



# San Diego Ship Modelers' Guild

VOLUME 9 NUMBER 12

DECEMBER 1985

P.O. BOX 6725

SAN DIEGO, CA. 92106

## MERRY CHRISTMAS

Come join us for our social gathering...8 PM, Dec 20 aboard the Star. The only models to be present will be wives and/or girl friends...but PLEASE not both at the same time. The 'Tween Deck is a little cool this time of year so dress warm. No need to be in dress uniform, tux, suit or party dress.... just be comfortable. Heavy Hors d'oeuvres supplied by your Guild...If you would like to bring cookies or little snacks or what ever. Heavy ôr d'œuvres means we'll have ham and roast beef cuts to make sandwiches and the like.

The "King Makers" after leaving the smoked filled back room announced they had counted the "Three Votes" and that Doug McFarland is the Captain for 1986...Bill Kelly-Fleming is the Chief Mate and that Herman Boehme won the Purser's billet in an overwhelming landslide....Good luck in the coming year.

Capt. Gregg Chandler, Museum Trusty and head of the library donated a Blue Jacket Pitt 4 stack destroyer to the Guild for auction. (\$196.00 value) known four piper people bid on this item which was won by Bud Holcomb. The Guild treasury is ~~\$/redacted/~~ richer... Capt Greg's only stipulation was that he could see it after it was built...Thank you Captain. (ed note..this is the largest donation ever made to the Guild).

Finally sent some money to Abe Taubman for some catalogs....I received in return mail what I thought was the Jersey City Phone Book. Turns out that Abe sent along an extra set which he is donating to the Guild. Abe also states in a note that if you send off for any items Tell him you are a member of the San Diego Ship Modelers' Guild and take 10% off...a nice offer, thanks Abe.

The December issue of NATIONAL GEOGRAPHIC has a neat story and pictures of the "TITANIC". The stern has broken away as she slid to the bottom...the pictures would indicate with a little scraping and new paint she would be ready to sail again. The article stated that first class passage was \$3,500 and today's prices would be \$50,000. At either price I'm glad I didn't make the trip.

Had a call from Ray Agee and Lee Upshaw last week informing me that they are putting the finishing touches on the National Scale Model Boating organization and are looking for a Western director for same...more info will be coming to us in the near future.

One type of Great Lakes Freighter appears on the inner back page this issue. Next month the story of these vessels.

### SHOW & TELL

by Nilson



"YOU DIDN'T SAY PLANS L'HEUREUX, YOU DISTINCTLY SAID PLANTS."



(As reported by lookout Bill Kelly-Fleming)

If anyone is going to be in New England in late April, you may want to attend the annual New England joint meeting of ship model clubs. Groups from N.Y., N.J., Conn., and Mass. will gather at mitchell College (my Mom's alma mater) in New London, Conn on April 20, 1986. See me for details.

Cruise Ship buffs get ready! We have several on our horizon. The schedule for the rest of the month is as follows...Dec. 19 North Star, Dec. 21 & 28, Pacific Princess Dec. 23, Mermoz (French Paquet Line) and every Tuesday this month the Azure Seas. I have word that STARDANCER will begin calling in San Diego twice a week beginning next October.

Rumors within the industry indicate the replacement of the VIKING PRINCESS could be the VENUS VENTURER which is the ex-Scandinavian Sea which burned in Port Canaveral two years ago. Cruise ship building is on the rise with 10 ships due to be built in 1986 and 12 more on order in 1987-89. One company is working on a design for a 50,000 ton liner that can carry 4,000 passengers! The largest being built are the 48,000 ton, 1500 passenger JUBILEE and CELEBRATION for Carnival Lines, and the 36,000 ton, 2200 passenger MARIELLA of Viking Lines. I hope to have an extensive artical on cruise ships in the near future. (You do and you type it Bill. ed note)

Speaking of Cruise Ships, a letter just arrived from a gent who is looking to buy cruise ship models. He is looking for "finely" crafted, excellent condition, display (ie non-working) models of transatlantic liners built between 1920-1960. Contact me (since I have to write back) or contact him directly. the DAVID G. ENLOE, 715 2nd Ave W. #303, Seattle Washington 98119.

