



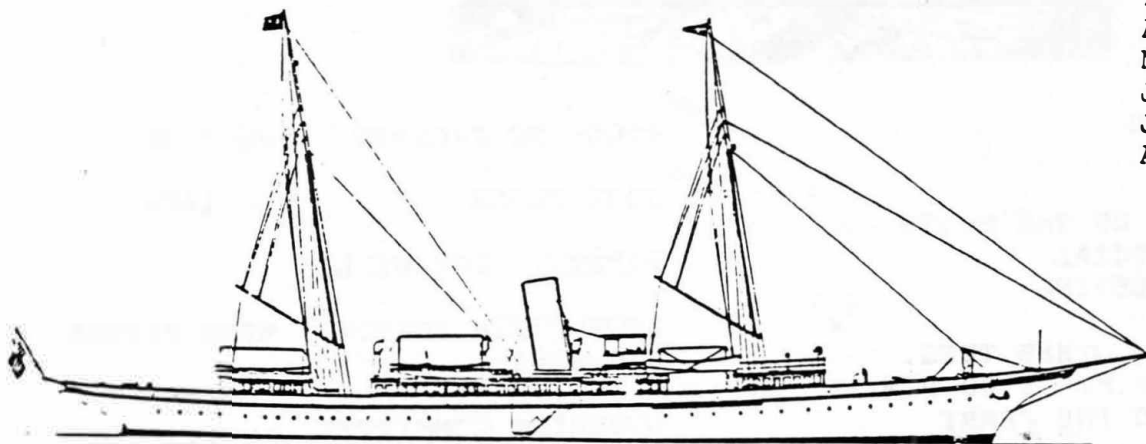
San Diego Ship Modelers' Guild

Vol 15 No. 3

POND CLOSED

Feb 16	Aug 17
Apr 27	Aug 31
May 25	Sep 14
Jun 15, 16*	Oct 12
Jul 13	Nov 30
Aug 10	Dec 7

*SDSMG REGATTA



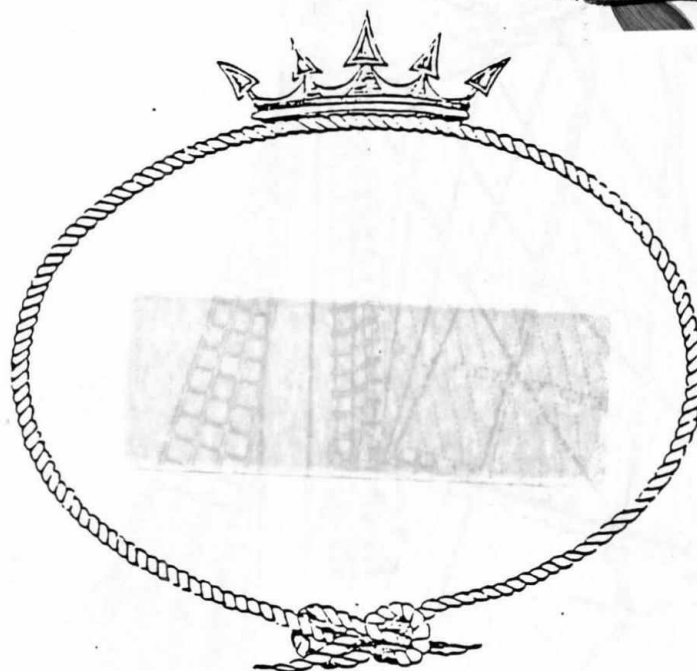
Corsair III



San Diego Ship Modelers Guild
MIKE RIVERA
/redacted/

MARCH

S	M	T	W	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30





SCHEDULE OF ACTIVITIES

MEETINGS-THIRD FRIDAY OF THE MONTH

7:30 P.M. SOCIAL

8:00 P.M. MEETING

STATIC WORKSHOP- EVERY OTHER TUES.

7:00 P.M.- 9:00 P.M.

