



# San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

May 1994

NEWSLETTER

Volume 18, Number 5

"A man builds the best of himself into a boat--  
builds many of the unconscious memories of his ancestors...."

---John Steinbeck

INSIDE THIS EDITION: ...(and saluting Merchant Ships)

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## GUEST SPEAKER FOR MAY:

Veteran submarine modeler Mike Dory has agreed to be our guest speaker for our May Meeting. Mike will be showing a video of model subs in action and discussing some of the modeling problems which unique in three-dimensional operations. Mike has traveled extensively across the country to meets and shows and should have some interesting "sea stories" to tell.

1994		MAY						1994
SUN	MON	TUE	WED	THU	FRI	SAT		
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	31						

NEXT MEETING NIGHT:

## COMING EVENTS:

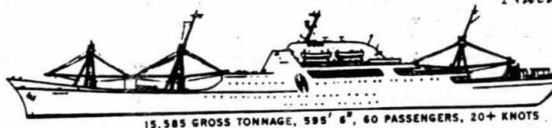
May 15 R/C Festival at pond  
June 4 & 5 Celebrate The Bay  
June 18 & 19 SDSMG Regatta



BRING A MODEL!!  
BRING YOURSELF!!

## Merchant Profiles 1819-1972

ALL DRAWN TO SAME SCALE  
DATE: YEAR SHIP ENTERED SERVICE  
LENGTH: OVERALL  
SPEED: MAXIMUM  
TONS DISPLACEMENT: WEIGHT OF LOADED SHIP  
TONS DEADWEIGHT: WEIGHT OF CARGO  
GROSS TONNAGE, TONS BURDEN: CUBIC CAPACITY



Nuclear Ship Savannah  
1962



Great Eastern  
1860

M. Moran  
1961



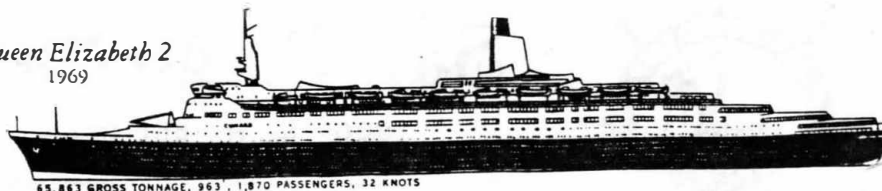
SEAGOING TUG, 120',  
11+ KNOTS

*Satanah*  
1810



319 TONS BURDEN, 103', 32 PASSENGERS,  
8 KNOTS STEAM, 10 KNOTS SAIL

*Queen Elizabeth 2*  
1969



65,863 GROSS TONNAGE, 963', 1,870 PASSENGERS, 32 KNOTS

## SAN DIEGO SHIP MODELERS GUILD

April 21, 1994

### MEETING NOTES

This was Jim Hawkins first meeting as our newly elected Master and he was understandably nervous. (You'll get the hang of it, Jim!) About twenty five members and guests were present.

Guests were Bill Bridge, Argonauts Commodore, Jack Chidgey and Jim Hamul. We have several letters from "off site" and there were volunteers to provide the requested info. A recurring request in such letters is for someone to build a model from a kit the writer had purchased. This illustrates the fact that kits are often impulse purchases with the "modeler" having little appreciation of the skills and patience involved in its construction.

Bob Crawford reports that the brass model of the Bainbridge has been delivered and is awaiting a work party to move it into its assigned place and start cleaning it. Polishing cloths and screwdrivers will be needed. This is planned for Saturday AM April 23 so this announcement is somewhat after the fact.

Chris Mathews has donated much valuable time and goods to the Guild. We discussed how Chris' generosity should be recognized. We would be well advised, some pointed out, to be cautious in granting HONORARY or LIFE memberships so that such honors are not diluted for future honors candidates. In any event, an appropriate token of appreciation will be provided for Chris.

Bill Bridge related the agonies of the protracted negotiations with the Parks Department Management on the PUP applications for for the coming season's major pond events. At one point the demand amounted to several thousand dollars but a livable compromise has been reached. The Guild will be paying its proper share of the final fees. The basis for this problem is that the city is said to be so strapped for cash that they are trying to tax any citizens group they can. Payment of the requested fees by parks and pond users may end up with less use of these facilities in the future. One abuse that will be closely policed is the parking of motor homes along the pond drive. They may not overhang the lined spaces or the sidewalk.