Finally for now, more cargo ships are due here. Begining in January a new company will begin emporting fruit from South America on a regular basis. Also another ship is due soon to join the FLORIA in bring in cement every two weeks.

(14 lines up I changed Bills 500,000 ton liner to 50,000 ton, I was thinking he's paddeling his dinge with only one oar in the water) Bill states the info he received said 500,000 tons. I can't believe it, that's the weight of about 6 Queen Mary's...sorry Bill, I won't change another number in your notes.

#### WANT TO HELP A SEAFARER FOR CHRISTMAS?

Bill is distributing gift boxes to merchant seaman who will be leaving San Diego to be at sea for Christmas. If you want to help bring one or more completed boxes to our Christmas party on the 20th and Bill will see that it is delivered to a crew member between the 21st and 24th. Four ships are leaving in this time span. Bill says a shoe box size container with the following articals would be grately appreciated.

#### I. Each package should have these items:

bath soap	shaving lotion	pocket comb
a pair of heavy stretch socks	shave cream (non-aerosol)	
tooth bruch	tooth paste	writing pad (5 X 8)
ball point pen	envelopes (international air mail)	

#### II. You might add something from this list:

all-purpose scissors	black thread	2 needles, tough one for jeans
an opener for bottle caps and cans	27" shoe laces	
deoderant, roll-on	a small calendar	a San Diego souvenir
key chain	aspirin	band-aids
	small photo album	
some thing just for laughs		

#### III. Do it with gladness ... and our thanks!!!!

Sincerely yours in Christ,

LOG OF THE November 15, 1985 Meeting

Master Roy Nilson opened the meeting by welcoming several visitors including Bob Elder and Mark Moldenhauer, who are no longer visitors as they joined up. We also welcomed back our old member Dave Mahley who is tired of cleaning smog off his models...good to have you back Dave.

We moved immediately to the election of officers with the following results. (Just incase you didn't read the first page we repeat again)

GUILD MASTER: Doug McFarland

MATE: Bill Kelly-Fleming

PURSER: Herman Boehme

LOGKEEPER: Bill Kelly-Fleming

NEWSLETTER EDITOR: Roy Nilson

NEW BUSINESS: Bob Cornel announced that the parks department will be installing new signs around the pond and putting new door kins on the storage shed. A question was raised on how to paint small parts, especially when painting details on small parts. Of the repeatable suggestions, methods offered were using a roller type device for painting only the raised parts, or soem type of "stamp pad-like" method. Also, just a steady hand, a fine brush, patience, and the tip of an exacto knife to clean paint from where it is not supposed to be. In the Mailbag were several newsletters and an advertisement from Combat Models in Pennsylvania. Bill called attention to the printing of the standards of the Mystic Seaport Museum in the newsletter from Northern New Jersey. These guidelines are being revised and input from modelers is welcomed. Bill Kelly-Fleming will reproduce the guidelines (six pages) for those who would like a set.

GUEST SPEAKER: Mike Rivera offered a facinating presentation on "How to Make Something Out of Nothing." He literally had a box full of various materials, of which I can only highlight some of the items. For example, a rural saw mill kit for HO railroad provides everything you need for a small scale steam boat's engine. He had several examples of items carved out of aluminum and then sand-blasted. Tires from model cars are perfect for tug boat fenders (in Mike's neighborhood, model cars are constantly being found on blocks with their wheels missing!). Etching cream that can be found at stained glass shops can be hand painted on boat windows for special detailing. A camera release cable can be used to hit those switches down inside an RC boat. A "drill stop" makes a good coupler between drive shafts/propeller shafts. Some straight pins are chrome coated ofer brass and thus make good brass nails for decking when cut to size. A miniture toy smoking pipe was taken apart and the bowl passed for a ventilator. Many other items were mentioned, and as a result curio shops, sewing stores, and lamp stores will never be safe from modelers again! As an addendum Roy nilson brought in some plastic white chain and showed several applications, including turning a link into a liferaft for a 1/16" = 1' model.

