

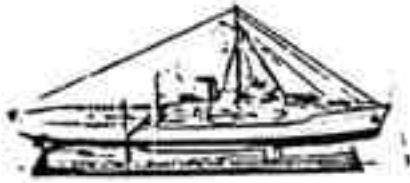


# San Diego Ship Modelers Guild

Volume I

NEWSLETTER -- November 1977

Number 7



"There is a world of difference between  
being outward bound by choice ...  
and homeward bound of necessity.

.... R. T. McMullen: DOWN CHANNEL

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## NOTES From the Last Meeting:

Thirty-one attended our last meeting including several new guests who dropped-by for the first time. Each of the guests expressed genuine interest in joining our guild and it seems several were unaware of our existence until they saw the write-up in the May/June issue of "Model Ships & Boats."

The film taken by Tom Palin at the Fullerton Picnic/Regatta was shown as previously advertised by Al LHEUREUX and we're all still wondering just who the gal by the "Queen Mary" was, and how she got into the act. Looks as if only her cameraman will ever know for sure. Al also gave an interesting and informative run-down on his R/C electric Fleet Submarine, which incidentally if you didn't know, is a model of a "boat" Bill BENSON served in. Members also expressed interest in publishing a directory of members with a brief on their backgrounds, models built, primary interests and "expertise." More on this at a later date.

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## MODELS DISPLAYED:

- |                  |   |
|------------------|---|
| 1. Bob CRAWFORD  | - "2 day old, 4" clipper ship"          |
| 2. Vic CROSBY    | - WWII Liberty Ship - (in a bottle)     |
| 3. Al LHEUREUX   | - Fleet Submarine - Scratch/Electric/RC |
| 4. Royce PRIVETT | - USS CONSTITUTION - Kit (Bluejacket)   |
| 5. Chuck RAUNER  | - "Golden Hind" - Kit/Scratch           |
| 6. Dave SELLARS  | - "Rattlesnake" - Kit (Model Shipways)  |
| 7. Don WESLEY    | - "Dapper Tom" - Kit                    |

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## CORRECTION:

A goof was made in last months' newsletter. It was Jonas JOSSELSOON who gave the slide presentation on his trip through the New England states, not Bill BROWN as previously reported. Apologies to you both.

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## RESTORATION PROGRESS ON BERKLEY:

If you haven't attended the last couple meetings or visited the Maritime Museum lately, believe you will be impressed by what has been accomplished in the area which will become the "model display room" which is also where we hold our meetings aboard BERKLEY. The deck has been 'planked' and finished most attractively. Also the built-in model display cases which run along the outboard (cont)



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SAN DIEGO SHIP MODELERS GUILD

Elected Officers

CAPTAIN: WILLIAM D. "Bill" BENSON

LOGKEEPER/

EDITOR : FRED FRAAS

PURSER: BOB BECKER

STEERING

COMMITTEE: VIC CROSBY - DOUG MCFARLAND - AL LHEUREUX

MEETINGS: 3rd Friday of each month aboard the BEREKELY

MEMBERSHIP

DUES: \$3.00 per year (Membership in the Maritime Musuem of San Diego is very highly encouraged.)

Prospective members are entitled to two visits as a guest of a member. After two visits, dues must be paid for further participation in the activities of the Guild.

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bulkheads are more than 50% complete. As with other areas aboard BERKLEY which have been completely restored, the model display room will reflect a high degree of skill, patience and professionalism when it is completed, besides being a very inspiring place for the SDSMG to hold meetings.

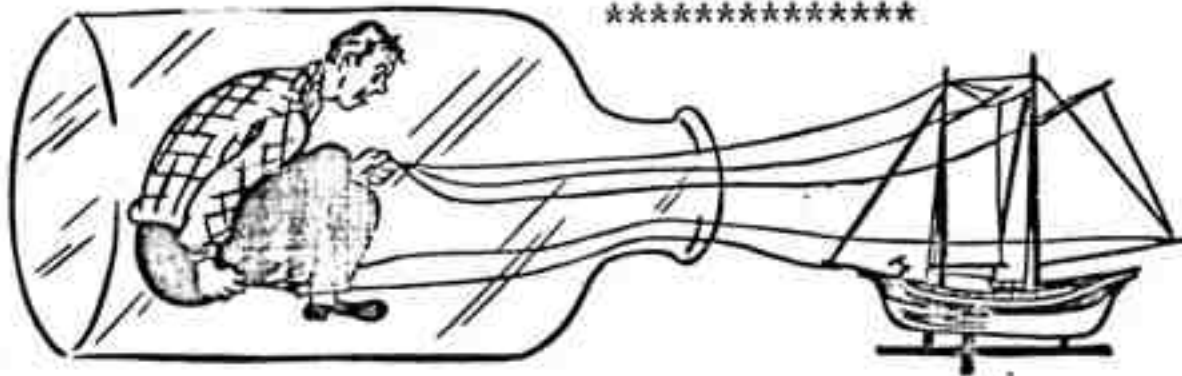
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MODELS DISPLAYED at our September Meeting:

Since many of you save these newsletters, for the record (and historical purposes) the information needed not previously available at press time last month is included as follows:


- |                       |   |
|-----------------------|---|
| 1. Bob BECKER         | - "Lil Wonder II -Scratch, plank on frame   |
|                       | - "Endeavor"                                |
| 2. Bob BRADY          | - "Scratch" -Scratch                        |
| 3. Bob CRAWFORD       | - SD Union class sailboat - restoration     |
| 4. Vic CROSBY         | - HMS Victory - (center section, scratch)   |
| 5. Bill KELLY-FLEMING | - "Flying Cloud" - Kit (Sterling)           |
| 6. Chuck HILL         | - "Dapper Tom" - Kit & scratch              |
| 7. Doug MCFARLAND     | - "Norske Love" - Kit                       |
| 8. Royce PRIVETT      | - "1750 French Naval Cannon - Kit (Mantura) |
| 9. John SANDS         | - USS Oregon (BB-3) -Scratch/RC Steam       |
| 10. Bill THORPE       | - "Sovereign of the Seas" - Kit (Sergal)    |

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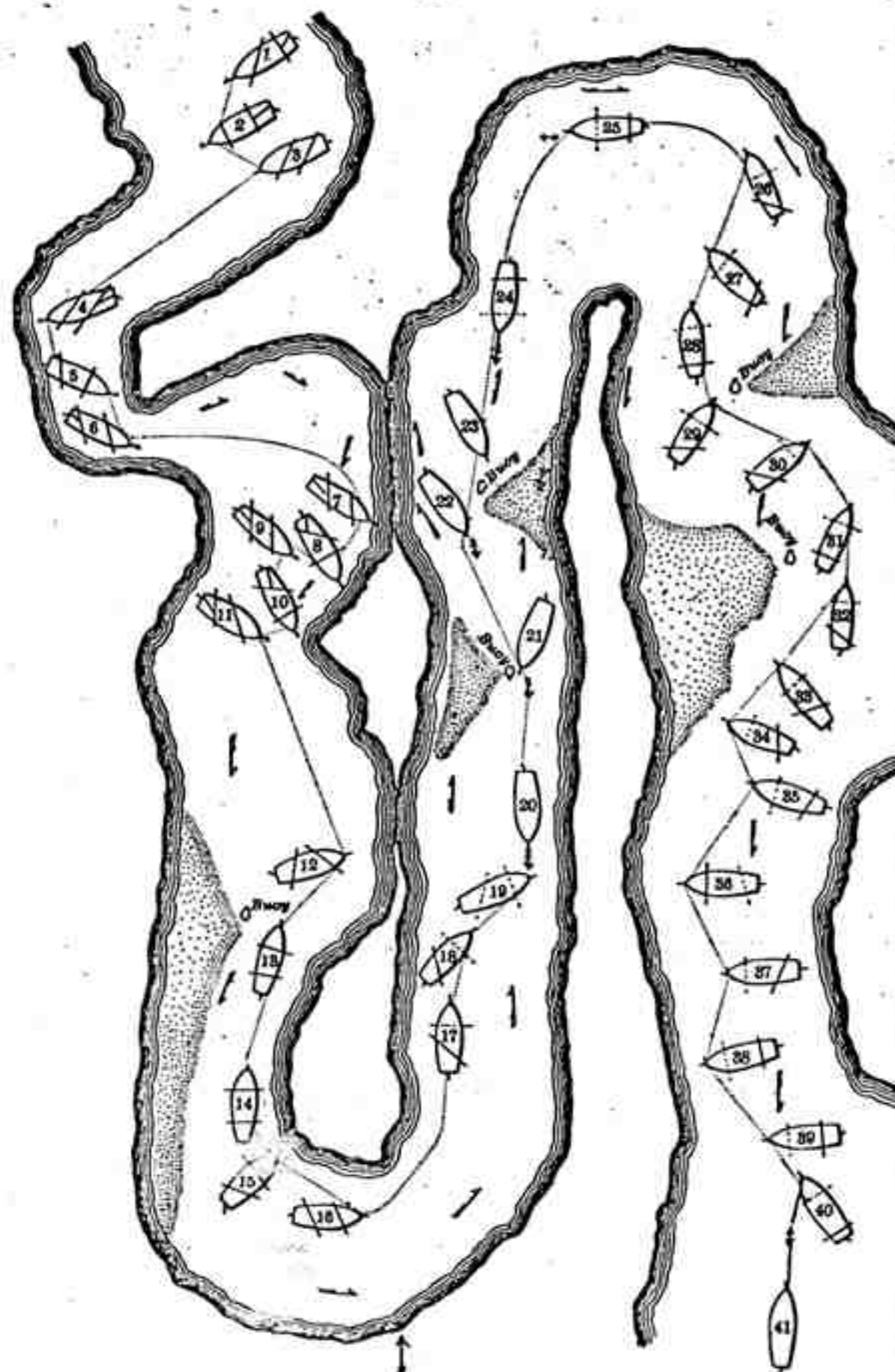
"1984" -- Vic CROSBY decides to build larger-scale models.

