



San Diego Ship Modelers' Guild

VOLUME 8, NUMBER 3

MARCH 1984

Ulysses speaks

I put forth on the deep and open sea
with but one ship and that small company
Which until then had not forsaken me.

Both I and they were growing old and slow
When we were come into that narrow straight
Where Hercules once set his landmarks
To warn men not to venture farther.

We kept our poop straight turned toward the morning
And in our oars had wings for our mad flight.

- Dante, "Inferno"

Illustration by Peter Soier in
WONDER TALES OF SEAS AND SHIPS by Frances Carpenter

LOG OF THE FEBRUARY MEETING

Our newly-elected Master, Roy Nilson called the meeting to order and welcomes one visitor and former member, Mike Anderson. In his opening remarks Master Nilson reviewed the progress of our Guild in 1983 covering the high-lights and thanking Mate Fred Fraas for his efforts as Guild Master in 1983.

ANNOUNCEMENTS: The annual MAC Show will be held in Long Beach on 28 and 29 April, again at the Long Beach Convention Center.

Since no new or old business was introduced, SHOW & TELL was next on the meeting agenda. Thirty-seven members each introduced themselves and gave a show brief on their current projects and problem areas. Doug McFarland explained his current progress with HOTSPUR. Gordon Jones explained a few more useful knots not covered at our January meeting.

-Fred Fraas, acting Logkeeper

NEXT MEETING: MARCH 16, 1984 8:00 p.m.
BRING A MODEL -- BRING A FRIEND!

* * * * INSIDE THIS ISSUE * * * *

BILL BENSON HOSTS OPEN HOUSE
to see his model of ZUES

UP TO DATE R/C ROSTER

"MODEL SHIPBUILDERS" reprint, Part II

Regular Features:

"CALIFORNIAN" UPDATE
FROM THE CROW'S NEST

News about models and from
the waterfront

TIPS FROM OTHER CLUBS
UPCOMING EVENTS

NEWS OF OUR GUILD

Our meeting in April will be moved up one week due to the third Friday falling on Good Friday this year. That makes the meeting on April 13, when we hope to have a presentation on the CALIFORNIAN Project.

I am working on our Guild Directory, which will be a separate publication this year. I am including lists of models on which each member has worked. In this way members can consult with others who have also worked on a particular vessel. The Ship Model Society of New Jersey has offered to let us pass along their similar roster which has similar information, so I hope to attach that to our roster. If all goes well, I should have copies at our March meeting.

In the "Last Laugh" department, in the most recent issue of MODEL SHIP BUILDER, a letter writer comments on Albert's RATTLESNAKE, being duly impressed by the series of articles that have been printed in recent issues. He goes on to note that if the RATTLESNAKE model was operating in 20-knot gusts, the scale equivalent would be that of near hurricane force winds. In such a case, the writer suggested that Albert needed not an RC Captain, but a Chaplain! As it turns out, on the date of those 20-knot gusts, I who happen to be a minister, was standing alongside Albert helping him in his maneuvers from my experience as crew of the Brigantine RENDEZVOUS. Lest anyone think we didn't account for the force of the wind, the RATTLESNAKE was under greatly reduced sail at the time.

SUPPORT OUR SAN DIEGO MARITIME MUSEUM

Although we are all excited about the CALIFORNIAN Project, our own Maritime Museum also needs our support. Here are a few of their upcoming events, reprinted from the MAINS'L HAUL.

JOIN US FOR MEMBERS DAY—MAY 5

On Saturday, May 5, the Maritime Museum will conduct the first Members Day as a behind the scenes presentation of the *STAR OF INDIA*, *BERKELEY*, and *MEDEA*. The program will begin at 10:00 a.m. and conclude at 3:00 p.m. The content will include tours, ship preservation discussions, *STAR OF INDIA* movie, exhibit insights, and demonstrations. Members are invited to bring a bag lunch for a picnic on the weather deck of their favorite ship. Coffee and soft drinks will be provided. Families are welcome. Further announcements will follow, but please mark your calendar now for what should be a fun and informative day.