The R/C Festival put on annually by the Guild and the Argonauts is scheduled for May 15. Demonstrations of the various types of boats will go on each day. This is an opportunity for us to attract new devotees to our hobbies. A swap meet will be included as in the past but visible exchange of money should be discretely under-the-table. Strictly speaking, no moneys for sales are to occur per Parks Department Rules. The same will be true of food service.

*Edward L. Ryerson*  
1960



GREAT LAKES ORE CARRIER, 26,750 TONS DEADWEIGHT, 730', 16+ MPH

*Mauretania*  
1907



31,938 GROSS TONNAGE, 780', 2,165 PASSENGERS, 27 KNOTS

*United State*  
1952



50,824 GROSS TONNAGE, 990', 1,830 PASSENGERS, 42 KNOTS

**CELEBRATE THE DAY!** An all Mission Bay festival is planned for June 4 & 5. There will be a multitude of typical Bay events going on both days. The purpose of this is to raise money to help support the city's cost of maintaining Mission Bay Park. The Associates were, at first, reluctant to put out another call for a gift in order to be able to participate in the event. However, with the realization that it might be good publicity to show people our appreciation of our facility it was decided to get a gift.

A number of items have been donated to the guild for auction. Included were quality glass and kits. The prime item was a glass saw new Elmer and Decker three wheel band saw. They brought a total of \$116. With a bid for a resistance substitution box pending.

We were fascinated and informed with the program provided by Tom Taylor. As a post graduate course in Marine Architecture tackled into his Mechanical Engineering Degree, Tom described the intricacies of designing an oceanographic research vessel. The class started with nothing more than a performance "gotta do" that ended with, in Tom's case, a towing tank model. Most fascinating was his description of the 1970s era computer work. In those days they didn't have plotters and the computer's output was stacks of punch cards that had to be interpreted. A 1970s day computer run could be done on today's desk toys in less than a minute. That's progress! The procedure was: guess and test, guess and test through numerous cycles. (I'm continually impressed with the talents we have in the Guild. Ed)

The May meeting will be preceded with a Steering Committee meeting at 6:30. Master Jim Hawkins asks for members' input as to the desired format, direction and programs for the coming year. What do you want the Guild to be over the next year?

File:WP6.0 ED. NOTE: The Steering Meeting will be held later, probably on a Saturday PM. More later.

### FOR SALE

#### AIR COMPRESSOR COMPONENTS

Compressor - 1 Cyclinder  
3/4 H.P. Motor 110/220  
Air Tank  
Pressure Switch

All in Good Condition  
\$75.00

Bob Cornell /redacted/

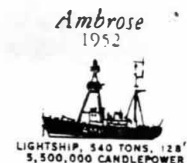
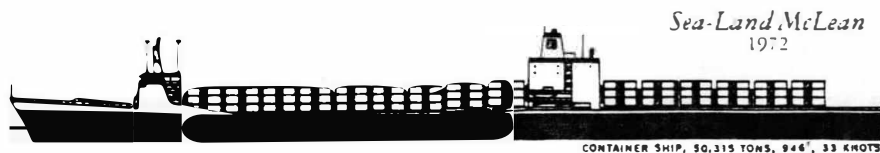
### WEST COAST MODEL SHIPS

