



San Diego Ship Modelers' Guild

P.O. BOX 6725, SAN DIEGO, CA. 92106

JANUARY 1987

Volume 11

Number 1



JANUARY MEETING

BUSINESS: Formally ratify new officers and select people to fill open slots.

SLATE OF OFFICERS:

MASTER - Bill Kelly-Fleming
MATE - Doug McFarland
PURSER - Herman Boehme
LOGKEEPER- Bill Kelly-Fleming
CLERK - OPEN to keep log of meetings for Bill
REGATTA COMMODORE - Albert L'Heureux
RADIO OFFICER- to be formally named
STEERING COMMITTEE - to be formally named

PROGRAM: FIBERGLASSING DEMONSTRATION by Mike Rivera

SHOW AND TELL: "Bring a Model" for this important time of our meeting.

PROBLEM SESSION: Get answers to problems you are having in your modeling.

MARITIME MUSEUM MODEL EXHIBITION
APRIL 17, - MAY 15, 1987

Co-sponsored by SHIPMODELER'S GUILD

FEATURING:

April 17; GUILD MEETING, arrival of models and a SUPER SHOW & TELL NIGHT
April 18: Show opens to public
Special Seminar for novice modelers
MAY 15: Show closes with another special GUILD meeting

Our Guild will be presenting a gift subscription to a novice modeler attending the April 18 Seminar, courtesy of Phoenix Publications. Other special features will be announced.

WATCH FOR OUR PRE-REGISTRATION FORM IN NEXT MONTH'S NEWSLETTER



BY BILL KELLY-FLEMING

Got our eyes peeled up here for whales and icebergs, at least that was the command to me from on deck. Of course this is Whale Watching season. Some of us in the model shop got an early start one Saturday in November when a young whale came in to the bay and spouted several times just off the BERKELEY. As for the icebergs, the topic of the TITANIC brought about the concern from a neophite deck officer. He's been seeing the ATLANTIS II of Wood's Hole and her Deep Sumbergence Vessel ALVIN in port a lot lately. Of course this is the team which brought us the fabulous pictures of the ill-fated liner in the December National Geographic. The ATLANTIS II will be back in port for a few days around January 21, probably at the Tenth Avenue terminal. In addition our seasick deck watch got confused because because the next Museum program on January 28 will be on the 1986 TITANIC Exploration.

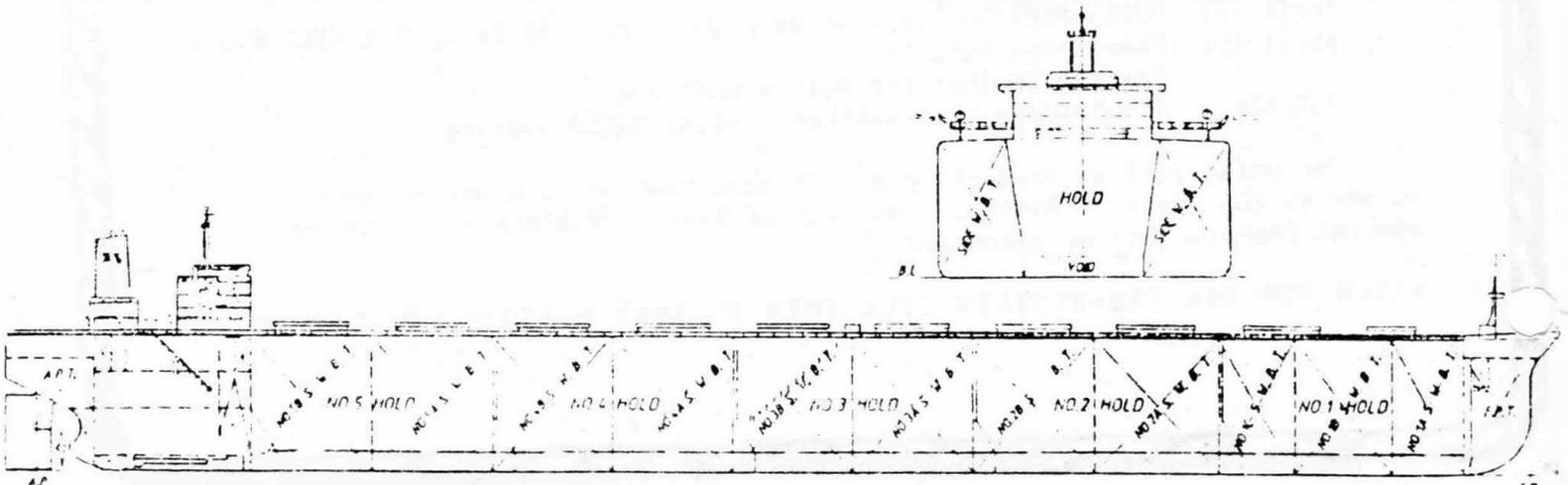
Other activity in the port has been slowing down. Apparently the plan to ship Volkswagens in though here has run aground. Also aborted is a repeat of fruit being imported here. Rumor has it that certain other cargoes are out and on their way out. Makes you wonder if the Port wants docks or hotels and convention centers!

