

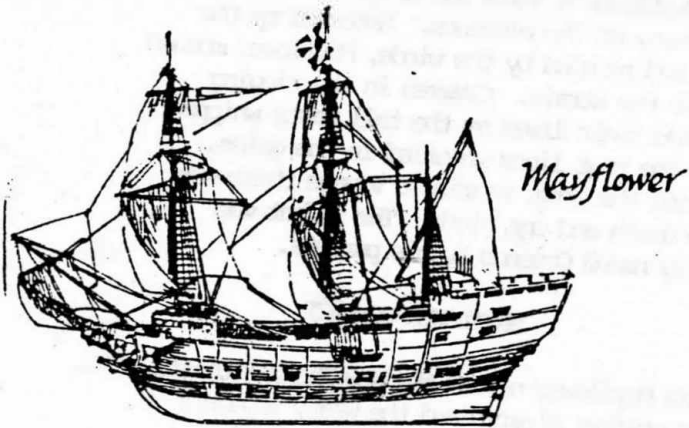


San Diego Ship Modelers' Guild

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THE VOYAGE OF MAYFLOW



On September 6, 1620, Mayflower set sail for the New World, overcrowded with 104 passengers and some 30 crewmen. Among the travelers were William Brewster, the leader of the Separatists, William Bradford, historian and later governor, and Miles Standish, soldiers, who was to protect the colonists. About 50 of the voyagers were women and children.

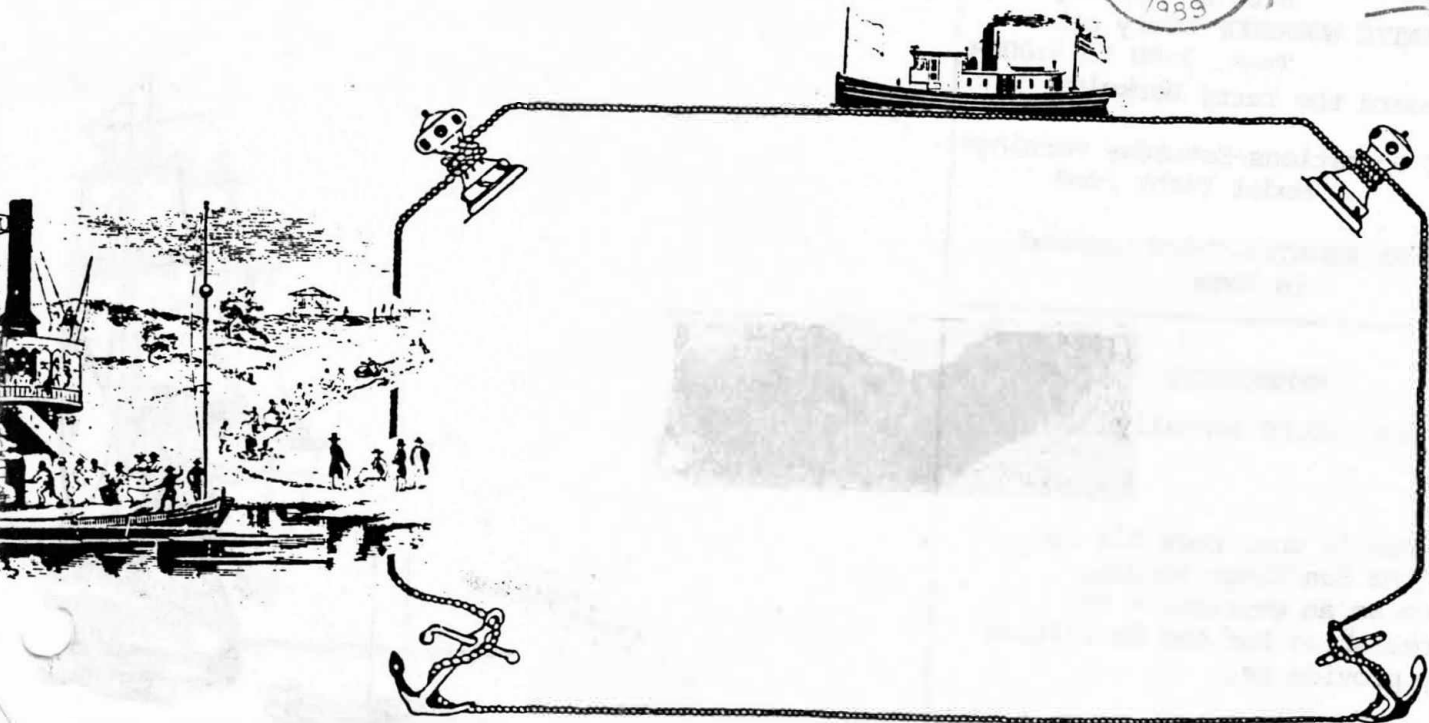
The forward part of Mayflower provided quarters for the crew. Between the decks were little cabins into which the passengers crowded. Chickens, pigs and other livestock shared the hold with the colonists' household goods, tools, and weapons. Provisions of cheese, butter fish and salted beef were rationed among the pilgrims. Under these crowded conditions hot meals were impractical, if not impossible. But greater inconveniences than these were yet to face the adventurous pilgrims.