SHOW AND TELL:

Bill Paylor The foremast from the Revell Museum Classic kit of the Frigate UNITED STATES. While Progressing nicely, he sought assistance of the proper locations for the halyards on a yard.

Daryl Smith His completed model of the BENJAMIN LATHAM, Model Shipways kit in 1/8" = 1'. He started the model about

cont next page

20 years ago and had set it aside for a good portion of that time.

Doug McFarland HOTSPUR with the fortomast stay as most recent addition. The first block has been made.

Mike Rivera Friendship Sloop he received in trade. The hull is done and is ready to rig. Also a hull to a Tahiti Ketch he made while on the road recently. It will be used as a plug for a fiberglass hull.

Herman Boehme A cardboard model of the Airship of Jules Verne fame. He started on this project while recuperating from surgery recently when he could not do normal modeling work

Albert L'heureux A different aspect of modeling-- a model of a set of hotel signs he had to create in his work.

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#### ANSWER TO LAST MONTH'S TRIVIA QUESTION:

The STAR OF INDIA and the cruise ship SS AZURE SEAS were both owned under different names by Shaw & Saville and used for immigrant travel from England to New Zealand. The STAR was then known as the EUTERPE and conducted the passengers in the late 1800's, while the AZURE SEAS, which calls here every Tuesday, was known as the SOUTHERN CROSS when she took her passengers in the 1950's.

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#### FOR SALE:

Spray gun, detail or touch-up size  
DeVilbiss look-alike. 1/2 pint cup  
Just right for model painting. Bigger  
than air brush, smaller than full  
size gun. New, \$35.00 Call  
Bob Cornell, /redacted/



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#### LETTERS AND PHONE CALLS

AL L'HEUREUX...says his "Love Boat" is off the base board and fully planked..he's ready to "RAZINE" it. Getting a gopher should be easy but a Capt. Stubbing doll may be difficult.

BTC Joe HASH... sent along his dues and application for membership. Joe is on the USS AJAX AR 6 out in the Western Pacific. He ran into Butch Harris (Butch is on the USS COOK) and talked ships and ship models all day...what else is there to talk about when your in the navy. Joe made Chief and Butch should be ready to make Chief any day now if he has'nt already. Drop us a note Butch.

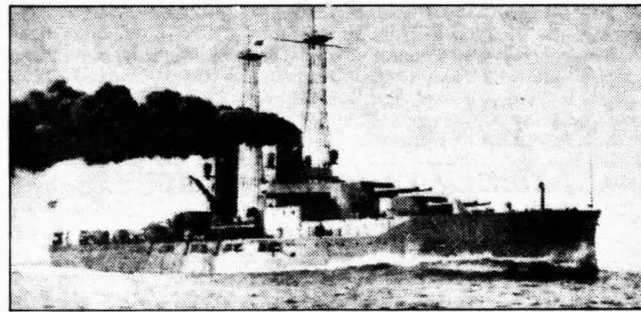
BOB WARMOLD....our Canadian counterpart headed South about Dec. 1st to spend the winter months at our Salton Sea. Ship modelers seem to gravitate to water no matter what.

DAVE DeWOLFE..another Canadian model building friend sent Holiday greetings. Dave is President of the WEST COAST MODEL BOAT CLUB, a very active group in the Burnaby area. Is the lamp finished Dave?

What happend to Scale Model Warships?... maybe Loren will drop us a line and give us a statis report if he's not to busy showing his etchings. I saw his e/tched railings at one of the hobby shops..sure makes a so so plastic model look like a museum piece, take a look.



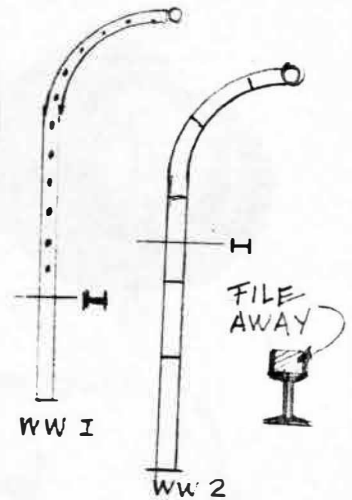
Thanks "BINNICLE"  
for the below info.