The last visit of the PACIFIC PRINCESS (Love Boat) to San Diego will be on January 24. In February she will head to the Carribean before heading on to England and the North Cape, returning after that to the Mediterranean in the Fall. She will be joined on the 24th by the STARDANCER.

From other clubs I can spot a special event coming up in the Northeast sector. On April 11 the 4-Club joint meeting will be taking place, should any of you find yourself back there at the time.

Among the requests that have come in to the model shop has been one looking for information from which to build a model of the WWII Ashland Class LSD. If anyone has material besides the normal sources, please let me know.

In a recent issue of THE SEA from the Missions to Seamen, an article told of the largest bulk carrier to be built to date. Being built in South Korea for a Norwegian shipowner, she had a breadth of 63.5m and her hold provides for 200,000 cu m of space. The hull is a barge form with ellipsoidal bow and skewed propellor. The holds are so large that each has two hatches. She will have accomodation for 26 crew but will probably only carry 14 due to automation. The approximately 1,000 ft. long vessel will carry Carajas iron ore to European steel mills.



MEMO:

TO: Ship Modeler's Society of Northern New Jersey

FROM: Bill Kelly-Yonson, San Diego, CA.

Apology accepted -- was wondering about all those crank calls, and about the strange request to build a model of the GREAT SITKAN to be presented to the San Diego Maritime Museum. Luckily the Museum turned down the project out of hand!

