



# San Diego Ship Modelers' Guild

1306 N. Harbor Drive

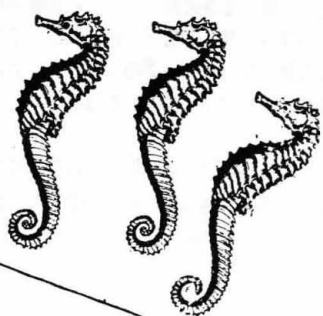
San Diego, CA 92101

NOVEMBER, 1995

NEWSLETTER

Volume 19, Number 11

Bring your  
Small Fry



WHERE? To the next  
meeting of the ship  
model guild.

WHEN? November 16th.

NOVEMBER 1995

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Monthly Meeting

## OCTOBER MEETING NOTES:

First Mate DOUG MCFARLAND presided over our meeting as Guild-master JIM HAWKINS was absent due to illness. (We hope you're getting along better by this time, Jim.) Nineteen members were in attendance.

Doug opened the meeting on a note of sadness by announcing that BOB O'BRIEN'S mother had passed away in Whittier earlier that day. She was 89 years old and had been in ill health for the past several years. Subsequently, a sympathy card was sent to Bob and his family in the name of the officers and members of the guild. Shortly thereafter, we received an acknowledgment for this card.

In reviewing the mail, a letter was received from a gent in New York who wished to correspond with "pond sailors." Another letter was received from a man in prison in Ohio who was seeking technical answers to problems encountered in building HMS VICTORY. (see related article about the need for a Logkeeper.)

BOB CRAWFORD explained in some detail why we were able to hold our meeting aboard the Berkeley. At the last minute, a previously museum event had to be cancelled due to some unforeseen technical problems. -- Two books were offered up for auction, "History of the US Navy" and "History of American Sailing Ships (by Chappelle.)

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## "SHOW AND TELL" FOR OCTOBER:

RUSS LLOYD brought the most obvious item for "show and tell," his WWI 110ft subchaser in 1/24 scale; a model 55" long. This is an operating R/C model that Russ scratch-built and has been working on for some time, in between his ships in bottles.

DAVE MANLEY brought a fitting set for several R/C models he has built. These were all in 1/8 scale (1:96.) Dave is starting his own model company with these items and has applied for a business licence. Dave has cast some very fine fitting including a 1/8 scale 18" gun turret for the Japanese battleship, "Yamato." We wish him well.

Cont'd

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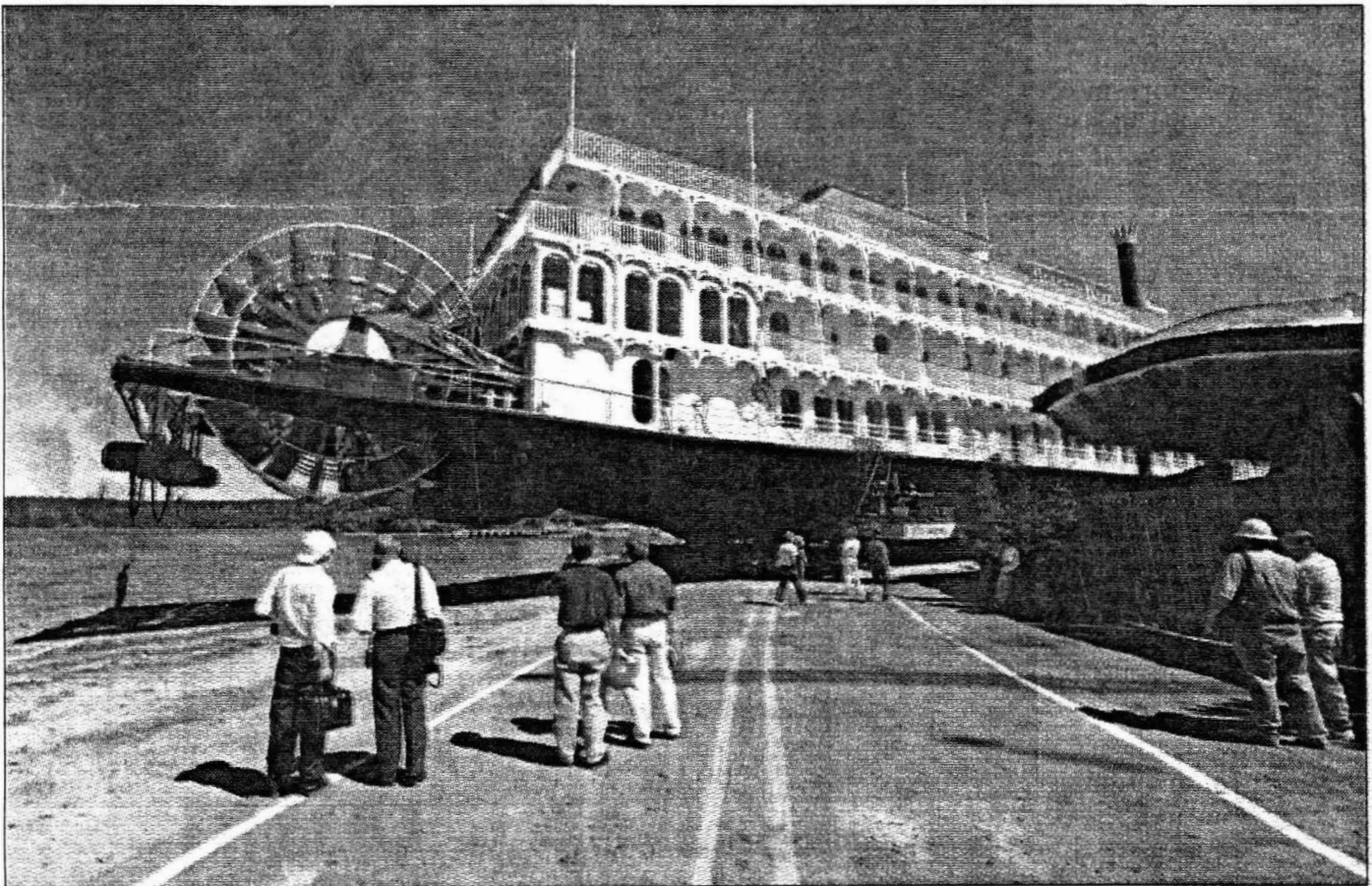
FRED FRAAS showed the 1/16 scale superstructure and after deck house for his newest Liberty Ship model. He also passed around a couple of catalogs he recently ordered. Without mentioned names in this newsletter (not worth free advertising), he discussed the problems and difficulty in obtaining a catalog from another well-known CA. supplier. (At press time, not even a requested refund has been received.)