### Eternal ships

The battleship *Delaware* passed sea trials in 1910. The ship could get up to just under 20 knots, although she couldn't sustain the speed without a pipe leaking in her steam system. The Dela-

ware had a 20,000-ton displacement and carried 10 12-inch guns. Battleships went into mothballs after World War II, but have been recommissioned periodically. Two are in service today in the Mediterranean.

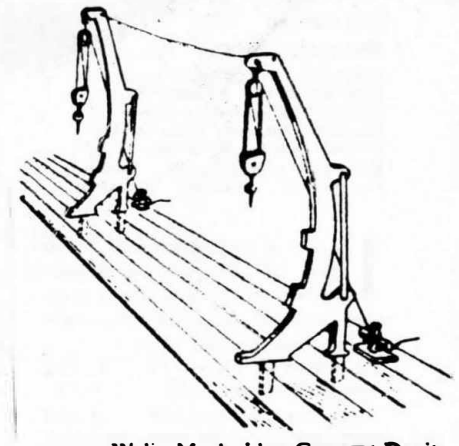
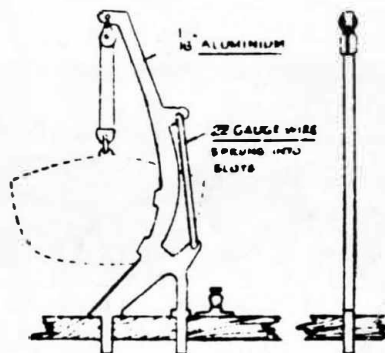


Davits can be made of brass stock very easily. Some require soldering. We show several types of boat davits: A is the round bar type, B overframe quadrant, C gravity davit with a frame support (this does not attach to the superstructure), D gravity type attaching to the superstructure. We also show the Welin-McLachlan Crescent Davit.

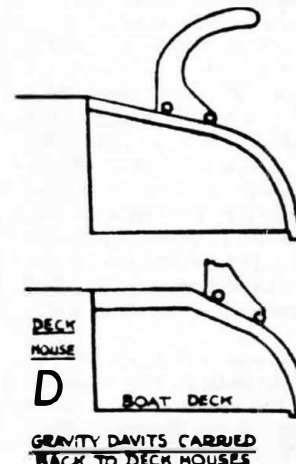
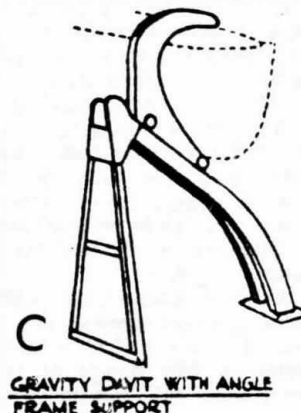
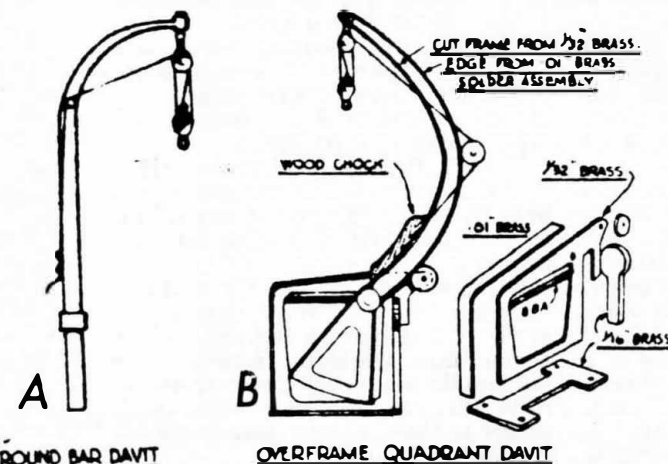
The round-bar type can be made from the proper size brass or aluminum rod, tapered and then bent, drill holes last. The Crescent type can be roughly cut from brass or aluminum sheet, using a file to finish the shaping. The gravity type is built up of several parts and soldered. For these several parts, check the real thing on a ship if possible, or check photos and detailed plans. The quadrant type is best made of the many soldered parts. The fixing of the finished davit to the model will depend on the care the builder took in construction, either a footing shaped into the unit, or the fixing of a pin extension soldered at the base will serve to hold it in place.