RUMMAGE RUMMAGE RUMMAGE

The Star of India Auxiliary's annual Rummage Sale will be held Saturday and Sunday, April 14 and 15, aboard the *BERKELEY*. Please help us to make this a real blockbuster. That stuff in your garage that you keep meaning to get rid of—GIVE IT TO US. Those clothes in your closet that you haven't worn for years—GIVE THEM TO US. That catch-all cupboard in the kitchen (we all have one, right?), empty it out—GIVE IT TO US. Rummage may be delivered to the *BERKELEY* front desk every day. If you need larger items picked up, call Ro Keith at 565-2960. We appreciate your assistance.

WANT ADS

Here's another chance to support your Museum with a tax-deductible donation. If you are thinking of discarding any of the following items, you can be sure we will give them a good home.

Two-drawer metal file cabinet
Small microwave oven for crew's galley
Two small portable electric vacuum cleaners with attachments
Videotape VHS playback unit—1/2" tape
Twelve sets of used black rubber foul weather gear
Twelve used Navy surplus blankets
(The last two items are for display in our new fo'c's'le exhibit.)

WIN A RIDE ON MEDEA!

Find out what it's like to tour San Diego Bay in style—enjoying an elegant catered luncheon on the deck of our 1904 steam yacht *MEDEA*. That will be the prize awarded to the first ten members and their spouses who sponsor five or more new members. This year's contest will end October 1, and the cruise will be soon after that. Pick up membership application forms at membership meetings throughout the year or call the Museum office (234-9153) for additional information or assistance.

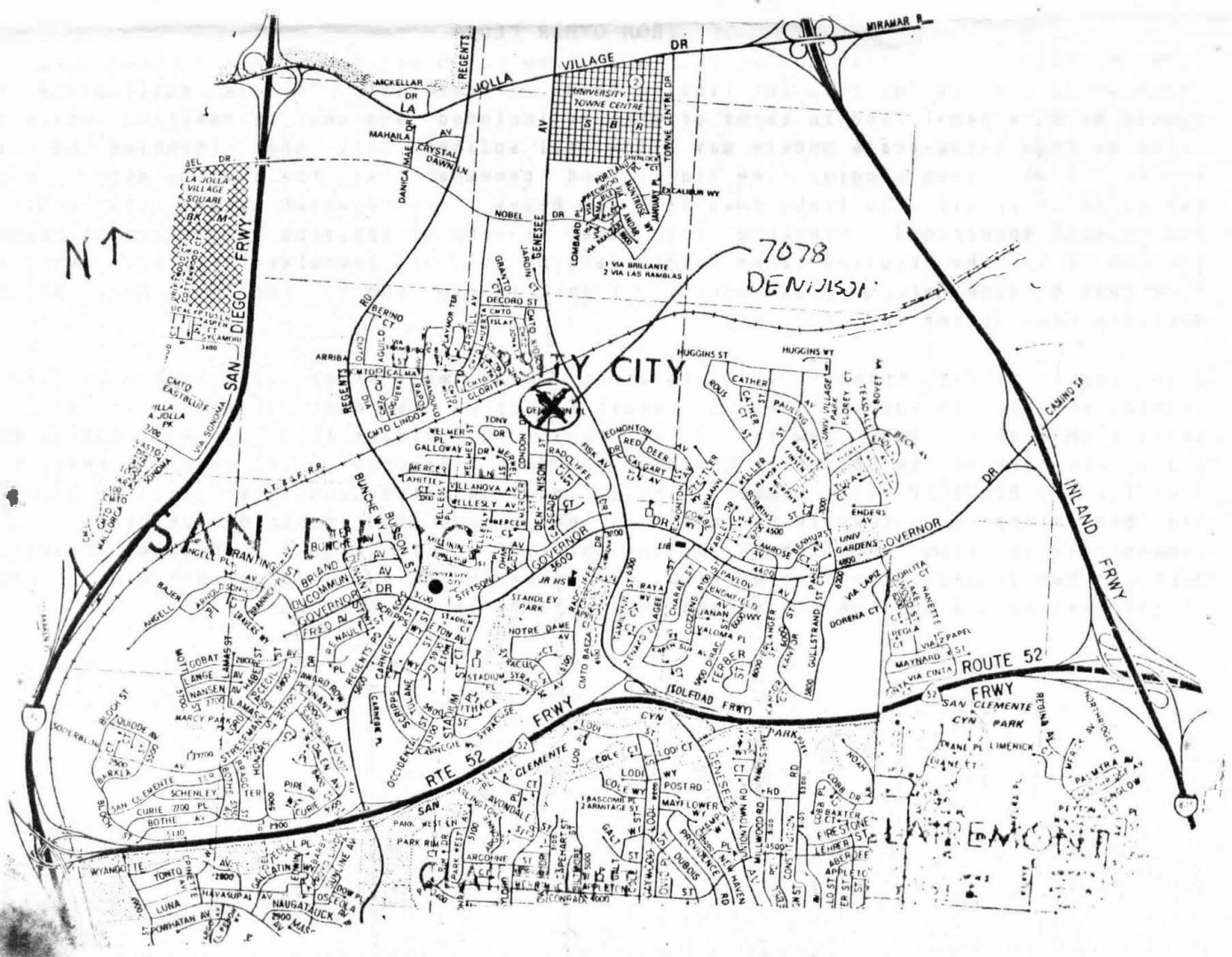
AN INVITATION
 to members of the San Diego Ship Modelers' Guild
 and their guests