SPECIALIZING IN SHIPS OF WOOD  
KITS • FITTINGS • SUPPLIES

K. C. EDWARDS

7750 Convoy Court, San Diego, CA 92111  
(619) 560-5966

Located within Discount Hobby Warehouse, San Diego's Largest Hobby Center

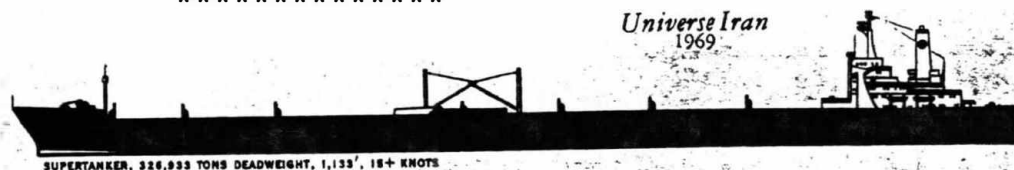


# WANTED: WOOD MODELS FOR DEL MAR FAIR:

Officials at the Del Mar Fair have decided to discontinue the award category which includes wooden ship models UNLESS more models are entered this year. Apparently the limited number of entries has been a disappointment in recent years. We would hate to lose this exposure of our hobby to so many fair attendees. Several of our members have done well in the past, i.e. Doug McFarland for his superb model of "Rattlesnake." While a \$10 fee per entry is charged, the cash prizes run \$50, \$75 and \$150, so we're told.

Unfortunately, we have a very short fuse here as the deadline is MAY 16. Also, a picture of your model must accompany the entry form. For additional information, perhaps Bob Crawford, Ed White or Doug McFarland can provide further details.

\*\*\*\*\*



# KUDOS FOR CLGN-25 CLEAN-UP CREW:

Curator of Museum Models, Bob Crawford wishes to thank all the volunteers for the "brass polishing party" aboard our new 1/4 scale brass waterline model of USS BAINBRIDGE. We were off to a somewhat slow start when only Doug McFarland, Dave Manley and Fred Fraas showed up to work on Saturday, April 23. (Since the pond was closed that day, where did everyone go???) On that day, all detachable parts were removed for cleaning under Bob's watchful eye. Bob Cunningham, Joe Bompensiero, both Volunteers in the Model Shop, as well as Bob Wright (also a Museum volunteer) helped out the following week. Bob Wright cleaned-up the very detailed for'mast. Now all we need is a case for this 12 ft. giant.

\*\*\*\*\*

## PORT AND STARBOARD

Looking toward the bow (front) of a ship, port is the left-hand side, starboard the right-hand side. When under way at night, all vessels are obliged to display a red sidelight to port, a green one to starboard, and a white masthead light.

Starboard is so called because the right-hand side of a boat was the side ("board") where the steering oar, or "steer," was set in the days before central, sternpost rudders were used.

Port is so named because ships in harbor always tied up on that side so that the steering oar would not be crushed against the dock. The same terms are now used in exactly the same way by air pilots.



ED. NOTE: Thank to  
Roy Nilson for this.

**"Quite an Adventure"—the Normandy Convoy '94**

January 26, Baltimore—This spring, three old WWII warhorses, the Liberty ships John W. Brown and Jeremiah O'Brien and the Victory ship Lane Victory will undertake a remarkable voyage in convoy across the Atlantic to represent the American Merchant Marine at the ceremonies commemorating the 50th Anniversary of the Normandy Invasion. Lovingly restored and crewed entirely by volunteers, the three ships will call at ports all over Europe following the ceremonies in France.

Let me fill you in on the latest. Our scrap Victory ships are on the market now. Jacques Pierot & Sons in New York is handling the sale of the ships for us, with Mr. Bill Mollard being our broker.

We met with officials at Bethship (Bethlehem Steel's Sparrow Point Shipyard) today and it looks like the Brown will be going on drydock about March 1st, for around two weeks. In the meantime, General Ship Repair, a small yard in Baltimore, is sending crews over to the Brown every day, accomplishing some of the work that can be done while the vessel is afloat. We will soon begin discharging all the accumulated material that we cannot secure for sea. Despite the terrible weather, our volunteers are continuing to work like beavers on the many jobs that must be done before we can sail from Baltimore on April 30th.

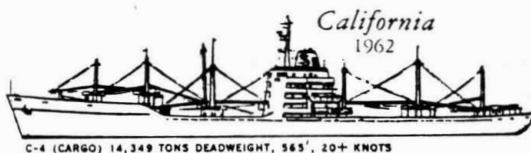
Our itinerary is an extensive one, concentrating on the UK. If we had more time we would visit more ports, but we simply cannot go everywhere! The Brown, O'Brien and Lane will steam across the Channel on the 5th of June in company with a fifteen ship US Navy Battle Group, centered on the carrier George Washington. I hope they realize we can only make 10 knots with a following breeze!