CONT.

San Diego Ship Modelers Guild

JOSE RIVERA

/redacted/



SAN DIEGO SHIP MODELERS GUILD
OFFICERS FOR 1989

MASTER

Doug McFarland /redacted/

MATE

John Fluck /redacted/

PURSER

Bob Willis

LOGKEEPER

Doug Smay /redacted/

NEWSLETTER EDITOR

Mike Rivera /redacted/

STEERING COMMITTEE

Ed White

Bob Crawford /redacted/

Ralph Aruda /redacted/

Roy Nilson /redacted/

SCHEDULE OF ACTIVITIES

MEETINGS- Third Friday of the
month 7:30 PM social
8:00 PM meeting

STATIC WORKSHOP-Every other
Tues. 7:00 to 9:00PM
aboard the ferry Berkeley

R/C Operations-Saturday mornings
Model Yacht Pond

ANNUAL REGATTA-Third weekend
in June

MEMBERSHIP

Dues are \$10.00 annually

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

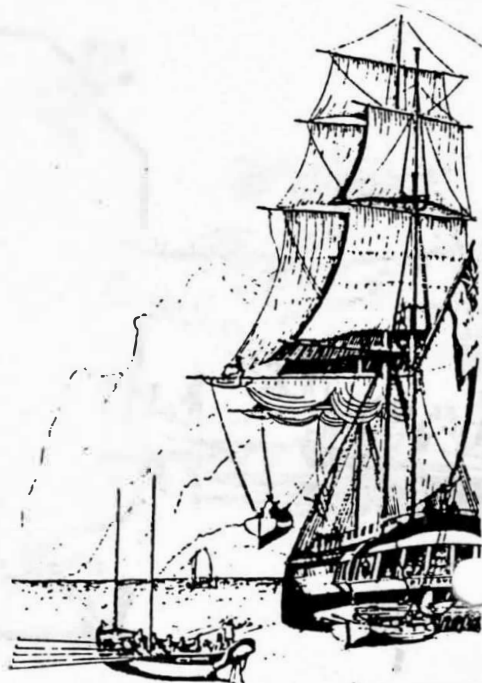
A HARROWING JOURNEY

As the stormy north Atlantic pounded at the little ship, her passengers suffered from seasickness and cold. On more than one occasion the winds became so violent that Captain Christopher Jones was forced to take in Mayflower's sails and subject his ship to mercy of the elements. Battered by the sea and pounded by the winds, Mayflower moaned under the strain. Crewmen in the rigging risked their lives as the tall masts whipped and the taut lines whistled in the gales. During the long, wearisome voyage there was one death and one birth. The infant was aptly named Oceanus by his parents.

MAYFLOWER CONTACT

As Mayflower neared the New England coast, the weather cleared and the weary voyagers gazed upon their new world. The journey had taken 67 days and covered more than 3,500 nautical miles. No one knew their exact location, however, as they had been blown far off course by the violent winds. Finally, they determined that they were farther north than the assigned territories; yet exhausted enfeebled as they were from the months at sea, the leaders considered it inadvisable to proceed further. This caused some dissent among several of the party who claimed that if they were no longer under the sponsorship

Cont.



of the London Company (sponsor of the colony at Jamestown), the Pilgrim leaders had no authority over them.