ABOARD THE FERRY

BERKELEY

MS/PJ

DOUG MC FARLAND /redacted/

MYH

JOHN FLUCK /redacted/

PURSER: BOB WILLIS

NEWSLETTER EDITOR: MIKE

RIVERA /redacted/

STEERING COMMITTEE

BOB WRIGHT /redacted/

ED WHITE

JIM HAWKINS /redacted/

BOB O'BRIEN

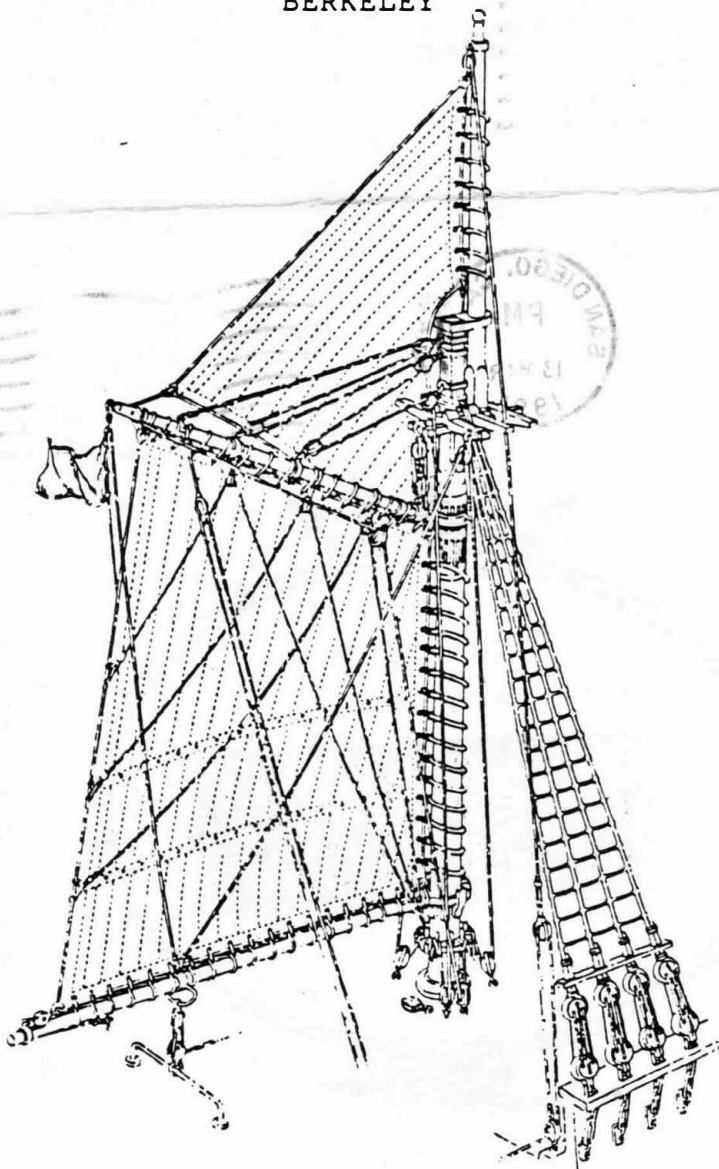
R/C OPERATION- SATURDAY MORNINGS
MODEL YACHT POND

ANNUAL REGATTA- THIRD WEEKEND IN
JUNE.

MEMBERSHIP

DUES ARE \$15.00 ANNUALLY

WE STRONGLY ENCOURAGE ALL TO JOIN
THE SAN DIEGO MARITIME MUSEUM AS
AN EXPRESSION OF APPRECIATION FOR
THE FACILITIES THEY PROVIDE US.



AN APOLOGY IS IN ORDER FOR ME NOT SHOWING UP AT THE LAST MONTH MEETING, AS MOST OF YOU KNOW I WAS SCHEDULE TO TALK ABOUT HIDING THOSE ELECTRIC SWITCHES ON BOARD AND STILL HAVE EASY ACCESS TO THEM WITH OUT HAVING TO TEAR DOWN HALF THE BOAT----I'LL GIVE IT ANOTHER GO AT THIS MONTH'S MEETING AND TELL YOU AND SHOW YOU WHAT HAPPEN TO VICTORIA AND I WHILE CHASING ANCIENT CITIES IN SOUTH AMERICA.....