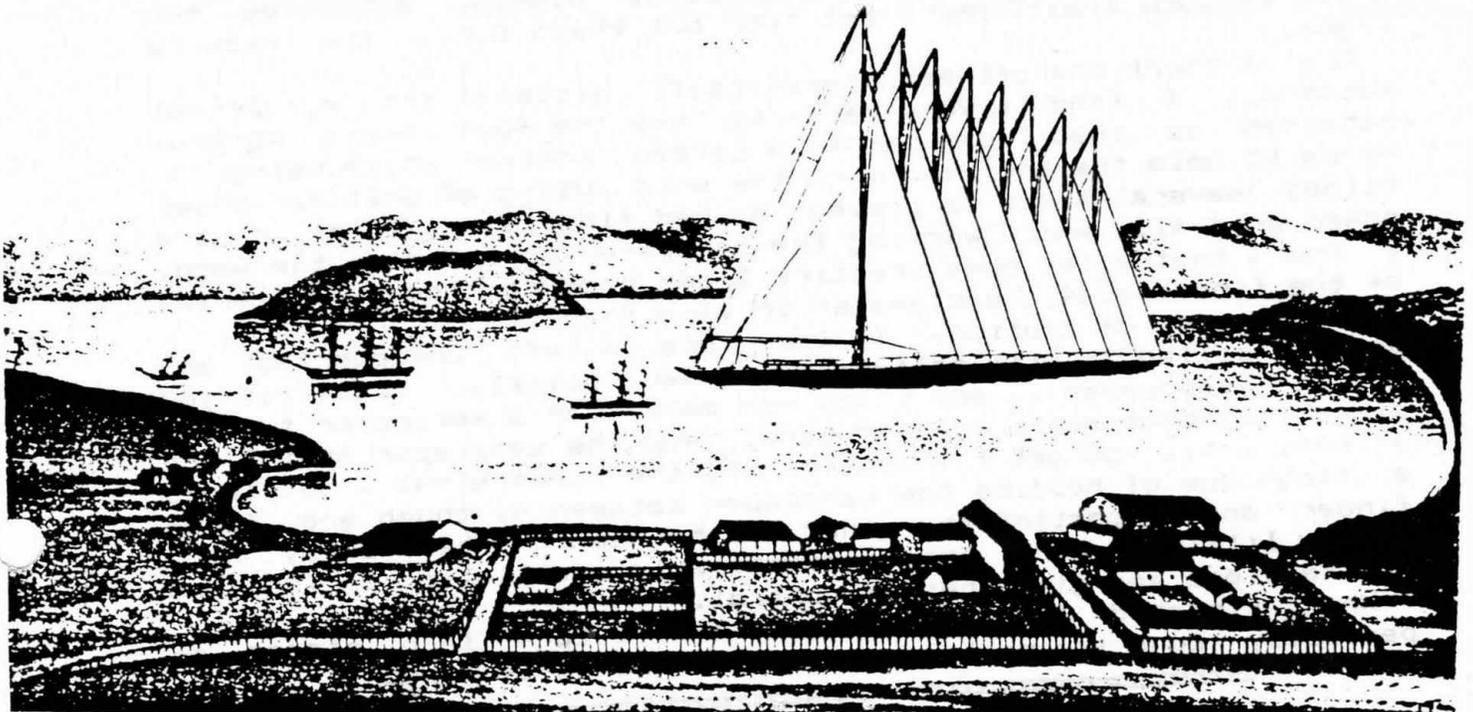
P.S. My distant cousin, Bill Kelly-Fleming, sends his greetings.

ED. NOTE -- This is in response to three pages of dribble appearing in the SMSNNJ newsletter for December 1986. The article entitled "Samuel Stackman--Unwanted Ship-builder: Part 17" by Gregor Yapov told of the GREAT SITKAN as follows:

Thus was born the GREAT SITKAN, variously classified as the only 'thwartships-rigged seven masted schooner, the ultimate multihull, and (the author's personal favorite) 'windcomber'. The illustration on the preceding page goes farther by way of explaining this odd ship than we can in text, so suffice to say that she was launched in December 1902 amid widespread consternation. Under command of Alfred "Blind Man" Yonson (the man was so happily drunk most of the time that he no longer bothered to question the mixed messages his poor addled eyes sent him--and so was the only captain available who was not too upset by the look of the GREAT SITKAN to step aboard her), she sailed out of W.F. Stone's shipyard on Alameda to await her first cargo at Mendocino.

In an editor's note questioning the accuracy of the Stackman series (editor Job Fivehouse contests he wrote the "ed. note"), there appears the following concluding statement, "I do note that, as a result of all the Yonsons and Swensens that peopled the 'Scandinavian Navy' of the Redwood coast, that mixups will happen; and so I must apologize to San Diego's own Bill Kelly-Yonson for all the crank calls he has received." And thus the acceptance of the apology above.

MORAL--SUBMIT ITEMS FOR YOUR NEWSLETTER OR WE TOO MAY END UP WITH PAGES OF NONSENSE!

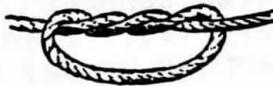


ILL. 1: THE ULTIMATE MULTIHULL GREAT SITKAN, 1902

LOG OF THE DECEMBER 1986 MEETING

Bill Kelly-Fleming, Logkeeper

A good turn out awaited the arrival of the bar and other items --which alas did not arrive due to someone reading the wrong signal flags. The Master, being accused of the faulty communication, and the Purser made a quick trip across the street to get a supply of beverages. Meanwhile the Museum gift shop made an unknowing sale to the guild of several packages of napkins appropriate to the festivities. A check was passed along to them first thing the next morning. For his part in the fiasco, the Master hoisted another glass and cheered his being demoted to Mate a month early! Otherwise a good time was had by all and holiday greetings were exchanged throughout the evening.