### NAVY

Davits for American ships can be made from U.O. gauge rail code 100 (.100 ths). File away most of the head and you should have an "H" section. This rail comes in brass as well as nickel silver. WW1 ships had holes in them while WW2 type had steel webs welded in place as above drawing shows. Plans do not show small details, so again I say collect pictures of your project before starting. The railroad track comes in about 6 sizes from .40 th to .250 th. Remember in 1/96 .10 ths = 1 inch. RTN



Welin-McLachlan Crescent Davit.

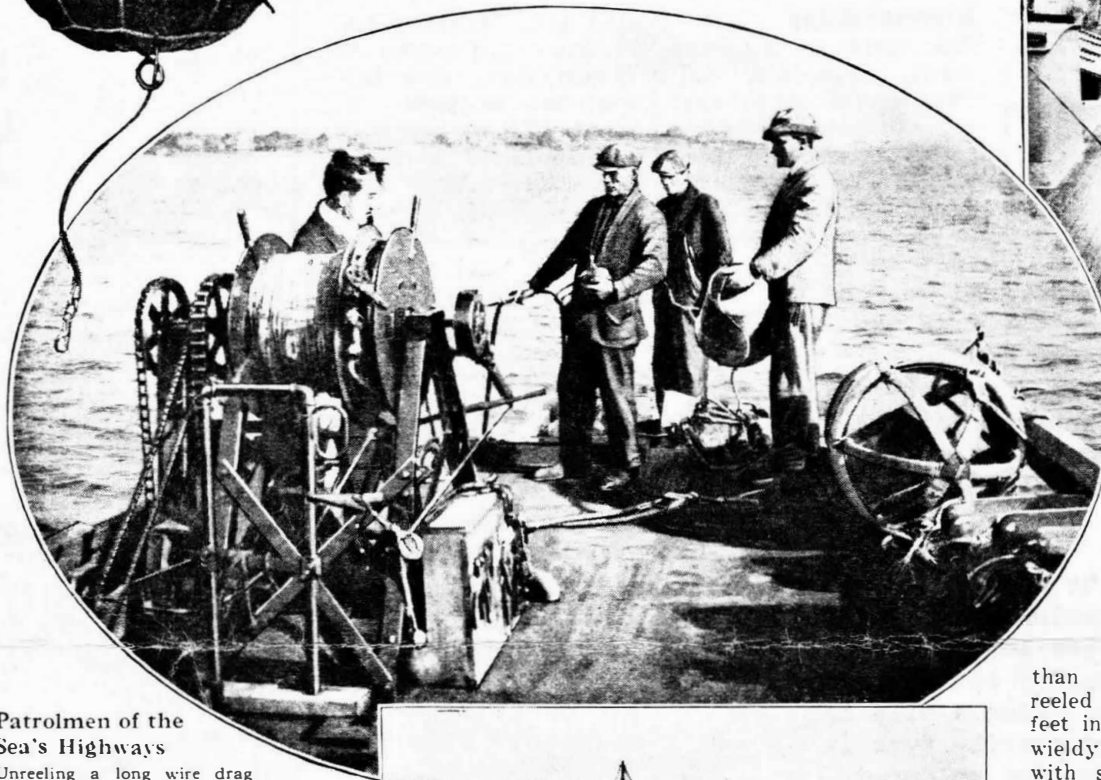




# Sweeping the Ocean Highways

## *How Uncle Sam Guards Ships from Treacherous Rocks*

By S. R. Winters



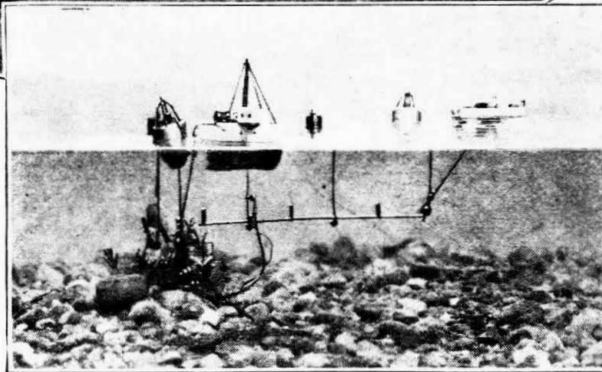
### Patrolmen of the Sea's Highways

Unreeling a long wire drag from the deck of a Coast and Geodetic Survey boat to sweep the waters for treacherous rocks and shoals. Above: A newly devised collapsible wire drag buoy used in the Survey's sweeping operations

**I**N A channel commonly traveled by shipping in Alaska waters there was discovered not long ago, the sharp nose of a huge rock hidden just beneath the water's surface. Month after month and year after year unsuspecting vessels had followed that path; yet by some miracle, fate always had steered them clear of the lurking peril that might have sent them down with fearful loss of life and cargo.

Along the ocean shipping lanes there are scores of grim reminders of ships that have gone to destruction on unseen rocks, sandbars, and uncharted obstructions. And while dragging the waters of the world for these dangers is somewhat like hunting for a needle in a haystack, the safety of present-day commerce is demanding that ocean highways be marked with danger signs as are our land highways.