On November 11, 1620, forty-one of the Pilgrim leaders met and drew up the first document in America to guarantee majority rule. This, called Mayflower Compact, became the basis of the Pilgrims' government and established the guidelines for American democracy.

The embryonic colony lived aboard Mayflower for another month while small groups explored the land. On Christmas day, the first timber was felled for the town of Plymouth, as the settlement was now called, and by early 1621 the colonists had established themselves in the young America.

NEW MAYFLOWER

337 years later,, another Mayflower stood off the coast of England pending her departure to the "new world."

"Mayflower II," as she was christened, was built at Brixham, England. She was to be a gift to the people of the United States from England. Following her launching on September 22, 1956, Mayflower II was outfitted and made ready for the voyage to America. Her crew was a select group of sailors with an adventurous spirit, and she was captained by Alan Villiers, whose tales of exciting ocean voyages fill several books. On April 20, 1957, the brightly painted Mayflower II and her equally colorful crew hoisted sails into the breeze and began another historic passage across the Atlantic.

THE PAST RELIVED

The new Mayflower is an exceptional ship. She was researched and designed with painstaking attention to authenticity by William A Baker, naval architect. She was built in a manner that long ago had been nearly forgotten, and her crew wore costumes typical of the Pilgrim garb of the 17th century.

Mayflower II's sailing characteristics duplicated those of her famous ancestress. Several times her crew was grateful for her sturdiness as the relentless Atlantic again asserted its authority. Captain Villiers selected the southern route for his passage to avoid the particularly severe storms and ice floes of the north. The South Atlantic had her surprises, too, and the little ship was compelled to fold her sails in much the same manner as her pilgrim counterpart did

during a furious storm. Once again the seas pounded and rolled the small ship as they had the first Mayflower.

A FLOATING MEMORIAL

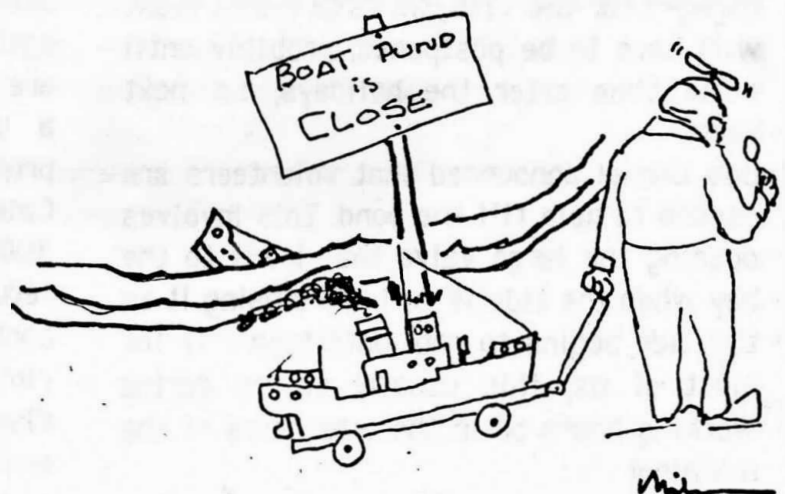
After raging for a day and a half, the storm finally diminished and Mayflower II, having proved the soundness of her structure and design, proceeded to her new home. Arriving off the coast of Cape Cod, Mayflower II was greeted by thousands of cheering spectators. Her voyage had taken only 54 days in spite of the longer southern route. Total distance covered was 5,500 nautical miles—2,000 miles farther than the original Mayflower journey.

Mayflower II now forms the major attraction at Plimouth Plantation, Plymouth, Massachusetts, a memorial to the voyage of the courage pilgrims.

MAYFLOWER DESCRIBED

Mayflower was typical of the commercial vessels of the 17th century. Her exact dimensions are not recorded, but the proportions of her modern sister are considered representative of the original. Mayflower measures 123 feet from her bowsprit tip to the top of her high poop. Her extreme beam is 24 feet and her unladen weight is nearly 300 tons. Approximately 125 tons of pig iron are used to ballast the ship. Her maximum speed on the transatlantic voyage was 7.5 knots.