I TALKED TO JIM HAWKINS---- AND HE TELLS ME THAT THE REGATTA PREPARATION IS ON TRACK--- WE'LL BE DISCUSSING AT THIS MEETING THE GENERATING OF "SUPPORT TEAM 91" WITHOUT WHICH OUR EXCITING, FUN FILLED REGATTA CAN NOT COMPLETE IT'S FULL CIRCLE----NOW GUY'S WE NEED TO BORROW YOUR MODELING SKILLS AND DEDICATION FOR JUST A FEW HOURS, THINK OF IT AS IF THE WHOLE S.D.M.S.G. WAS BUILDING A MOMENT TOGETHER. DON'T FORGET WE ARE THE HOST.....

SOME CHANGES ARE DUE TO HAPPEN REAL SOON THAT WILL CONCERN ALL OF US AT THE GUILD--- WE ARE ENCOURAGING ALL MEMBERS TO ATTEND OUR MARCH 15TH MEETING, BRING YOUR SUGGESTIONS, LIKES AND DISLIKES, AND A MODEL (WE ALL WANT TO KNOW WHAT YOU ARE THINKING BUT SHOW ME WHAT YOU'VE BEEN DOING) IF YOUR MODEL IS TOO BIG-- i.e. VAL'S TUNA BOAT, THEN WE'LL COME TO YOU-----he!he!he! IN THESE CASES BRING, A BLUEPRINT, SUPERSTRUCTURE, FITTINGS, PHOTOS, A BOOK OR AN ARTICLE YOU'VE COME ACROSS A BETTER WORD IS SHARE..... WE HAVE ALL THIS INFORMATION JUST SITTING IN SO MANY HOME SHOPS DIEING TO GET OUT(SHOW OFF) SHARE!!!!

SOME CORRECTIONS FROM LAST MONTH'S NEWSLETTER:

1. THE YEARLY DUES ARE \$15.00 NOT \$10.00
2. DOUG MC FARLAND 'S NEW HOME PHONE IS /redacted/

CONSTRUCTION OF THE HULL BY THE "BREAD AND BUTTER" METHOD

Well seasoned, sugar-pine without knots or basswood should be used, each one as thick as the distance between the respective water-line contours or lifts. The longitudinal line or centerline, the frames and lift contours will have to be marked off onto the boards and each one of them should be cut out with a fretsaw along the marked lift and the center portion cut out. All the boards shall be glued together in sequence with epoxy glue (White glue, Resin glue or equivalent) and the centerline and frames, previously marked onto the sides, shall be lined up. The work will be finished by carving away with gouges and chisels any concave or convex humps. At this stage



Hull made by "bread and butter" method: on top can be seen both the board with its marking and the same board cut out; below the various boards forming the hull. Only the edges remain to be carved away, while checking the shape against suitable templates.

THE CORSAIRS

While Commodore Vanderbilt was away cruising on *North Star*, he had left some of his affairs in the charge of two men, Garrison and Morgan, who were expected to pay him a commission. They did not, and when The Commodore returned he sent them a brief note: 'Gentlemen, you have undertaken to cheat me. I won't sue you, for the law is too slow. I will ruin you.' And he did.

History does not relate if that Morgan had anything in common with John Pierpoint Morgan, but it is unlikely, for by the early 1900s, like Vanderbilt before him, J.P. had, through his \$1,500,000,000 Steel Trust, become the most powerful tycoon of all. Morgan's famous comment about yachts, 'If you have to ask how much it costs, you can't afford it', has long been the byword of yacht brokers, but with his enduring passion for great yachts, he followed it to the letter. The number of activities he was involved in were endless, and among his philanthropic deeds were restoring churches, founding schools and national museums, providing the land for the New York Yacht Club and paying for several America's Cup defenders besides. It was hardly surprising that when he died with an estate valued at \$77.5 million. John D. Rockefeller commented, 'and to think that he wasn't even a rich man.'

