



San Diego Ship Modelers' Guild

2960 Chicago Street, San Diego, Calif. 92117

Volume 13

Number 2

February Meeting: Friday, February 17, 1989

7:30 Social - 8:00 Meeting

Orlop Deck of the *Star of India*

Bring a model !

Notes from the January meeting

The meeting was opened by our new Master, Doug McFarland with a request for volunteers to serve on the Guild steering committee. The steering committee consists of all elected officers plus additional volunteers. Bob Crawford and Ed White agreed to serve on the steering committee for 1989. Doug provided a brief glimpse of what future programs might look like, including presentations by various manufactures reps, and asked for ideas from members. One idea that was brought up involved the showing of video tapes on ship modeling subjects that some members have in their libraries. This could include films from previous regattas. Bob Crawford provided an update on how the June regatta is shaping up, including news on judges who have already volunteered their time and other potential judges who have or will be approached to lend their expertise. One of the people who has volunteered is Tom Walkowiak from The Floating Drydock. Tom will be coming out from Pennsylvania with his wife. If any member would like to host Tom and his wife while they are here, please contact Bob. Bob stressed that emphasis will be placed on quality this year in the competitive portion of the regatta. There will also be a "fun" component of the regatta however, in the form of certain side events.

Bob Wright described a two week excursion of Great Britain that is being put together by the Maritime Museum. The trip will include stops in Greenwich, Portsmouth, Exeter, Plymouth, Bristol, Liverpool, The Isle of Mann (where the *Star of India* was built as *Euterpe*), York and London. The trip will take two weeks and will cost about \$2,000.00, which includes airfare, hotels and most meals. The exact price has not yet been worked out as details are still being finalized. Tentative dates are Oct. 2 through 16, 1989. There will be visits to all the maritime museums along the way. The flight will be directly from San Diego and return and there will be free time provided within the itinerary for shopping, personnel site seeing, etc., including two full days on the Isle of Mann and one full day in London. See Bob or call the museum if you are interested. Sounds like a terrific trip.

Bob Crawford made awards to several guild members for their volunteer services to the museum. Receiving 50 hour pins were Ed White and Doug McFarland. A 250 hour pin was awarded to Albert L'Heureux. For those who are interested the next museum work party will be on April 22. This is a date on which the pond will be closed due to the scheduling of an Argonauts activity, so it is a good time for those of us who would normally spend our Saturday morning at the pond to volunteer a few hours to the museum instead. Bob will have more details as the date gets closer. Bob also announced that he has some 22" X 6" X 8" display cases which are for sale in the museum model shop. Finally, Bob confirmed that the *Star* will sail on May 28. Apparently some guild members will crew for this sailing.

Show and Tell

Bill Paylor - brought in a magazine article describing another way of bending planks. This is one that few people had heard of before, but which according to Bill works rather well on a wide variety of woods. The method involves wrapping the plank in a wet cloth and microwaving it for about one minute.

Albert L'Heureux and Bob Crawford - brought in the completed (except for paint) mainmast of the aircraft carrier *Wasp* that Bob is building. The mast is a marvel of photoetched brass components meticulously soldered together. The detail obtained with photoetching is down to the microscopic level and is truly impressive. Albert provided the masters for the photoetched parts which he and Bob then assembled using a new leadfree solder. The solder had to be lead free to prevent the oxidation which takes place when lead or lead compounds are placed in display cases containing plywood. As has been discussed in previous newsletters, apparently the formaldehyde which is used in the process of manufacturing plywood, will attack lead. Initially a solder called 95-5 was used, which is 95% tin and 5% silver. This solder however has a rather high melting point, so an alternative was sought - and found. The new solder, called 50S (as near as they could recall) is available from G.S. Parsons welding supplies and is all tin, silver and bronze (no lead) and has about the same melting point as solder containing lead. It is actually stronger than 95-5.

Bob read a portion of a letter from Loren Perry containing his comments on the artwork used to make the photoetched parts for the the *Wasp* mainmast. Loren had some very nice comments, such as, "...really superb", "... the best of its type I have ever seen, and that includes my own", and "... I must complement the genius behind it all." High praise indeed from someone who is probably the leading expert on photoetching as it applies to ship modeling. Albert, for his part was quick to add thanks to Ed White who milled the tapered brass spars for the mainmast, and Bob added his thanks to all the other members who have contributed bits and pieces to this project.

Another member (your editor apologizes for not getting the name) has an authentic piece of wooden railing from the *Cutty Sark*. He is willing to share small pieces of this wood with anyone who is building a model of the *Cutty Sark* and would like to incorporate a little bit of wood from the actual ship in his model.