Bill and Bunny Benson invite us to an Open House
 to view Bill's recent model of the cable laying
 ship ZUES

SATURDAY, MARCH 24, 1984
 2:00 - 5:00 P.M.
 (redacted)
 (University City area)

Wine and Cheese

Bill's invitation to us gives us a chance to see this major project he has recently completed. Soon after this display, the model will be delivered to the Navy Department in Washington D.C. The model was built under contract from NASSCO, who built the prototype. The 64 1/2-inch hull is hallowed out of bass wood while the superstructure is primarily aircraft grade plywood. Among his own custom made fittings are more than 1,000 stanchions. Bill says that the most difficult part of the model is a 5 by 2 1/4 inch Sea Plow skiff that is mounted on the stern. I happened to be in his shop as he was putting the finishing touches of paint on this intricate part that contains over 150 brass pieces. You owe it to yourself to stop by on the 24th and see this excellent example of our craft. A map is given below rather than my trying to give directions from various parts of town.



The CALIFORNIAN is rapidly approaching her launch date and every day shows additional progress. The hull planking was recently completed, caulking is partially completed, and sanding to bring the hull to a smooth finish has begun. Her spars have arrived, so soon we should begin to see work progress in that area. In order to make the task of getting planks for the inner planking and woodwork inside the hull, several planks on the port side were shaped and then removed, leaving an opening through which to slide the lumber.

Earlier this week on one of my regular trips to the site, I saw a scene straight out of the past, a man with a sailor's hat on, sporting a full graying beard, smoking a curved stem pipe while painting several wooden blocks. Only a few yards from this scene, the more contemporary activity of welding the fuel and water tanks was in progress.

I have been hearing that the launching was still scheduled for May 18, when the highest tide of the month occurs near midnight. However, on the tv news a few nights ago I heard that it has now been scheduled around sunset on Memorial Day. I have not confirmed this at press time. Following the launching, fitting out will possibly occur at the G Street Mole area. The SAN DIEGO LOG has reported that the Nautical Heritage Museum has submitted a proposal to establish a "Fleet Base" sail training program at the old Navy Fleet Landing. This project would include berths for the CALIFORNIAN, small training boats, and an intermediate fleet of training vessels, plus a shore facility for classrooms and offices.

Several of our members have asked for a program at one of our monthly meetings from the Speaker's Bureau of the CALIFORNIAN Project. I am working on lining this up for our April meeting.

FROM OTHER CLUBS

From Northern New Jersey comes this suggestion given at one of their recent meetings by Jim Roberts. A useful rule for rigging is don't over-rig. That is, small-scale models should be more simplified in terms of what is included and what is omitted, while at the other extreme large-scale models may allow real splices, sail gear, thimbles and better sails. Also, keep rigging line light, and remember that the overall effect will be better if it is all too light than all too heavy. Try to match actual color and texture and general appearance. Preserve your model rigging by applying a mixture of beeswax in turpentine to the rigging lines before setting up, but remember that any drying of the line must be done before it is waxed. Thanks to Jim and to the Ship Model Society of Northern New Jersey for this input.