It is with this idea in mind that the U. S. Coast and Geodetic Survey recently has undertaken the tremendous task of sweeping the seas. From Eastport, Me., to Long Island, N. Y., and along stretches



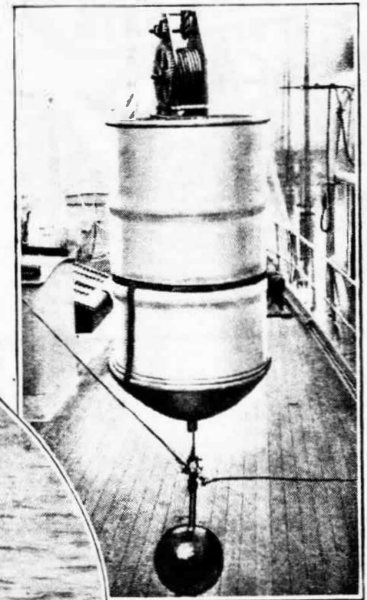
### How the Shipping Lanes Are Made Safe

A small model of the wire drag apparatus used by Uncle Sam to locate dangers to shipping. The wire sweep, lowered to a given depth, is hauled along by two power boats, looking for perilous shoal spots

of the southern, western, and Alaskan coasts, Uncle Sam is casting a dragnet for huge rocks and treacherous shoals that lurk beneath the surface. By the use of various kinds of drags, vast expanses of water now are being combed.

When a sea-dragging expedition sets out, there are two high-powered motor-boats, as a rule, each carrying one end of a wire drag or sweep. One of the ships is large enough to carry all the equipment of dragnets, wires, and buoys to mark dangerous spots.

Although a wire drag 15,000 feet long has an average speed of only 1½ miles an hour, as many as 15 shoal spots have been found by this means in one day. A sweep drag, with less buoys and uprights



### Gasoline Drum as Drag Buoy

The sweep wire, attached to the bottom of the weighted drum, may be lowered to any desired depth by means of the reel at the top. The suspended weight carries the buoy the desired depth

than the wire drag, can be reeled out at the rate of 10,000 feet in nine minutes. This unwieldy "broom" can be operated with surprising speed, sometimes covering as much as 60 square miles in a day.