"WISHING YOU AND YOUR FAMILY A HAPPY THANKSGIVING"
FROM YOUR GUILD OFFICERS AND STEERING COMMITTEE



Notes from the October Meeting
by Doug Smay

There was a surprisingly light turnout for the October Meeting, especially considering the fact that we were scheduled to have a guest speaker from Campbell Industries talk to us about marine design and engineering. Only 15 members and one guest were on hand. The guest was Chuck Knight who was visiting from North Carolina. Chuck brought with him some photographs of a 1/4" scale Fletcher class destroyer that he built. The photographs were real eye openers, too bad Chuck could not have brought the model itself! Anyway, as matters turned out our guest speaker was a no show, but Art Yeend filled in more than ably. More about that in a moment.

Doug McFarland opened the meeting at 8:00 PM and announced that the club is still trying to gather together the requisite materials to build the display case for our modeler of the quarter. The case, once constructed, will be placed aboard the Berkeley for display of our modelers work. Doug also brought in a catalog of ship model plans from the Smithsonian Institution which he has donated to the club library. Plans in the catalog are primarily of sailing vessels of the 1700's through 1900's.

Sorry large model buffs. The Berkely is engaged for the 17th, so large model night will have to be postponed, probably until some time after the holidays, i.e. next year!

Bob Cornel announced that volunteers are needed to help fill the pond. This involves opening the large valve that leads to the bay when the tide is full and closing it as the tide begins to ebb. Unfortunately for most of us, this usually occurs during working hours or in the wee hours of the morning!

There was much excitement about the

earthquake and concern over how the maritime museum in San Francisco fared, as well as friends and fellow modelers in the San Francisco club. Since no one had any direct news, we hope that no news is good news!

As mentioned above, Art Yeend had arranged for a guest speaker from Campbell Industries to come to our October meeting and describe to us how it's done in one to one scale. Unfortunately, the individual involved had to attend a meeting out of state which conflicted with our meeting. Not to worry however, Art had a backup speaker lined up who might even have proven to be more entertaining than the original guest speaker. Boris (sorry Art I didn't get the last name) is in charge of construction at Campbell, and although he speaks with a Yugoslavian accent, Art says he is a very good speaker and a pleasure to listen to. Boris' brother arrived from Yugoslavia a week before our meeting, and Boris took a weeks vacation, but he was still back in time for our meeting and was ready to come and speak to us, but at the very last minute he had to go out on builders trials on a new seiner built by Campbell. So, despite his best efforts, it finally came down to just Art. And once again Art demonstrated the depth and breadth of knowledge that exists in our club. For an hour and a half he discussed virtually every aspect of the new 1500 ton seiners that Campbell is building. These boats, which now fish mostly out of Guam, are the state of the art in tuna boats, with a unique engineering plant. The main propulsion machinery consists of two Caterpillar V-12 diesel engines, producing 3000 horsepower each, coupled through reduction gears to a single shaft and controllable pitch propeller. There is a clutch which allows either engine to be disengaged so the boat can operate on one engine for economy or in case an engine requires repairs or maintenance. The plant

is designed to allow the boat to be driven at 3/4 speed with 1/2 the horsepower. In fact, as Art pointed out, although the boats have a top speed of about 18 knots on both engines, they can reach about 17 knots on only one engine.

The single shaft and controllable pitch propeller are very important elements of the propulsion system. The propeller allows the load to be matched precisely to the engine or engines that are on line, allowing the engines always to run at the most efficient speed. This is accomplished automatically by a computer which matches propeller pitch to engine torque. The controllable pitch propeller also eliminates the need for reverse gears, since going astern is accomplished simply by reversing the pitch on the propeller blades. The single shaft arrangement is an improvement over two engines and two shafts, because a two shaft boat can be very difficult to handle when running on only one shaft.

The new Caterpillar engines replace the General Motors Electromotive, 20 cylinder, 2-cycle, 3600 horsepower engines found in most of the older boats. These engines are the same as those found in many diesel locomotives, although in tuna seiners they are coupled to the shafts through very large reduction gears, whereas locomotives are diesel electric arrangements. The diesel electric arrangement is desirable in locomotives, replacing bulky transmissions, but is not used in seiners because of the loss in efficiency inherent in this arrangement, i.e. generators and motors lose some power to heat generation. Art mentioned that there was one boat that he was familiar with that had diesel electric drive. Called the *Palomar* it had two Atlas diesels, generators and motors and a single shaft, but it was not as efficient as boats with the diesels geared directly to the shafts. I had read somewhere about experiments

