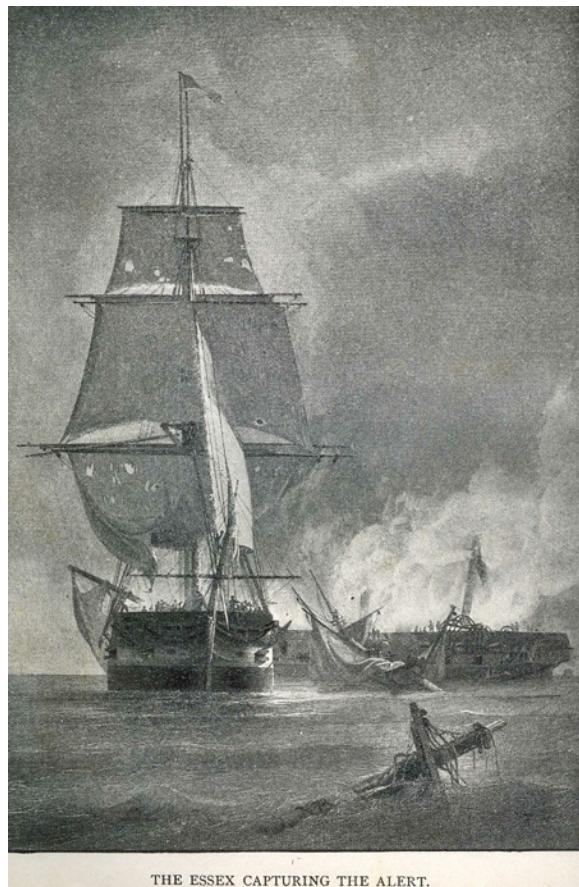
### **Show and Tell Segment**

The meeting was pretty scarce on models, but was still a good discussion and Leo Kane saved the day with his Frigate Essex.

Leo Kane brought in his framed model of the US Frigate Essex, one of the six original frigates authorized by Congress in 1794 at the time of the Barbary Wars and the first US Navy vessel to cross the equator.

Leo's model is based on plans by the late Portia Takakjian and he's building it at a scale of 3/16" = 1' (1:64), making for a big hull that is framed in red maple using a timbering kit from The Lumberyard. The model will be built "admiralty style," planked with Pear wood, leaving the lower framing exposed.

Leo's wife Mary's comment (paraphrased here): Planking covers up framing mistakes the way ivy covers architectural mistakes.



Essex captured 10 prizes in the first few months of the War of 1812 and sailed into the Pacific in 1814 to capture more than a dozen whalers before she was lost to the British.

Paul Boot brought in some photos of the model he is restoring, the whaler Charles W. Morgan. We set up the shop's TV for a nice, large screen photo presentation of his restoration in progress. This model appears to be an old Marine Models kit and the dirt was caked on very heavily and Paul had to deal with problems with the rigging and all. But, he pointed out that this is a very well built model.

Paul Reck is doing similar restoration work on a model of the War of 1812 ship-sloop Wasp and recommended straight dish soap applied with a brush to do the cleanup. He also recommended the application of Future floor wax to create a nice sheen (ed. note: It appears that Future may now have been relabeled "Pledge FutureShine")

Clare Hess brought in a copy of some initial plans for his next research project, the Japanese screw steamer Kanrin Maru. The plans had to be located and obtained from a museum in The Netherlands as the ship was actually built by the Dutch for the Japanese Shogun. The Kanrin Maru has some local history as the ship visited San Francisco on March 17, 1860, escorting the first Japanese embassy to the U.S.



Japanese painting depicting Kanrin Maru's stormy 1860 Pacific crossing

### Technical Discussions

We had some good discussion and the nice photo presentation by Paul Boot, so we opted to hold off on our scheduled technical discussion, metal etching using Micromark's etching system, until next meeting.