I am finally getting things caught up after a many months of reorganizing my life after leaving my job last summer. As a result I hope we can continue passing tips like the above from club to club. How far I got behind is evident from the red faces on my part and on the part of the Shipcraft Guild of New York. Somehow we slipped off their mailing list for the BINNACLE last summer, and it took me until January to discover how long it had been since I got an issue and then get around to inquiring about it. Recent communications from Abe Tubman of the Shipcraft Guild and from Michael Heinrich of Northern New Jersey, have been particularly friendly in encouraging this kind of exchange of information. I hope we can expand this network in the near future.

We have lots of news about shipmodeling and from the waterfront this month



By meeting time, there will be a new model on display aboard the **BERKELEY**. Dr. William Fredrick's model of the war sloop U.S.S. **CYAN** is in 3/16"=1' scale and is in the Naval History of San Diego section of the museum just to the left after you board the **BERKELEY**. The 132-foot **CYAN** is important to our local history, for on July 29, 1846, she landed a detachment of marines at Old Town to raise the first American Flag in the city.

We had a full harbor on March 3. Two merchant ships were at anchor, a loaded bulk carrier and the empty **MINORITIES PRIDE**, which is under arrest under a complaint for loss and damage to a cargo of sulfur. The sulfur was transferred at sea to another ship after the **MINORITIES PRIDE** began taking on water. There was also a

Canadian registered brigantine of about 120' length, the **BELLE BLONDE**, tied up at the fisherman's pier at the embarcadero. She is steel hulled and has a large smokestack amidships. Her foremast carries four yards. At Broadway Pier, three high endurance cutters of the Coast Guard were moored, the **SHERMAN** (#720), the **MORGENTHAU** (#722), and hull #726, for which I did not get a name. Early in the week, a crew could be seen on the **MORGENTHAU** practicing all kinds of drills.

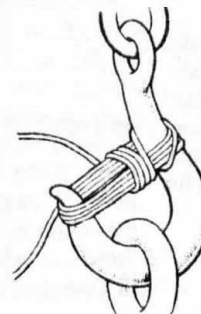
The **SAN DIEGO LOG** had a feature story on Dwight Brooks recently. It seems he doesn't know what small is. His latest venture is **TOOT TOOT**, a 26-foot, 11,000 pound tug boat. It is equipped with all kinds of gear and a diesel engine. **TOOT TOOT** hangs out behind the fire station on Admiralty Way next to the Marina City Club in Marina Del Rey. Maybe we need to put a limit on the maximum size for models entering our regattas.

Speaking of regattas, I have word that the Fullerton group has rescheduled their regatta to the end of May, solving the conflict in scheduling between our two clubs. We are grateful for their efforts in this matter. Also from Fullerton has come the word that Jess Laughlin passed away. The duties of secretary for that group has been turned over to Jack Elem, 601 Lemon Hill Terrace, Fullerton, CA 92632. The editorial duties for the Ship Modelers Association has also changed hands, passing from Richard Mansur to Lloyd Warner. Good luck Lloyd, and feel free to use any of our material.

The 450-foot cruise ship **VIKING PRINCESS** will begin operating day cruises out of San Diego beginning April 6. Operated by Crown Cruise Line, this Norwegian registered 700 passenger ship will depart at 10:30 a.m. and return at 9:30 p.m. Sunday through Thursday, and from 8 p.m. to 3 a.m. Friday and Saturday.

Thanks to Bob Ross for donating Fuller Auto Lease's copying capabilities to this issue of our newsletter.

MOUSING: Small stuff lashed across a hook to prevent its load from slipping off.



Hook half-moused; to be finished with more turns and a reef knot

ED NOTE This is Part II of
a reprint from the 7/29-8/4
1976 issue of the **READER**
about our Guild
MODEL SHIPBUILDERS
by Margaret Chester

There is a mix of old weathered faces and young, woolly bearded men. Some are retired merchant seamen; some have been in the navy. Some are professional modelers and land-bound hobbyists but all have extensive knowledge of the ships.

At the monthly meetings they can trade information on their problems: "I'm having trouble finding where the chain slings go on my ship." The chain slings were a safety device put on the spars to use in case the rigging failed.