In the design and construction of the dragging apparatus, considerable ingenuity has been brought into play. One ingenious device that has proved very effective is a buoy made from a gasoline drum and used to hold the drag wire in position at any given depth. The drum is fitted with a heavy rounded bottom to which is attached the drag wire and from which a weight is hung. By means of a reel above the top of the drum, the buoy is lowered to the desired depth.

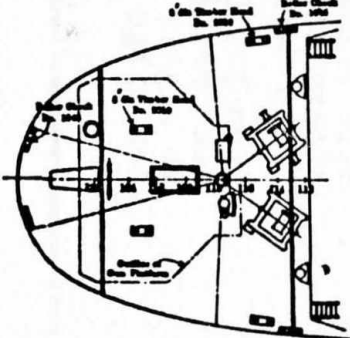
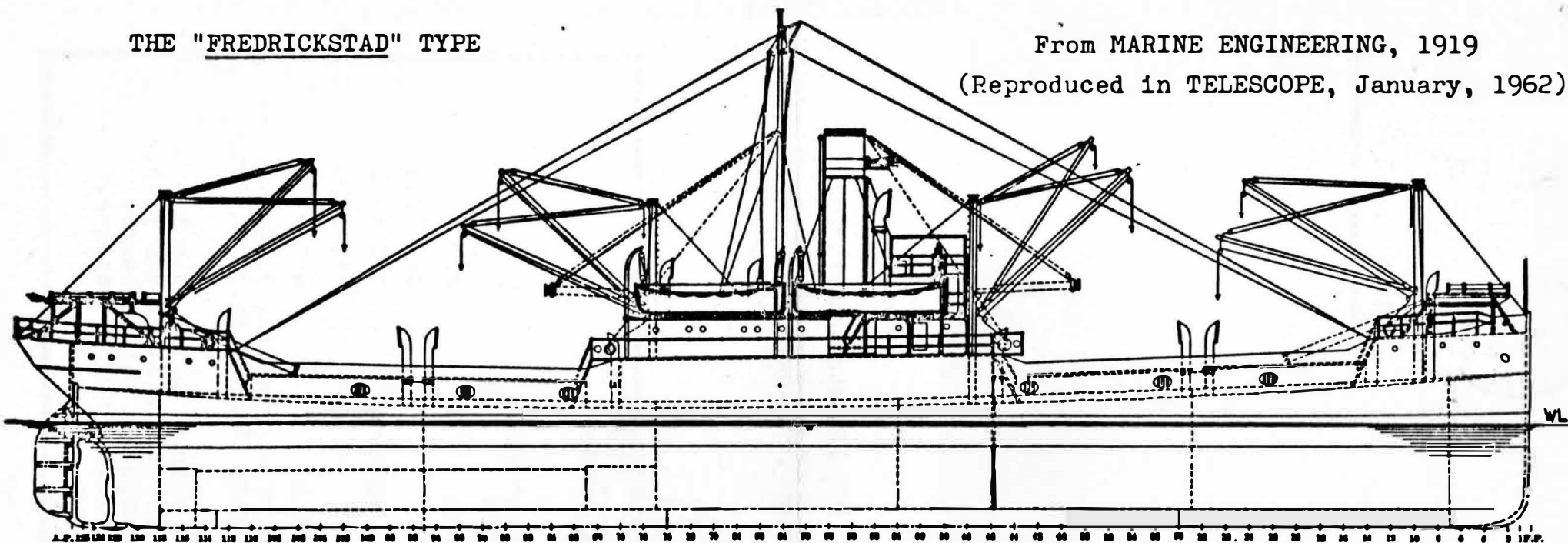
Whenever the sweeping wire strikes a jagged rock pinnacle or a sandy shoal, the Survey ships immediately chart the exact location of the obstacle and mark it with a danger signal.

It is not without justice that this branch of the Coast and Geodetic Survey has been called the "police of the sea," for it is making the sea lanes safe for mariners.