BACKING AND FILLING — A mild puzzle in ship manouever from LUCE, Seamanship.

See our back cover. 

Can you bring your ship down the difficult river using only the tide and prevailing on-shore wind?  
Note that the tide is the predominant factor.

Plate A



BACKING AND FILLING.



## BACKING AND FILLING — A mild puzzle in ship manouever from LUCE, Seamanship.

See our back cover. 

Can you bring your ship down the difficult river using only the tide and prevailing on-shore wind? Note that the tide is the predominant factor.

**Backing and Filling.** Before steam-tugs were so plentiful, vessels relied upon the tides, in many instances, to get them to sea.

You may drift a vessel down broadside to the current, keeping the yards counter-braced as in lying to, shooting ahead, or backing astern to avoid danger; then, as you approach either shore, you may fill away until she gathers sufficient headway for stays, or wear around, putting her head towards the other shore, this is termed *backing and filling*.

To do this properly, a knowledge of the times and sets of the tides, depth of water, eddies, etc., and especially a correct judgment of distance, are of the first importance.

To give a clear idea of the various manœuvres, and show what can be done with a ship without steam, a sketch (Plate A) is given of a vessel backing and filling up a narrow channel, with the wind and tide in every possible different position with respect to each other.

The wind and sets of the tide are designated as before by arrows and half arrows, and the vessel's track or course by the dotted lines from number to number. No. 1, Plate A, represents a vessel reaching across the tide with her main yard aback to avoid reaching too fast; proceeds to No. 2, having reached out of the strength of the tide, has thrown her fore yard aback, and is making a stern board, by which she will fetch No. 3, fills and reaches to No. 4, tacks, the tide sweeping her while in stays round the point, but not sufficiently soon to enable her to fill on the starboard tack; the fore yard therefore kept aback, as in No. 5, while the tide is setting her to No. 6, fills; the tide in this reach setting to leeward, she does not make a weatherly course until she meets it running to windward again, when she reaches to No. 7, where the helm is put a-lee and the main yard swung, and she shoots into the position of No. 8, is not permitted to come round, but falls off again, and makes a sternboard to No. 9, fills and reaches ahead as far as she can, then repeats the manœuvre of No. 7 to No. 10, whence, as before in No. 8, she makes a sternboard to No. 11, where she is in a "fair way," and will maintain her position in the strength of the tide, by backing, filling, or shivering the main yard, or both, till the tide sets her into the po-



Nova Scotia Fishing Schooner -- "Bluenose"



Baltimore Clipper -- "Lark"

sition of No. 12, where she is being brought astream of the tide, to drop stern first under better command, through a channel which is too narrow to allow her to drop athwart.

From No. 11 she might have reached into the bight, and tacking there, have fetched as far to windward as No. 13; but there being an eddy tide in the bight, she would perhaps have lost half the tide before she got out of it again, unless she had a commanding breeze.

No. 13, being astream of the tide, is dropping through the narrow channel to No. 14, and thence to No. 15, where she is hauling her wind on the starboard tack to No. 16, in a "fair way" to No. 17, where the tide is setting to leeward, and the fore-topsail is clewed up, as she is going to bring up, there not being sufficient water for her to proceed; the main yard is therefore braced up to take aback, that when she rounds to, as in No. 18, she may not shoot across on to the opposite bank.