It's hard to find a reference to them because they were only put on a fighting ship and only before it went into battle.

Some of the men make suggestions or make comparisons with rigging on similar ships of that period.

The amount of detail that goes into the models is extraordinary. The larger models are as exacting as the bottled ships; spars may be thinner than matchsticks and the complex rigging requires knots that are hardly even visible.

Part of the wonder of this old craft is that knobby seamen's hands could fashion such delicate pieces. The first modelers might have looked like Victor Crosby: their rough hands carving out the keel line on a hull thinner than their fingers.

Victor Crosby learned how to build ships in bottles from the old men he sailed with on the Oriental route in the merchant marine. "There wasn't TV then or radio," he says, "so you could play cards or you could carve." The old men, in turn, had learned their craft in the days of sail.

Of the five or six in the guild who work with bottles, Crosby may be the most prolific. Bottled schooners, fire-boats, ferries, and square-riggers seem to be propagating themselves around his apartment.

There are large ships inside bottles and smaller ships in the glass stoppers. Whole panoramas of lighthouses, ships, and spouting whales are contained in light-bulb globes; submarines in narrow bottles; tiny ships in bulbs the size of flash cubes.

Crosby has replicas of the fishing boats he owned and captained when he worked out of Alaska and Seattle. "And this was my boat," he points to a model, "before I got married . . . I swallowed the anchor."

Bill Benson has brought to the meeting a plank-on-frame model of a 1775 man-of-war by Crosby. Plank-on-frame means the hull's framework is open and the ribs exposed, as if minuscule workmen in the bottle hadn't finished their construction yet. His uncommon model gets much of the attention at the meeting.

The after-cabin of the Star has no right-angles and few straight lines. It's built into the semi-circle of the ship's stern, and the deck tilts forward. Little oval portholes let in the night air. Gambled lamps are spaced between old prints of the Star of India at sea under full sail.

From time to time there's a feeling of light-headedness. It could be from getting lost in the problems of bracing the yards or locating decking plans. What it is, really, is the pitching and rolling of the ship underneath; a mesmerizing effect while Richard Bauer, a crewman from the Star, describes how she sailed on her Fourth of July run.

Two tugs that had guided her through the harbor were still attached when the Star began moving on her own. "We only had two sails set at the time," Bauer is incredulous, "and she was already doing two knots and dragging both tugs with her!"

Smug laughter from all the men: there is a feeling of pride here, a merged identity. "When we were in drydock . . ." the crewman will say. "When we were in Campbell's . . ."

Though they spend hundreds of hours on their replicas, what they talk about are the originals. "This is a German ship," Crosby describes his five-masted Preussen, full-rigged inside a bottle with a one-inch mouth.

"The Germans really knew how to build ships. They used all the latest inventions. See the catwalk there," a quarter-inch wide with even tinier railings, it runs the length of the seven-inch model, "that protects the men in rough weather. The Preussen never lost a man."

There are two methods of putting the ships in the bottle, according to the Donald Hubbard, a Coronado man who has published a book on the subject.

The more common way is to completely build and rig the ship, even setting the sails, outside the bottle. Then the masts are taken down and laid on top. With the sails shrouded around the hull like folded wings, it is slipped through the bottleneck. Strings hang from the masts so that they can be pulled upright and stepped in place from outside the bottle; then the strings are removed.

Victor Crosby practices the less common method: slicing the completed hull lengthwise, in sections that will fit through the neck. Rejoining the hulls pieces inside, Crosby mounts the masts and assembles the dozens, sometimes hundreds, of ropes, sails, and deck details within the bottle.

For these Lilliputian maneuvers he has designed his own tools:

exacto blades on long, thin dowels, looped metal hooks, wires held like chopsticks to reach in to the bottle.

Authenticity in the models is implicit. The enthusiasts will travel both coasts and even to England if possible to see their ships. They research building specifications, study charts and other models. One of the members asks for advice on how to best photograph the ship he has chosen: he plans on visiting it when he gets north.

Perhaps Crosby explains it when he tells how he built the Eagle, the Coast Guard's contribution to the New York parade of tall ships. He read about her and talked to Captain Bowman of the Star and India, who had captained her for four years.