Royce Privett - showed a very fine set of plans from Model Shipways (now Model Expo) for a downeaster. The plans - four sheets plus a booklet - are available for the modest price of only \$2.00. Royce also showed plans for his next project - the sailing vessel *Hancock*. The plans, in 1/8"-1", cost \$30.00, but are well worth the cost because of the high degree of detail provided, including a plan for every frame, to scale! Royce also brought in a book by Harold Hawn containing a picture of the *Hancock*.

Jay McMaster brought his partly complete model of the sailing ship *Dolphin*, which he is building under contract for the owner of the original vessel. Jays model is made from a variety of woods including mahogany, pear, teak, and South American basswood. The hull is now almost complete. Among the problems Jay has experienced has been with the paint. He has been using the same marine enamel that is used on the prototype, but this has been very difficult because the original paint contains a flatener which makes it too thick to use on the model and very difficult to thin and still get the correct dull finish. Jay has already had to strip one coat of paint off the model when it did not turn out right. Making matters worse, the model must be completed by July or Jay will lose 1/4 of his commission. Good luck Jay!

January program

The January program featured guest speaker Stu Malkin and a presentation on his latest project, a 1/8"=1' scale model of *HMS Victory*, Nelsons flagship, and his recent trip to England where he visited the ship and became acquainted with its then current skipper, Captain Jay.

Stu described the progress to date on his model and brought four of the life boats - the *Victory* herself being a little too big to transport down from Woodland Hills. He did mention a few of the details going into the model however, such as 3000 individual copper plates on the bottom, just as in the original, with each plate rivited in place, just as on the prototype. Even in the flag lockers, there are actual signal flags, rolled up and stored, each flag stored in the proper position in the cabinet. There is even a brass plaque on the model marking the spot where Nelson fell, as is the case on the prototype.

Stu began his presentation by describing a trip he took to the U.K. which combined business and pleasure. During the pleasure portion he visited the fine maritime museum at Greenwich, and the Cutty Sark, then went into the city to a model shop, which he described as one of the most complete he has ever seen - devoted entirely to ship models!! It was while he was at this shop that he mentioned he was planning to go to Portsmouth to visit *Victory*. One of the shops proprietors mentioned to Stu that he knew someone who was producing a film about the *Victory* and wanted to use someone making a model of the ship as a tie in for exploring the ship in detail. Stu said he wouldn't mind cooperating as long as it didn't interfere with his ability to see the ship completely in the brief time that was available to him. When Stu arrived at Portsmouth, he and his wife discovered that the film was being produced by the National Geographic Society and they were given a heroes welcome, including being piped onboard and introduced to the ships captain. As an added benefit, Stu was given a complete, top to bottom, stem to stern tour of the ship, with the camera crew in tow, and was allowed, indeed encouraged to take as many photographs as he wanted. Normally visitors are not allowed to take photographs aboard the ship! Stu and his wife were even invited to have dinner with Captain Jay in the ward room. As a final reward, Stu was able to obtain an advance copy of the film on video tape, and showed it at the meeting. The show will not be shown on TV until later this year.

As Stu explained, the *Victory* was launched in 1765 and was Nelsons flagship at Trafalger, where he defeated the Spanish armada and was himself killed. She is the worlds oldest commissioned warship. Originally planned as a 100 gun, first rate ship, she actually has 104 guns. While in London, Stu had the opportunity to see Longridges model of the *Victory*, perhaps the most famous ship model in the world, which is unpainted and he says immensely impressive. The natural wood is beautiful to see, but in Stu's opinion the model would be still more impressive if it had been painted.

In conclusion, Stu said his experience in Portsmouth was a once in a lifetime opportunity, and one he will never forget. He was especially impressed with Captain Jay and the hospitality that he showed Stu and his wife. After returning home Stu wrote the Captain a letter and received in reply a letter from the new Captain of the *Victory*, indicating that Captain Jay had retired from the Royal Navy, and sadly had died shortly thereafter.

World History according to Student Bloopers

The following, although not related in any tangible way to ship modeling, is offered purely as entertainment by your editor. It is excerpted from an article by Richard Lederer of St. Pauls School and consists of certifiably genuine student bloopers collected by Mr. Lederer and other teachers across the U.S.

The inhabitants of ancient Egypt were called mummies. They lived in the Sarah Dessert and traveled by Camelot. The climate of the Sarah is such that the inhabitants have to live elsewhere, so certain areas of the dessert are cultivated by irritation. The Egyptians built the Pyramids in the shape of a huge triangular cube. In the first book of the Bible, Guinesses, Adam and Eve were created from an apple tree. One of their children, Cain, once asked, "Am I my brother's son?" Jacob, son of Isaac, stole his brother's birthmark. One of Jacob's sons, Joseph, gave refuse to the Israelites. Pharoh forced the Hebrew slaves to make bread without straw. Moses lead them to the Red Sea where they made unleavened bread, which is bread without ingredients. Afterwards, Moses went up to Mount Cyanide to get the ten commandments. Solomon, one of David's sons, had 500 wives and 500 porcupines.