Morgan spent a fortune on his yachts, *Corsair I*, his first magnificent steam vessel, being acquired from a member of the New York Yacht Club in 1881 so that he could use her as a ferry between his office in New York and his home up the Hudson River. He soon found that he could conduct his business on her in greater privacy, but better still, once on board, nobody, unless they agreed his terms, could ever escape. But she was soon eclipsed by larger New York based yachts, and so in 1891 he asked the Irish expatriate K. Beavor-Webb, to design him a vessel 240ft

(73m) long. *Corsair II* was a fine looking vessel and Morgan used her constantly until 1898 when he turned her over to the Navy, asking Beavor-Webb to create an even longer yacht for him on much the same lines.

Corsair III, some would eulogise, was probably the most handsome steam yacht ever built. Beautifully proportioned, her rakish looks gave her such an air of authority that she gained countless admirers wherever she went. At 305ft (93m), she was about 60ft (18m) longer than her predecessor, and apart from being more powerful, she also had, for better manoeuvrability, a twin screw. But Morgan insisted that in every other respect, from her gilded figurehead to the pattern of the carpets, she should be exactly the same.

One particular feature of *Corsair* was her engine room. From the deckhouse it was possible to see the highly polished cylinders with all other working parts finished in bright enamel, and the whole compartment was panelled in pale maple to show up the tiniest speck of oil. Morgan was now really enjoying his yachting, and as far as he was concerned, his ship had to be as immaculate as any.

At one time Morgan was a member of no less than twenty different New York men's clubs, but not content, he started his own Corsair Club for city friends, who liked to come aboard and spend an evening with him playing cards. In 1882 he had become a member of the New York Yacht Club, and in 1899 on becoming the Club's commodore, he immediately appointed *Corsair III* as the club's flagship.

Corsair was seldom idle and often she was sent ahead of her owner to meet him on the far side of the Atlantic, possibly in Cannes, Cowes or Kiel. Her crew were renowned for their loyalty, and Captain Porter, who had been with her almost from the start, joined her again during World War I, following J.P.'s death in 1913. She had been converted to carry 134 officers and men, and, painted grey with her bowsprit removed and a wheelhouse added, was hardly recognisable. At one stage she steamed over 19,000 miles without shutting down her boilers, but she came through with flying colours and, restored to her former glory, she returned to the bosom of the family until finally replaced in 1930 by *Corsair IV*.

Good ships often die hard, and it was not until 1944, after active service once again during World War II, that she was finally towed to the breakers to meet an unbenign end. The New York Yacht Club, however, still rings with her owner's name, and a model man-of-war, presented by John Pierpoint Morgan, now stands where the America's Cup once stood, as a reminder of the days of his *Defender* and his twice-winning yacht *Columbia*, and of achievements that few, if any, can any longer attain.



John Pierpoint Morgan

03/05/91

TO ALL GUILD MEMBERS:

A MAJOR TOPIC DISCUSSED IN AN OPEN FORUM LAST MEETING WAS THE DECLINE IN THE MONTHLY ATTENDANCE. ONE OF THE SUGGESTED PROBLEMS BROUGHT UP WAS MEETING ON A FRIDAY NIGHT. FRIDAY MAY NOT BE THE BEST NIGHT OF THE WEEK FOR OUR GET TOGETHER. AT THE MARCH MEETING FURTHER DISCUSSION WILL BE CONDUCTED ON THIS PARTICULAR SUBJECT. SO IF YOU HAVE A STRONG FEELING ONE WAY OR ANOTHER BE THERE. IF YOU CAN NOT ATTEND PLEASE WRITE A SHORT NOTE WITH YOUR IDEAS AND SEND IT TO THE GUILD. BY THE APRIL NEWSLETTER THESE IDEAS WILL BE PUT FORTH FOR THE MEMBERSHIPS INFORMATION AND A DECISION WILL BE MADE BY THE "MEMBERSHIP" ON THIS ISSUE.