"Then I went back and read up some more." He shrugs his shoulders. "You fall in love with a ship."

The Star of India pitches gently, washing away all contact with the present, when it's time to leave.

Outside once again, the harbor lights are glowing on the incoming waves. The ship's new black paint and white trim are ghostly reflections on the water.

Then the sound of traffic returns. At the foot of the gangway there are parking meters and crowds from the restaurants. The ground underfoot is noticeably solid. Only back in the stem of the Star of India, little ovals of light illuminate another world.

CALENDAR OF EVENTS

MARCH 16	8:00 p.m.	Regular Guild Meeting
MARCH 24	2 - 5 p.m.	Open House, Bill Benson's
APRIL 7	all day	Crew Classic, Mission Bay
APRIL 13	8:00 p.m.	Regular Guild Meeting
		SPECIAL DATE THIS MONTH
APRIL 14-14	all day	Museum Rummage Sale
APRIL 28-29	all day	MAC SHOW, Long Beach
MAY 5	10 - 3	MEMBERS DAY at the Museum
MAY 11-20		SCMA/SEA WORLD Boat Show
MAY 18	8:00 p.m.	Regular Guild Meeting
MAY 28	sunset	CALIFORNIAN launching



BUILD ROSTER OF RC FREQUENCIES BEING USED

*** THOSE ON AIRCRAFT FREQUENCIES ARE NOT INCLUDED ***

BROWN 26 995

76 PURPLE & GRAY 75 750

Albert Lheureux RATTLESNAKE

RED 27 045

Art Avdelotte tug, FESTIVAL,
CG utility

80 GRAY & BLACK 75 790

Joe Bompensiero (2)

ORANGE 27 145

Rev Nilson
Dick Rice Scow schooner

82 GRAY & RED 75 830

Earl Schweizer CANNET
Mike Dorv sub GATC
Charles Caskerv

YELLOW 27 145

Fred Fraas Cargo ship

84 GRAY & YELLOW 75 870

GREEN 27 195

Lew Harmeling Tug
Paul Aughe PT

BLUE 27 225

* THE FOLLOWING THREE FREQUENCIES CAN BE USED *
* UNTIL JANUARY 1938 *

82 BLUE & RED 75 430

Doug McFarland Cabin Cruiser
PATTI ANN

Vic Crosby tuna boat in bottle
Al Levon steam launch
Doug Smay
Earl Schweizer AMERICAN SCOUT

84 BLUE & YELLOW 75 470

Doug McFarland sailboat

PURPLE AND WHITE 72.320

Fred Fraas cargo
George Oliver DE NADA

86 BLUE & BLUE 75 510

Paul Aughe tug
Rev Nilson

YELLOW AND WHITE 72 960

Joe Bompensiero fireboat
Al Levon sea sleds
M. E. Andrews 50/800 Marblehead

88 BLUE & GRAY 75 550

Butch Harris NEW JERSEY
Albert Lheureux Destroyer, cruiser

70 PURPLE & BLACK 75 590

OTHER:

74 PURPLE & YELLOW 75 670

Mike Dorv, U-4?
on a licenced CB frequency BLACK AND YELLOW

76 PURPLE & BLUE 75 710

Rev Nilson
John Pieper Coast Guard vessel MODOC

WARNING Word has been passed around the pond that we may be seeing some aircraft traffic in the area in the near future. RC Gliders are becoming popular and coastal areas, like that near the pond are popular with these pilots. Those of you who may still be operating on aircraft frequencies should be aware that not only are their radios illegal, but you may be finding yourself in the position of interfering with those who have the right to use those frequencies.



TC:

/redacted/

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MASTER	Ray Nilson	/redacted/
MATE and PURSER	Fred Fraas	/redacted/
LOGKEEPER	Bill Kelly-Fleming	/redacted/
MEETINGS	3rd Friday of each month, 8:00 p.m. Bark STAR OF INDIA, on the Orlop Deck	
MEMBERSHIP	Dues for Members of the San Diego Museum and anyone living outside of San Diego \$7.50 Non-Museum Members - \$15.00 the dues are 1/2 for the remainder of the year	