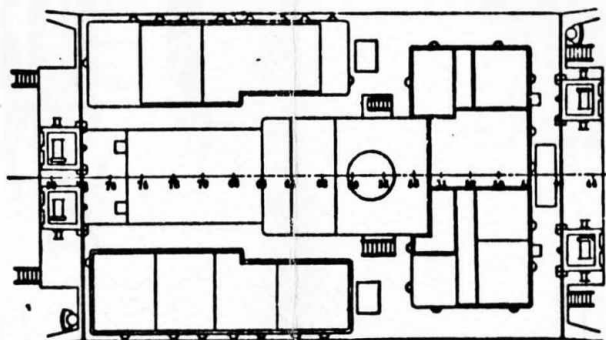
Geologists tell us that the origin of these undersea rock formations goes back to the Glacial Age. Slowly, as climate became more temperate, masses of ice slid into the sea, carrying with them the rocks that are the source of so much danger to those who go down to the sea in ships.

# THE "FREDRICKSTAD" TYPE

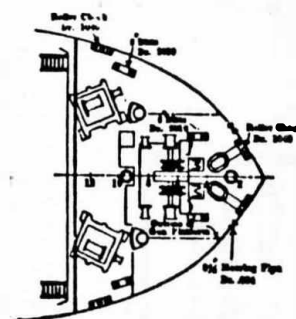
From MARINE ENGINEERING, 1919  
(Reproduced in TELESCOPE, January, 1962)



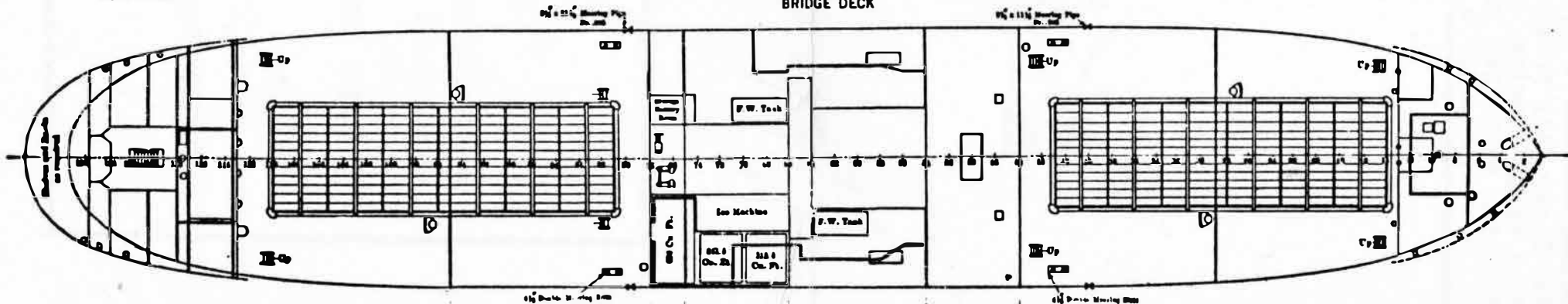
POOP DECK



BRIDGE DECK



FORECASTLE DECK



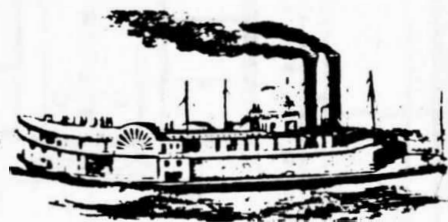
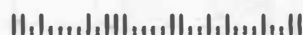
San Diego Ship Modelers' Guild  
Bill Felly-Flerning, Logkeeper  
/redacted/



ALWAYS

ZIP

FIRST CLASS PLEASE



San Diego Ship Modelers' Guild  
Officers for 1985

MASTER/EDITOR	Roy T. Nilson	/redacted/
MATE/PURSER	Fred Fraas	
LOGKEEPER	Bill Kelly-Flemming	
STEERING COMMITTEE	Al L'Heureux	
	Doug McFarland	
MEETINGS:	3 rd Friday of each month, 8:00 P.M. aboard the bark STAR OF INDIA on the Crlop Deck.	
MEMBERSHIP:	Dues \$10.00 yearly. After July the dues are $\frac{1}{2}$ for the rest of the year. We highly encourage all to become San Diego Maritime Museum Members.	