SOME OF THE SUGGESTIONS TO DATE ARE:

- A. MOVE MEETING TO THURSDAY NIGHT.
- B. MOVE MEETING TO A 7:00 P.M. STARTING TIME.
- C. MOVE MEETING TO SOME OTHER NIGHT (NONE SPECIFIED).

SOME OF THE POSITIVES FOR MOVING THE MEETING NIGHT ARE:

- A. FRIDAY CAN BE SAVED FOR THE LITTLE WOMEN.
- B. OTHER NIGHTS WILL MAKE THE PARKING MUCH EASIER AT THE STAR.
- C. THE BERKELEY COULD BE USED FOR A LARGER MODEL SHOW AND TELL NIGHT.

PLEASE ADD YOUR INPUT AT THIS MONTHS MEETING.

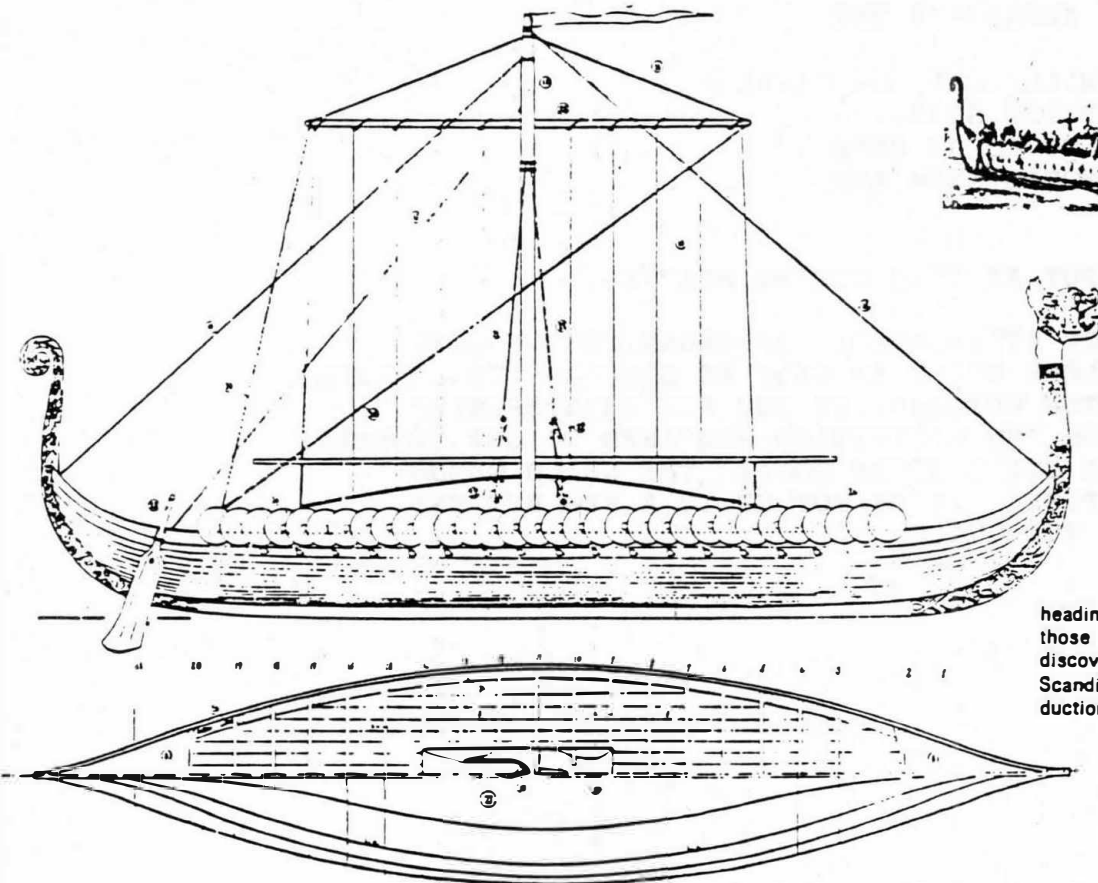
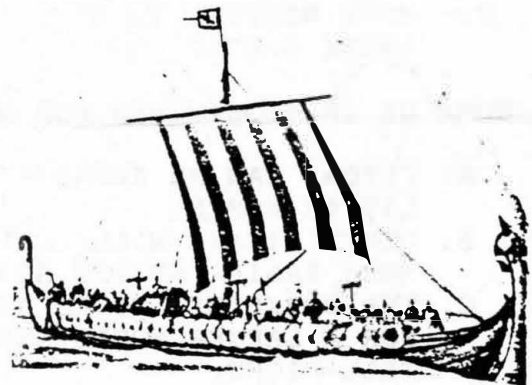
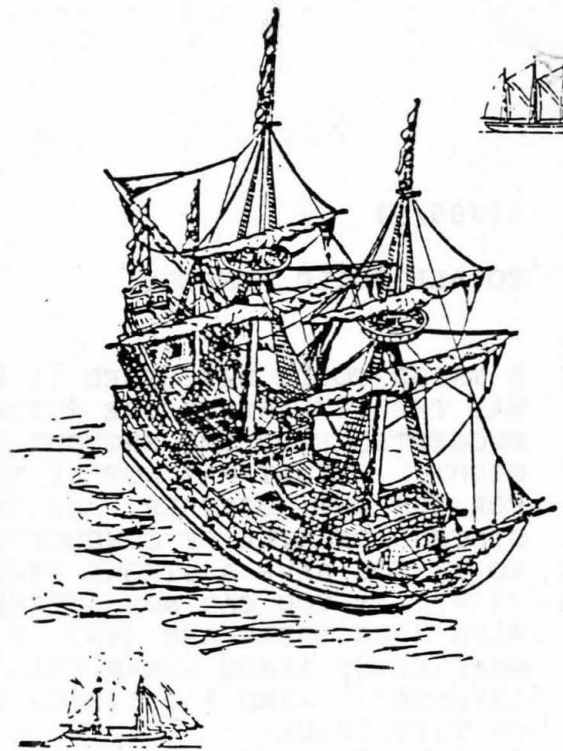
AS TO THE PROBLEM OF ATTENDANCE! AN ORGANIZATION LIKE THE S.D. SHIP MODELERS GUILD IS ONLY AS GOOD AS ITS MEMBERS MAKE IT. **"YOU ARE THE GUILD!"**. IF YOU ARE UNINTERESTED, LOOK TO YOURSELF FOR THE MOTIVATION REQUIRED TO GET YOURSELF RE-INTERESTED. THE GUILD NEEDS YOU!! THE GUILD NEEDS YOU AND YOUR EXPERTISE. IT IS NOT UP TO A FEW BUT THE MANY TO REJUVENATE THE GUILD