Joan Samsen, Tom King and the Board of the American Merchant Marine Memorial in New York are working very hard on fundraising for us and we are confident that they will succeed in finding sufficient monies to fund the voyage costs.

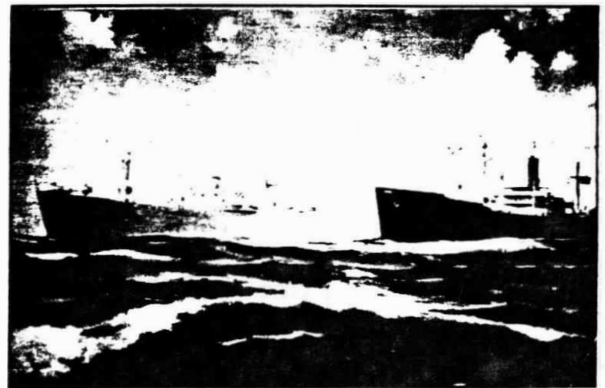
Meanwhile, on the west coast, the Lane Victory is now in the shipyard, gas-freeing her double bottom tanks. That is one horrible job, but it has to be done before any bottom work can be undertaken. Fortunately for us, the Brown's double bottoms were cleaned and gas-freed back in 1991, so that work, at least, is behind us.

The current plan is for the Brown and Lane to meet in New York and steam out together, rendezvousing with the O'Brien in the South Atlantic, near Bermuda. The three ships will separate after the Normandy event and then meet off the south coast of England for the trip back across the Atlantic. For our 50 year old ships and our (largely) 65 to 70 year old crews, it promises to be quite an adventure!

BRIAN HOPE  
Chairman  
Project Liberty Ship



A limited edition print of Brian Hope's "The Last Convoy" is being offered for sale to support the convoy. Image size is 15.5" by 23.5", price is \$100 plus \$5 s+h, payable to Project Liberty Ship, PO Box 25846, Highlandtown Station, Baltimore MD 21224.

**IT WAS A GREAT IDEA, BUT.....**

Unfortunately, as we go to press with this newsletter, LANE VICTORY is returning from Acapulco to San Pedro having cancelled out her D-Day trip due to engine problems. Earlier, JOHN W. BROWN did not pass required USCG seaworthiness inspections. Our hearts go out to the many, many volunteers who worked so hard to prepare and sail these fine WWII ships. Apparently, S.S. JEREMIAH O'BRIEN, our Liberty ship from San Francisco is "pressing on."

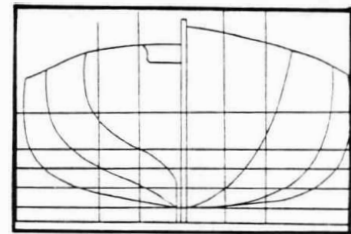
MODEL BY FAMOUS AUTHOR ON BERKELEY:

In one of the model exhibit cases just opposite the library on the BERKELEY, a little three-masted wooden bark is struggling with Cape Horn seas in a very dramatic representation.

The model was made by Charles G. Davis, sailor, designer and author of several classics about building fine ship models. The model described above shows the bark JAMES A. WRIGHT's perilous predicament while rounding cape "stiff" in 1892. Davis had shipped as an AB on that voyage and the model is the result of that vivid memory.

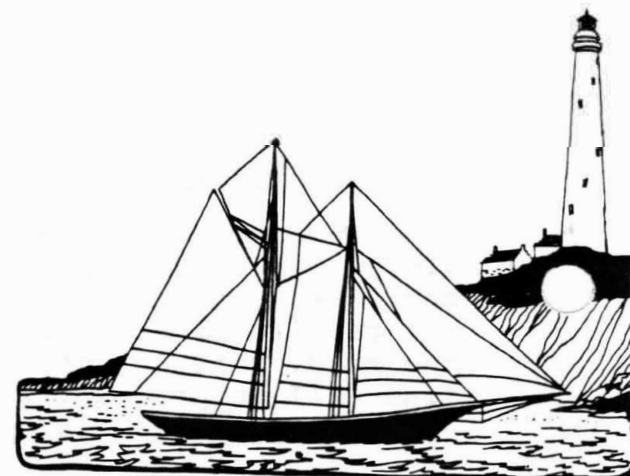
thanks, Gordon

\*\*\*\*\*



One of the most concise, easily-understood little volumes on yacht designing was written by Charles G. Davis, the same gentleman who gave us several interesting books on ship model making. Above is the fly leaf of that little tome. Ed.