being conducted in which diesel engines were to be run on very finely divided coal dust. Art indicated that this actually is not a new idea at all. In fact Rudolph Diesel himself proposed this idea when he first developed the engine. Very large marine diesels today burn bunker C fuel once they are out to sea. These engines (the largest of which develops 57,000 H.P. and is larger than most houses) are started on diesel fuel and burn diesel for maneuvering, but once at sea when the engine has come up to temperature they are switched over to burn bunker C. This latter fuel is very thick, almost tar like and has to be heated to a fairly high temperature before it can be injected.

Art also defined the difference between a single acting and a double acting diesel. A single acting engine is one in which combustion takes place only in one end of the cylinder, for example at the top of the stroke, pushing the piston down. In a double acting engine, combustion takes place both at the top and the bottom of the stroke, so the piston is pushed up and down.

In addition to discussing the engineering plants, Art spent some time talking about the way hulls are prepared to resist marine growth. Some of the latest hull coatings are able to keep hulls free of marine organisms for 3 to 5 years.

All in all a most informative and thoroughly entertaining evening. Thanks Art for a fine job - who needs those other guys when we have you!

Doug reminded all those present, (and with this note in the newsletter, all those who were not present!) that it is time to renew your dues! Not only club dues, but also Maritime Museum dues if you are not already a member. The Guild urges you to support the San Diego Maritime Museum, who make it possible for your Guild to meet aboard the oldest iron hulled sailing ship in the world! There is no change in

dues - its still only \$10.00 a year. Send your checks to our Purser, Bob Willis at /redacted/

November meeting

At our November meeting, Phil Toy has agreed to join us and bring some of his superb plastic models. If you have never seen any of Phils work, you will be amazed at the level of detail. His ships really look as if he took a full scale naval vessel and shrunk it down.

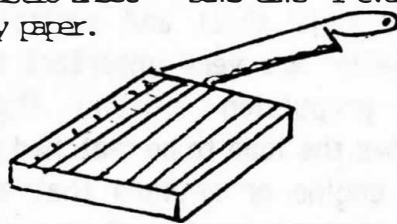
Naval News

U.S.S. Arleigh Burke (DDG-51) was launched at Bath, Maine on 16 Sept., 1989. Admiral and Mrs. Burke were present at the ceremony, and the ship was christened by Mrs. Burke. The Admiral and Mrs. Burke have been married for 66 years!

HINTS OF THE MONTH !!

It works for me.....

- A. I use a photo paper cutter to shear thin sheet metal, i.e. aluminum, brass, copper, even plastic sheet—some time I even try paper.



- B. When soft soldering or silver brazing small parts I have an old baking pan about 10" x 10" by 2" deep full of unscented, unused kitty litter where I half bury the piece I'm working; just leave the area you're going to braze exposed—the heat from your torch will do the rest....

P.S. Don't let your kitty know.

What company owns which ship?

Cruise lines have been involved in almost as many mergers and takeovers as airlines in the last few years. To keep you posted on who owns what, we have prepared the following list of the industry's activity in the last six years:

1983: Cunard Line, owners of the QE2, acquired the two luxury ships of Norwegian American Cruises, the Sagafjord and Vistafjord; three years later they added the small ultra-deluxe Sea Goddess I and Sea Goddess II.

1984: Kloster Cruises, parent company of Norwegian Cruise Line, acquired San Francisco-based Royal Viking Line; in late 1988, RVL's offices were moved to Miami.

1986: Three small one-ship lines, Western Steamship Lines, Eastern Steamship Lines and Sundance Cruises, merged into Admiral Cruise Line.

1987: Holland America bought the three small, computerized sailing vessels of Windstar Sail Cruises, acquiring the remainder later.

1987: Ocean Cruise Lines acquired Pearl Cruises.

1988: Admiral became part of Royal Admiral Cruises, along with Royal Caribbean Cruise Line. Royal Admiral successfully fought off a Carnival Cruise Line takeover.

1988: Holland America acquired the two ships of Home Lines, which went out of business, and retained the Homeric, renamed the Westerdam; Home's Atlan-

tic went to Premier Cruise Lines.