Without the Greeks we wouldn't have history. The Greeks also had myths. A myth is a female moth. One myth says that the mother of Achilles dipped him in the River Styx until he became intolerable. Achilles appears in *The Illiad*, by Homer. Homer also wrote *The Oddity*, in which Penelope was the last hardship that Ulysses endured on his journey. Actually, Homer was not written by Homer but by another man of that name. Socrates was a famous Greek teacher who went around giving people advice. They killed him. Socrates died of an overdose of wedlock. In the Olympic Games, Greeks ran races, jumped, hurled the biscuits and threw the java. The reward to the victor was a coral wreath. When they fought with the Persians the Greeks were outnumbered because the Persians had more men. History calls people Romans because they never stayed in one place very long. At Roman banquets, the guests wore garlics in their hair. Julius Caesar extinguished himself on the battlefields of Gual.

Finally the Magna Carta provided that no free man could be hanged twice for the same offense. Another tale tells of William Tell, who shot an arrow through an apple while standing on his sons head. Martin Luther was nailed to the church door for selling papal indulgences. He died a horrible death, being excommunicated by a bull. Another important invention was the circulation of blood. Sir Francis Drake circumcised the world with a 100-foot clipper. The government of England was a limited mockery. Henry VIII found walking difficult because he had an abness on his knees. Queen Elizabeth was the "Virgin Queen." When Elizabeth exposed herself to the troops, they all shouted, "Hurrah!" Then her navy went out and defeated the Spanish Armadillo. The greatest writer of the Renaissance was William Shakespear. Shakespear never made much money and is famous only because of his plays. In one of shakespeare's famous plays, Hamlet rations out his situation by relieving himself in a long soliloquy. In another, Lady Macbeth tries to convince Macbeth to kill the king by attacking his manhood. Writing at the same time as Shakespear was Miguel Cervantes. He wrote *Donkey Hote*. The next great author was John Milton. Milton wrote *Paradise Lost*. Then his wife died and he wrote *Paradise Regained*.

During the Renaissance America began. Christopher Columbus was a great navigator who discovered America while cursing about the Atlantic. His ships were called the Nina, the Pinta and the Santa Fe. Later the Pilgrims crossed the ocean, and this was know as Pilgrims progress. When they landed at Plymouth Rock they were greeted by the Indians, who came down the hill rolling their war hoops before them. The Indian squabs carried porpoises on their back. Many of the Indian heros were killed, along with their cabooses, which proved very fatal to them. The winter of 1620 was a very hard one for the settlers. Many people died and many babies were born. Captain John Smith was responsible for all of this. Benjamin Franklin invented electricity by rubbing cats backwards, and declared "A horse divided against itself cannot stand." Franklin died in 1790 and is still dead. Abraham Lincoln became Americas greatest precedent. Lincoln's mother died in infancy, and he was born in a log cabin which he built with his own hands. He also freed the slaves by sign the Emasculation Prolamation. On the night of April 14, 1865, Lincoln went to the theater and got shot by one of the actors in a moving picture show. The believed assassinator was John Wilkes Booth, a supposedly insane actor. This ruined Booths career.

Meanwhile in Europe, the enlightenment was a reasonable time. Gravity was invented by Sir Isaac Walton. It is chiefly noticeable in the Autumn when the apples are falling off the trees. Bach was the most famous composer in the world, and so was Handel. Handel was half German, half Italian and half English. He was very large. Bach died from 1750 to the present. Beethoven expired in 1827 and later died for this. France was in a very serious state. The French Revolution was accomplished before it happened. Napoleon wanted an heir to inherit his power, but since Josephine was a baroness, she couldn't bear children. The sun never set on the British empire because the British Empire is in the East and the sun sets in the west.

The nineteenth century was a time of many great inventions and thoughts. The invention of the steamboat caused a network of rivers to spring up. Cyrus McCormick invented the McCormick raper, which did the work of a hundred men. Louis Pasteur discovered a cure for rabbis, and Karl Marx became one of the Marx brothers.
Finis.

Important message to ship modelers, collectors, museums and others associated with the ship modeling community.

A prisoner-of-war model (c. 1810) has been stolen from the museum maintained by the Bostonian Society, Old State House, Boston, Mass. It is a bone ship model of an English frigate, with a British Flag and colored pennants. It is fully rigged with human hair and horsehair. The figurehead appeared to be a Phrygian female figure. The model is approximately 19" long, 14" high, 3-masted, and is mounted on a wood and bone base. It was stolen while on display in a locked cabinet, on the afternoon of Tuesday, January 17th.