NOTE: See page 9 for a profile of Mr. Davis.



# *The A B C of* YACHT DESIGN

A simple treatise for beginners

BY

CHARLES G. DAVIS

Illustrated by the Author

(1935)

Price - \$1.00

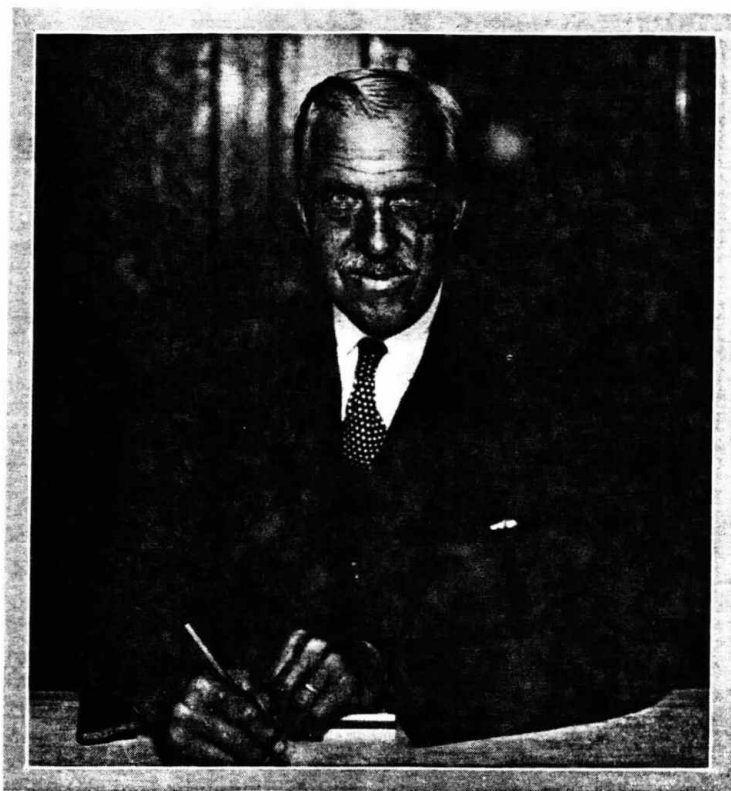
New York  
THE RUDDER PUBLISHING CO.  
9 Murray Street

## Registration List MAY 1 1994

Name	City	St	Zip	Phone	Spouse
Ernest J Andrew	San Diego	CA	92116		
Ray H Beale	La Jolla	CA	92037		
Bunny Benson	San Diego	CA	92128		
Walter E Cagle	Chula Vista	CA	91910		
Jack Chidgey	San Diego	CA	92126		
Robert C Cornell	San Diego	CA	92110		
Bob Crawford	San Diego	CA	92120		
Vic L Crosby	Kirkland	WA			
Robert L Cunningham	San Diego	CA	92119		
John De Friest	San Diego	CA	92124		
Kenneth C Edwards	San Diego	CA	92117		
William J Flemming	Everett	MA			
John F Fluck	Vista	CA	92084		
Fred Fraas	San Diego	CA	92119		
Robert J Hallbach	El Cajon	CA	92020		
James Hamill	San Diego	CA	92123		
Jimmie C Hawkins	San Diego	CA	92116		
Bruce Jamieson	Bonita	CA	91902		
Johnny R Johnston	Poway	CA	92064		
Lewis Johnson	San Diego	CA	92120		
Gordon Jones	San Diego	CA	92111		
Jack Klein	San Diego	CA	92119		
Jack R Lind	Coronado	CA	92118		
Russ Lloyd	San Diego	CA	92117		
Larry Malopy	San Diego	CA	92131		
David Manley	San Diego	CA	92117		
John C Mathews	Coronado	CA	92118		
Phillip T Mattson	La Jolla	CA	92037		
Doug McFarland	San Diego	CA	92131		
Anne Merrill	San Diego	CA	92117		
Tom Moffette	La Jolla	CA	92037		
Howard L Newman	San Diego	CA	92120		
Roy T Nilson	Benson	AZ			
Roy H Norton	El Cajon	CA			
Robert E O'Brien	Poway	CA			
William Paylor	Murrieta	CA			
Gerald Pearce	San Diego	CA	92154		
Royce Privett	Santee	CA	92071		
Richard A Reynolds	Chula Vista	CA	91911		
Jack Slowiczek	San Diego	CA	92124		
Ronald C Smith	Laguna Niguel	CA			
Thomas L Taylor	San Diego	CA	92109		
Paul Thompson	Chula Vista	CA	91911		
John W Walsh	Palm Desert	CA			
Henry S Wenc	La Jolla	CA	92037		
George P Wheeler	San Diego	CA	92131		
Edmund F White	San Diego	CA	92120		
Bob Willis	Poway	CA	92064		
Bob Wright	San Diego	CA	92119		
Arthur J Yeend	San Diego	CA	92122		
Dave Young	Encinitas	CA	92024		
Jack Z Zimmerman	Oceanside	CA	92056		