1988: Princess Cruises acquired Sitmar Cruises, getting not only the line's three existing vessels but previously set contracts on three new ships. The Sitmar ships were renamed as Princess vessels.

1988: Carnival made a \$625 million deal to take over Holland America and its wholly owned subsidiaries Holland America Westours and Windstar Sail Cruises.

1989: Effjohn, a Scandinavian shipping company and parent company of Commodore Cruise Line, bought Bermuda Star Line's name and cruise business for \$11 million, and the two ships Bermuda Star and Queen of Bermuda for an unnamed figure. Bermuda Star sails during the winter from San Diego to the Mexican Riviera.

1989: Royal Caribbean announced that it would take delivery of the new ship originally ordered by Admiral, naming it Nordic Empress. Later, RCCL also announced it would take over Admiral's Los Angeles-based Stardancer in January, changing its name to Viking Serenade. At least for the time being, Admiral will continue to operate the Azure Seas out of Los Angeles and the Emerald Seas out of Miami. The Azure Seas calls weekly in San Diego.

Cruise lines that went into bankruptcy proceedings in 1988-89: Exploration Cruise Lines; American Cruise Lines; Aloha Pacific Cruises.

The SAN DIEGO SHIP MODELERS' GUILD



The San Diego Ship Modelers' Guild is dedicated to the preservation and improvement of the crafts and skills of scale ship modeling. The motto of our informal monthly meetings aboard the bark STAR OF INDIA is "Bring a Model." Many ideas, helpful hints, and methods of accomplishment are exchanged during informal discussions about the models present.

In addition to our monthly meeting, there are workshops twice a month, informal radio control runs on Vacation Island most Saturday mornings, and an annual Radio Control Regatta and Static Display Contest in June. One benefit of the Guild is the monthly newsletter with items of upcoming events, craft tips, and related articles. We maintain a network with other clubs throughout the United States and Canada. Our Guild shares in the operation of the ship model workshop aboard the Ferry BERKELEY, where reference materials, magazines, and catalogs are made available to members.

If you are interested in becoming a member of the Guild, you are cordially invited to attend one of the meetings aboard the STAR (simply inform the attendant that you wish to attend the meeting and you will be directed to the meeting location).

MEMBERSHIP

Dues are \$10 yearly

We strongly encourage all to join the San Diego Maritime Museum in return for the facilities they provide for us.

SCHEDULE OF ACTIVITIES

MEETINGS: Third Friday, STAR OF INDIA
7:30 p.m. social 8:00 Meeting

STATIC WORKSHOPS: 1st and 3rd Tuesdays
7:00 - 9:00 p.m. BERKELEY

R/C OPERATIONS: Saturday a.m.—Model
yacht pond at VACATION Island

ANNUAL REGATTA: Third weekend in June
Model Yacht Pond

MEMBERSHIP APPLICATION

PLEASE PRINT
ALL INFORMATION

make checks payable to:
"SAN DIEGO SHIP MODELERS' GUILD"

RETURN TO:

Robert Willis
13503 Grain Lane
San Diego, 92129

NAME _____

ADDRESS _____

ZIP _____

HOME PHONE _____

BUSINESS PHONE _____ if OK for someone
to call you at work about
models or Guild matters

I WOULD LIKE A SHIPMODELER'S GUILD NAMETAG.

NAME (AS TO APPEAR) _____

\$5.00 will be collected when nametag delivered

SHIP MODELING INTERESTS

<input type="checkbox"/> DISPLAY	<input type="checkbox"/> R/C
<input type="checkbox"/> Kit	<input type="checkbox"/> Sail/ Period
<input type="checkbox"/> Scratch	<input type="checkbox"/> Pleasure
<input type="checkbox"/> Solid hull	<input type="checkbox"/> Workboat
<input type="checkbox"/> Plank/Frame	<input type="checkbox"/> Military
<input type="checkbox"/> Fiberglass/ Plastic	<input type="checkbox"/> Merchant

MODELS BUILD OR *ARE BUILDING

WARNER WOODS WEST

Stripwood - All wood is surface planed smooth. 24" long. Prices effective 3/1/89

Fractional sizes - No. of pieces per \$2.00 package. Beech, birch, cherry, holly, mahogany, mansonia, poplar, redgum, walnut.
No. of pieces per \$3.00 package. Lemonwood(degamel), padauk, pearwood, purpleheart.