If anyone is approached for the repair or appraisal or sale of a prisoner-of-war model, please investigate the source carefully. If there is the least hint that it may be the stolen model please call George Kaiser, Newsletter Editor, U.S.S. Constitution Model Shipwright Guild, (617) 846-3427, or call the Bostonian Society directly at (617) 720-3292

Hint of the month This month's Hint of the Month comes from Stu Malkin, our guest speaker for the January meeting. The hint has to do with how to coat line with bees wax. First take a container such as a small fruit jar and put chunks of bees wax in it. Next add lighter fluid, which will dissolve the bees wax. Using a fork, run the line to be waxed between the tines and put the fork, tines down into the jar. Run the line to be waxed down into the dissolved wax, through the tines of the fork and back out again. As the line emerges from the dissolved wax, the lighter fluid will evaporate leaving a fine coating of wax on the line.

A Farewell to Dutch Courage

When Congress banned the "spirit ration" at sea from the U.S. Navy in 1862, Paymaster Casper Schenk wrote this fond farewell.

Farewell to Grog

**Come, messmates, pass the bottle round,
Our time is short, remember;
For our grog must stop and our spirits drop,
On the first day of September.**

**Farewell old rye! 'Tis a sad, sad word.
But alas, it must be spoken;
The Ruby cup must be given up,
And the demijohn be broken.**

**Yet memory oft will backward turn'
And dwell with fondness partial;
On the day when gin was not a sin,
Nor cocktails brought court martial.**

**Jack's happy days will soon be gone,
To return again, ah, never!
For they've raised his pay five cents a day,
But stopped his grog forever.**

**All hands to splice the mainbrace call,
But splice it now in sorrow;
For the spirit room key must be laid away,
Forever on tomorrow.**

Even though Jack's rum ration was curtailed, the 1862 abolition did not forbid the continued operation of the "wine messes" of flag officers, commanding officers, ward room and warrant officers. It was not until June 1, 1914 that newly appointed Secretary of the Navy Josephus Daniels promulgated the order; "The use or introduction for drinking purposes of alcoholic liquors on board any naval vessel,is strictly prohibited, and commanding officers will be held directly responsible for the enforcement of this order."

Chollas Lake Regatta

Saturday, Feb. 25, 1989

9:00 AM till dusk

Chollas Lake Commodore Ralph Arruda, Vice Commodore Bob Ratliff and Park Ranger Dick Whitmore announce the second annual Chollas Lake "Fun" Regatta. Come on out for a good time, and bring the entire family. The Mission Bay Yacht Pond will be closed for a special event on this date.)

The entire north side of the lake will be available for operating model ships and boats. This will provide a variety of launching opportunities suitable to virtually any kind of vessel. A variety of environments will also be available, from the unobstructed deep water at the dam end of the lake to the shallows and hazards at the end near the ranger station. Ralph has assured us that all the submerged rocks in the shallows will be marked with numbered warning flags, thus forming an obstacle course for those who want a challenge to their sailing abilities. (A rubber raft will be available to retrieve vessels whose skippers fail the challenge!)

A shelter has been reserved at each end of the lake. There are bar-b-que's and picnic tables available (but not reserved), so bring your own food and drink and stay for lunch. Rest rooms are at the end of the lake where the rangers office is located.

There are two entrances to the lake; the easternmost which is closest to the ranger station and a western entrance below the dam. Ralph has requested that regatta participants enter via the western entrance. All areas of the lake will be accessible, but only the northern shore and the ends will be for the use of the regatta. The southern shore is reserved for fishing. This is another reason to bring the whole family. Chollas Lake is essentially a kids lake. It has a playground and free fishing for kids only, under the age of 15. No license is required for kids to fish, and Ranger Dick will even provide fishing poles and bait. Such a deal!

Chollas Lake is easy to find. It is near the College Grove Shopping Center at the intersection of College Ave. and Highway 94. Just take 94 east to College Ave., then College Ave. north to Ryan Rd. which runs along the northern boundary of the shopping center. Turn left (west) on Ryan Rd. and follow it until it becomes College Grove Drive, (the name changes once you have passed the shopping center). The entrances to Chollas Park are on the right off College Grove Drive.

San Diego Ship Modelers Guild
Doug Smay, Editor
/redacted/



FRED FRAAS
/redacted/

San Diego Ship Modelers Guild Officers for 1989

Master
Mate
Purser
Logkeeper
Newsletter Editor
Steering Committee

Doug McFarland /redacted/
John Fluck
Bob Hanley /redacted/
Doug Smay /redacted/
Ed White
Bob Crawford

Schedule of Activities

Meetings - Third Friday of the month
7:30 PM social, 8:00 PM
meeting
Static Workshops - Every other Tues.
7:00 to 9:00 PM aboard
the ferry Berkeley
R/C Operations - Saturday mornings
Model Yacht Pond
Annual Regatta - Third weekend in
June

Membership

Dues are \$10 annually

We strongly encourage all to join
the San Diego Maritime Museum as
an expression of appreciation for
the facilities they provide us.