## In the World of Yachting



CHARLES G. DAVIS

SAILOR, author, designer of yachts, boat builder, collector of data on ships of the past, and a racing skipper hard to beat, it is difficult to say on which of these counts "Charlie" Davis is best known to yachtsmen from the Atlantic Coast to the Pacific. Certain it is that but few yachtsmen have had his wide experience in all sizes and types of vessels, from small yacht to square-rigger, and that but few excel him in seamanship or ability to get out of a boat all that is in her.

It was in 1884, when only 14 years of age, that "Charlie" Davis, with his older brother Bill, bought his first boat, a 15-foot flat-bottomed centerboarder. With his own hands he built a small cabin on her, and rigged her, the sails being made by a Brooklyn awning maker. In this boat, the *Porgie*, the two brothers cruised on the western end of the Sound and on the Hudson. *Porgie* was followed by the old sandbagger *Addie M* (renamed *Rambler*), which was raced on the Hudson and the upper and lower bays when this type was going strong and attracting some of the best of the racing talent of that day.

It was at this time that he became a member of the newly formed Audubon Yacht Club, and its official measurer. Then came the *Freyja*, a Wintringham sloop, which was raced under the colors of the Atlantic and Pavonia Yacht Clubs. She was most successful until the Herreshoff fin-keeler *El Chico* came along and, to use his own words, "proved our Waterloo."

Always interested in yacht design, Davis went with William Gardner in 1889 to study naval architecture. Here he had old John Harvey at his elbow for three