No. 19, the main-topsail being clewed up or down, the anchor is let go, and the vessel swings head to wind and tide, as in No. 20; having to wait a short time here till there is sufficient water for her in the next channel, the jib-boom is rigged in and the fore-topsail furled, as she is coming to a more crowded part of the river, and does not require to reach any distance. When there is sufficient water for her to proceed, known perhaps by the time of tide, or by the water she is riding in, or if it be a shifting channel by a boat stationed there, the cable is hove in and she clubs to No. 21, where she is sheering across the channel to No. 22; the tide here setting into the bight, she is obliged to sheer broad to port to prevent her being set in there.

No. 23, the helm aport to bring her astream again, clubs to No. 24, has got the main-topsail set again to help her to No. 25, wind abeam, main-topsail shivered, or backed as required till she arrives where the tide is setting to windward, as in No. 26, heaves up and drops, filling or shivering the main yard, to No. 27, clear of the buoy, is brought astream again, as in No. 28, and dropped to No. 29, hauling her wind to cross the tide, as in No. 30, where the main-topsail full prevents the tide from setting her up on the sand astern, when she fetches No. 31, is again brought astream and drops to No. 32, where she is again laid athwart and drops fore-reaching a little with her main yard full, as in No. 33, and thence to No. 34, where the main yard is laid aback for a stern board to No. 35, whence, by backing, filling, or shivering the main yard, either to keep in the best of the tide, or to make way for other vessels passing up or down the channel, she arrives as in the following figures at No. 39, where she is again laid astream and the main-topsail clewed up, as in No. 40, where she can drop her anchor and ride to windward or to leeward, according to circumstances.