[From the SHIP MODELERS ASSOCIATION, Fullerton, CA, newsletter]

An Alternate Method of Making Treenails
by Ken Gibson

Having recently graduated from kits to scratch-building I naturally was confronted with the task of producing my own treenails. Much has been written about the process of drawing bamboo or boxwood through progressively smaller holes in a metal plate. When I tried this, no doubt incorrectly, I was continually frustrated by breakage. Remembering how masts and spars had been shaped using a 1/4" drill technique prompted an experiment that has worked out very well for me.

I purchased packages of bamboo skewers at the local supermarket (100 for \$0.59). They come about 10" long, too long for my purpose, so I cut them in half. Using a chisel I now split each 1/8" diameter piece into four roughly equal pieces. Sometimes the grain is such that I don't get four but that's O.K., the price is right.

Now I chuck one of these pieces (really slivers) into my Dremel Mototool. I find it very handy to have the foot speed control attached so that I can maintain careful control while using my hands to hold the tool and work the wood. Using 80 grit sandpaper folded several times to prevent burned fingers, I turn up the power gradually while working the sandpaper up and down the wood. I found that after some practice I can produce treenail material of the finest possible diameter in seconds.

Some words of caution. If the piece is left unsupported and power applied it will self-destruct very quickly. Also, if you hold the sandpaper in one place for more than a second or two the piece will come apart in your hand. Keep the sandpaper moving and at least until you get the feel of it, the speed slow. I developed a technique of holding the sandpaper between my thumb and forefinger and supporting the other end between the heel of my hand and my little finger. This prevents wild oscillation of the end of the piece and gives better control.

When finished I have a nice pile of 3 to 4 inch pieces of perfectly round treenail material and a bunch of sawdust.





RADIO FREQUENCY REGISTRATION FORM

NAME: _____

Frequency _____ Color _____ Vessel _____

Please give this form to the Radio Officer.



SHOW & TELL

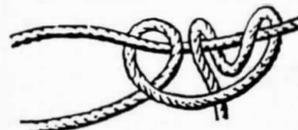
by Nilson



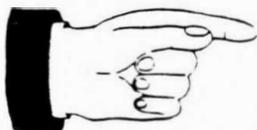
"WHO OWNS THE MISSILE FIRING CRUISER?"

From John Kopf of the South Bay Model Shipwrights comes this idea, put a few B-Bs in that paint jar or can to help mix things up the next time your shake it. Try it - it works!

From Lew Ingraham of the Ship Modelers Association comes word on WRIGHT'S HARDWARE on Rochester Street in Costa Mesa. This establishment has original newspaper pages dating from the early 1800's and even earlier that details the cargos of various ships in port in Boston and Philadelphia and others. There is also advertising for the clippers to California during the Gold Rush. These are originals and are priced accordingly. The newspaper pages run \$25.00 each and are tabloid size. There are many other items available of historic interest.



SAN DIEGO SHIP MODELERS' GUILD
BILL KELLY-FLEMING
/redacted/



Fred Fraas
/redacted/

SAN DIEGO SHIP MODELERS' GUILD
OFFICERS FOR 1987

MASTER - LOGKEEPER	Bill Kelly-Fleming	/redacted/
MATE	Doug McFarland	/redacted/
PURSER	Herman Boehme	/redacted/
EDITOR	Aurora Joan Selenian	/redacted/
STEERING COMMITTEE	Al L'Heureux	/redacted/
	Fred Fraas	/redacted/
MEETINGS:	3 rd Friday of each month, 8:00 P.M. aboard the bark STAR OF INDIA on the Orlop Deck.	
MEMBERSHIP:	Dues are \$10.00 yearly. After July the dues are $\frac{1}{2}$ for the rest of the year. We highly encourage all to join the S.D. Maritime Museum.	