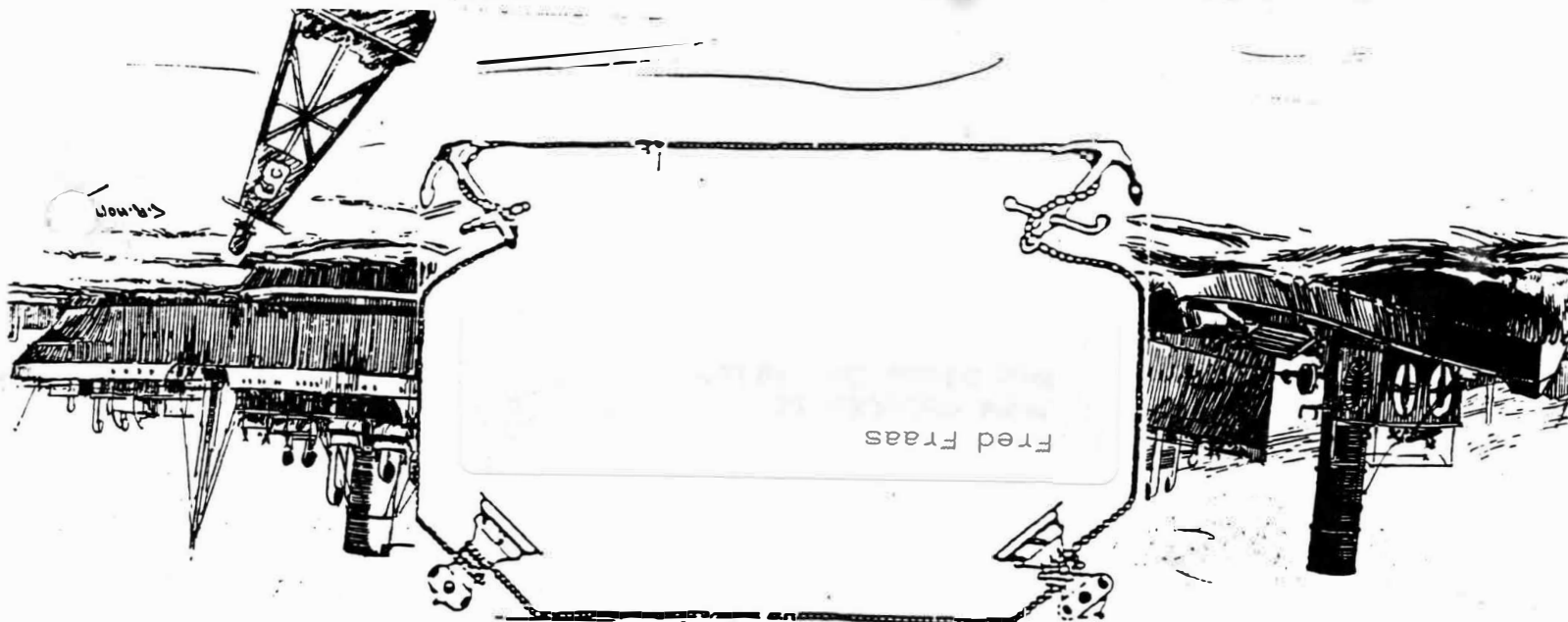
years, until too close application to the draughting board affected his eyes. So in 1892 he shipped as A. B. in the Boston bark *James A. Wright* for a voyage around Cape Horn to the west coast of South America. This voyage was packed with adventure, during which he wrung much salt water out of his socks. On his return he went back with Gardner for a year, but the call of the sea was still strong and he made another offshore voyage in the three-masted schooner *J. Percy Bertram*. The following year he started on "The Rudder" with old Tom Day, where he stayed several years, during which he raced the *Dragoon* and the *Hussar*, two sloops built by Tom Webber, of New Rochelle.

In 1899 he was asked to sail the *Genesee* for the Chicago Yacht Club in her quest of the Canada's Cup. She was successful, and in her he won three straight races from Aemelius Jarvis, sailing *Beaver*, off Toronto. The following year he met Jarvis again off Rochester in the Fisher Cup series and defeated him in two straight races. He then went with C. C. Hanley, the famous builder of centerboard boats, at Quincy, Mass., and later returned to New York where he designed several yachts and raced every Saturday throughout several seasons.

It was some time after the war that "Charlie" Davis became interested in the building of models. In the search for accurate data on famous ships from which to work, he found a surprising dearth of material. As result of diligent seeking he uncovered much valuable information, which he used in several books he has had published on ship models and model building.

All in all, his has been a wide and varied experience.





San Diego Ship Modelers Guild  
c/o Maritime Museum Assoc. of SD  
1306 N. Harbor Dr.  
San Diego, CA, 92101

### San Diego Ship Modelers Guild Officers for 1994

Master  
First Mate  
Purser  
Logkeeper/Secretary  
Newsletter Editors

Steering Committee

Regatta Commodore

Jim Hawkins /redacted/  
Doug McFarland /redacted/  
Ed White /redacted/  
Bob Cornell /redacted/  
Fred Fraas /redacted/  
Gordon Jones /redacted/  
Bob Wright /redacted/  
Ed White /redacted/  
Bob O'Brien /redacted/  
Jim Hawkins /redacted/

#### Schedule of Activities:

Meetings --Third Thursday of the month  
7:00PM Social; 07:30PM Meeting

Static Workshops -- (discontinued)

R/C Operations --Saturday mornings at the  
Model Yacht Pond. (Mission Bay)

Annual Regatta-- Third weekend in June  
\*\*\*\*\*

#### Membership:

Dues are \$15 annually  
(\$7.50 after July 1st)

We strongly encourage  
all to join the San Diego  
Maritime Museum as express-  
ion of appreciation for  
the facilities they pro-  
vide for our benefit.