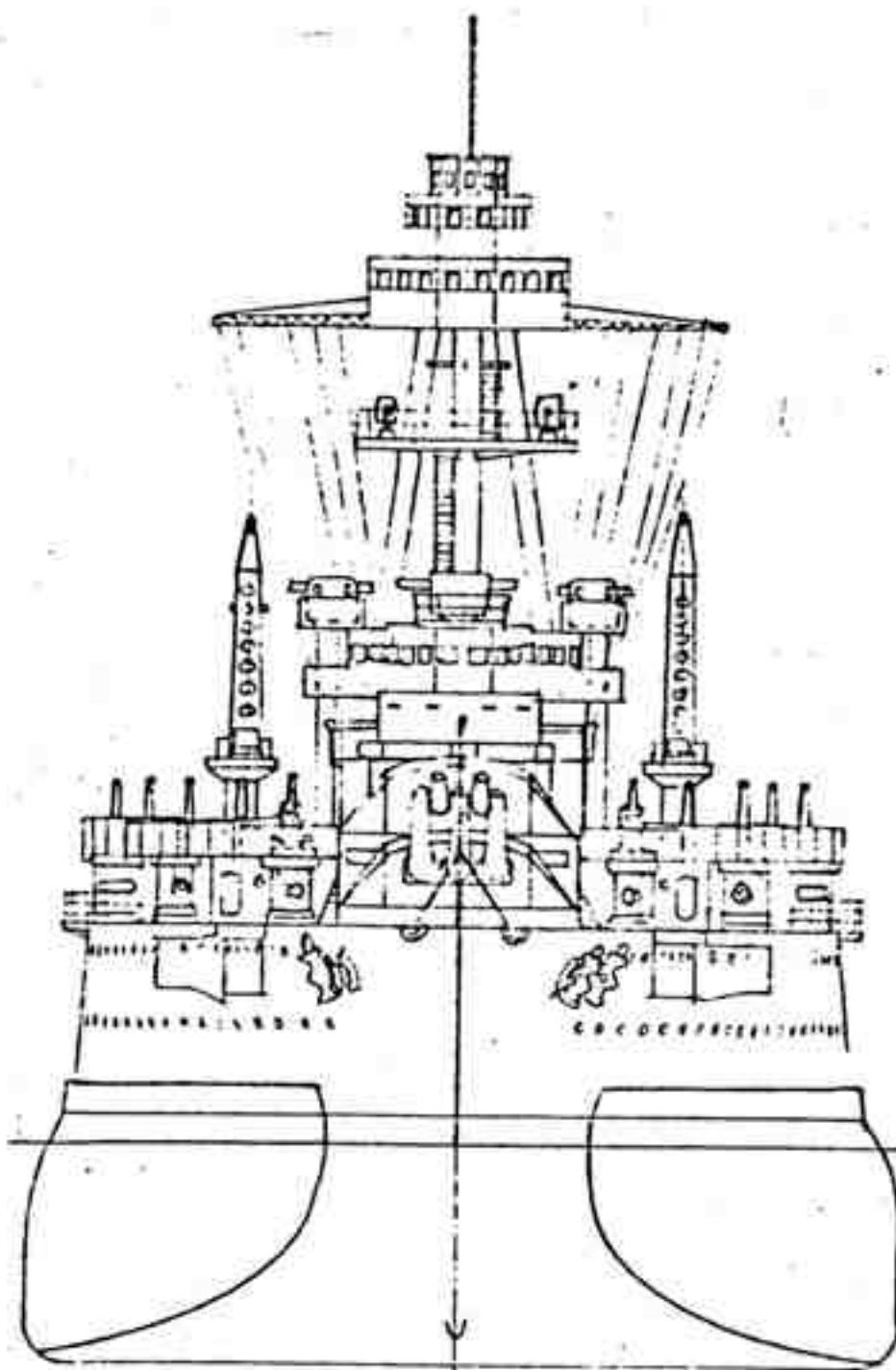
uesday, October 18, 1977

## BATTLESHIP 'CHRISTENING' BRINGS TEARS

HONOLULU (AP) — A 27-foot model of the battleship Arizona was christened yesterday at Pearl Harbor. The event brought back memories for the elderly California woman doing the honors.

Mrs. William Hoggan, now 80 and living in Long Beach, christened the battleship at a New York naval yard on June 19, 1915, as 18-year-old Esther Ross, representing the state of Arizona. She wore a white dress and was presented a bouquet of a dozen red roses.

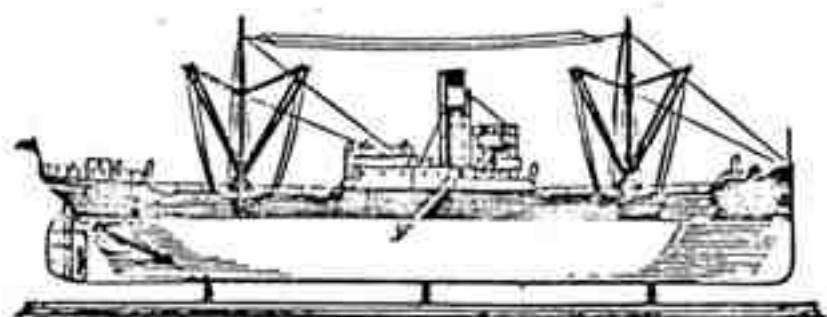
Yesterday, again dressed in a white dress, she christened the model at a landing site next to where the battleship was sunk by Japanese pilots in the Dec. 7, 1941, attack on Pearl Harbor. She was again presented a dozen red roses, and this time wept.



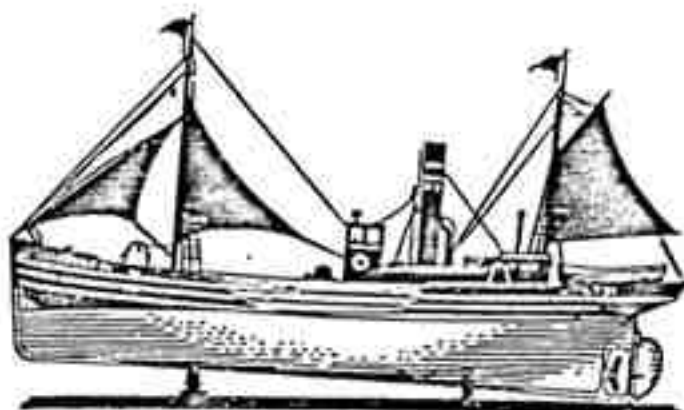
Bow View

USS OKLAHOMA (BB-37) 1/32" = 1 ft.

.....from plans by Ed Wiswesser



Ocean Cargo Steamer



Steam Trawler

### LARGE BB MODELS WORTH SEEING???

USS ARIZONA (BB-39) was 608 feet in length with a 106' 3" beam. If this model is 27 feet in length, it must be a "whopper." The scale is actually larger than 1/2" = 1 ft. QUESTION: What is the exact scale and how is this determined?? (Solution will appear next month.)

Any members going to Honolulu in the future may want to consider viewing this model and giving the club an informal report.

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