JOHN FLUCK



MODEL SHIPS FOR SALE

ON THE TOPIC OF MODEL SHIP SALE
AT THE BERKLEY FERRY BOAT IN SEPTEMBER
BOB WRIGHT---INFORMS ME THAT THE
PLACE AND TIME HAS ALREADY BEEN
ALLOCATED FOR US ---ALL HE NEED'S
IS FOR THOSE GUILD MEMBERS WHO WISH
TO PARTICIPATE TO GIVE HIM A CALL
AT 463-8380, AND LET HIM KNOW---WE
ARE LOOKING FOR GOOD MODELS, STATIC,R/C,
STEAM , SAIL, GAS,ETC. IF YOU FEEL
YOUR MODEL MIGHT NOT BE GOOD ENOUGH
TO SALE WE AT THE GUILD CAN HELP
YOU WITH A HOW TO CLINIC AND HELP
YOU SPRUCE UP YOUR MODEL---TO HELP
YOU SELL IT QUICK. REMEMBER WE
NEED TO HEAR FROM YOU!!!! WE ARE
ALSO EXTENDING THIS INVITATION TO
ALL OTHER CLUBS AND CLUBMEMBERS WHO
WISH TO PARTICIPATE; JUST LET US
KNOW.



With slender hull and carved bow heading for conquest, the square-sail unfurled, those Vikings who may have been the first discoverers of America, started from barbarian Scandinavia. This figure shows a recent reproduction of one of their ships.

Viking drakar.