1/32 x 1/32 -- 7	3/64 x 3/64 -- 7	1/16 x 3/32 -- 6	5/64 x 1/4 -- 4	1/8 x 1/8 -- 5	3/16 x 3/16 -- 4
3/64 -- 7	1/16 -- 7	1/8 -- 6	5/16 -- 4	5/32 -- 4	1/4 -- 3
1/16 -- 7	5/64 -- 6	5/32 -- 5	3/8 -- 3	3/16 -- 4	5/16 -- 3
5/64 -- 7	3/32 -- 6	3/16 -- 5		1/4 -- 4	3/8 -- 2
3/32 -- 7	1/8 -- 6	1/4 -- 4	3/32 x 3/32 -- 5	5/16 -- 3	
1/8 -- 6	5/32 -- 6	5/16 -- 4	1/8 -- 5	3/8 -- 3	1/4 x 1/4 -- 3
5/32 -- 6	3/16 -- 5	3/8 -- 4	5/32 -- 5		5/16 -- 3
3/16 -- 5	1/4 -- 5		3/16 -- 4	5/32 x 5/32 -- 4	3/8 -- 2
1/4 -- 5	5/16 -- 4	5/64 x 5/64 -- 6	1/4 -- 4	3/16 -- 4	
5/16 -- 4	3/8 -- 4	3/32 -- 6	5/16 -- 3	1/4 -- 4	5/16 x 5/16 -- 2
3/8 -- 4		1/8 -- 5	3/8 -- 3	5/16 -- 3	3/8 -- 2
	1/16 x 1/16 -- 7	5/32 -- 5		3/8 -- 3	
	5/64 -- 7	3/16 -- 5			3/8 x 3/8 -- 2

Millimeter sizes - No. of pieces per \$2.00 packages. Beech, birch, cherry, holly, mahogany, mansonia, poplar, redgum, walnut.
No. of pieces per \$3.00 package. Lemonwood(degamel), padauk, pearwood, purpleheart.

1 x 1 -- 7	1.5 x 1.5 -- 7	2 x 2 -- 6	3 x 3 -- 5	4 x 6 -- 4	6 x 6 -- 3
1.5 -- 7	2 -- 7	3 -- 5	4 -- 4	8 -- 3	8 -- 2
2 -- 7	3 -- 6	4 -- 5	5 -- 4	10 -- 3	10 -- 2
3 -- 6	4 -- 5	5 -- 5	6 -- 4		
4 -- 6	5 -- 5	6 -- 4	8 -- 3	5 x 5 -- 4	8 x 8 -- 2
5 -- 6	6 -- 4	8 -- 4	10 -- 3	6 -- 3	10 -- 2
6 -- 5	8 -- 4	10 -- 3		8 -- 3	
8 -- 4	10 -- 4		4 x 4 -- 4	10 -- 2	10 x 10 -- 2
10 -- 4			5 -- 4		

Basswood is also available in the sizes listed above. Price is \$1.00 per package.

Bulkwood - All wood is surface planed smooth.

- Group 1 - Beech, birch, cherry, holly, mahogany, mansonia, poplar, walnut.
- Group 2 - Padauk, pearwood, purpleheart.
- Group 3 - Brazilian satinwood, rosewood.

All bulkwood will be supplied in random width and length. Most will be 2-3 wide and 24 inches long. Minimum size will be 1-1/2 inches wide and 15 inches 15 inches long. Minimum order is one square foot per species and thickness. Prices are per square foot.

MM	1.0	1.5	2.0	3.0	4.0	5.0	6.0
Inches	1/32	1/16	3/32	1/8	5/32	3/16	1/4
Group 1	5.45	5.45	6.00	6.45	7.05	7.55	8.35
Group 2	8.80	8.80	9.60	10.70	11.20	12.00	13.20
Group 3	11.20	11.20	12.15	13.70	14.25	15.50	16.95

Warner Woods West
P. O. Box 5173
Torrance, CA 90510
213-326-5177

For shipping, please include: For orders under \$25.00, add \$2.00
\$25.00 to \$50.00, add \$3.50.
\$50.00, add \$5.00.

All orders will be shipped UPS unless otherwise requested.