BOB CRAWFORD passed around pictures taken on several rolls of film of the dependents cruise of the USS KITTY HAWK (CVA-63.) He and JOE BOMPENSIERO were invited along with the former crew members of USS LANGLEY (CV-1) attending a reunion here in the past September.

BOB HEWITT showed a model steam engine and explained its' specs. TOM TAYLOR had a rare fitting set for the stern of a period model.

Seattle Times, Aug. 5, 1995

## *Queen of the West is bound for the Columbia*



MARK HARRISON/SEATTLE TIMES

**Nichols Brothers** Boat Builders in Freeland on Whidbey Island launched their newest creation yesterday, the 230-foot-long "M/V Queen of the West." The 900-ton boat will be propelled by a 26-foot-diameter sternwheel

powered by two 1,600-horsepower diesel engines. The boat will carry 149 overnight passengers on the Columbia River beginning next summer for the American West Steamboat Co.

We are missing one of our most used books from our library in the Model Shop aboard Berkeley. Someone has taken Harold Hahn's "Ships of the American Revolution," without signing a check-out card. These books are for every members' use and while the guilty party probably looked on it as simply "borrowing" the book, we loose total control if we can't track down missing books. If you have this book, PLEASE, PLEASE return it.

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#### HELP WANTED....TO ANSWER OUR MAIL:

Each month the Maritime Museum receives assorted mail inquiries. Many are routed to the library and are probably answered by Craig Arnold. Letters regarding ship models are sent to the model shop. Some are addressed to Jim Hawkins; some to Dan Lepage etc. Since we are listed in several national magazines who change their club listing page very infrequently, this should come as no big surprise. Some get answered, somehow; some don't.

Actually, no one person is responsible for answering the mail. The "Logkeeper" position has been up for grabs all this year, since Bob Cornell left. And was it really the logkeeper's job to answer outside mail?? Your newsletter editors have been taking turns taking and writing up the notes from our meetings. Other club officers have their share of work to do as well. What is needed is someone to act as kind of a correspondence secretary; a VP of Public Relations or some similar title. Our club's national reputation could be enhanced greatly if we had a person willing to take on this chore for a few hours a month. Technical help and answers could be obtained at our meetings and from among our members vast variety of expertise. It would seem that even the museum would recognize such efforts in the form of volunteer pins for hours worked. Our guild could provide the letterhead stationery, stamps etc. -- How 'bout it?? Is anyone out there interested???

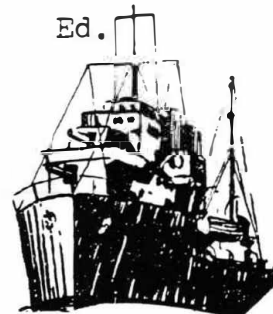
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The National Association of Fleet Tug Sailors, Inc. is looking for men and women who have served in the "workhorses" of the US Navy and US Coast Guard—those classified as ATF, ATA, ATR, ATO, ATS, ARS, ASR and all YT-class ships. The organization serves to foster goodwill and fellowship among crew members, through reunions and local activities, and publicizes contributions made by the tugs and salvage ships. (George Kingston, 1611 Woodbridge Circle, East, Foley AL 36535-2267; 205 943-7823)

VET'S DAY "PONDERERS"...About twenty loyal RC Model Guild members appeared at the pond on Nov. 11th. including Bob Willis with his Chris Craft model runabout ROLL OUT THE BARREL. Lou Johnson brought his THOR, commercial tug model by Hartman, and Mike Dory had his sub. Fred Fraas was there with his fleet tug ATF TAWASA.

If you're a REAL fleet tug sailor, look to the left column about their National Assoc.

Ed.



## MODEL SHOP CATALOGS

The following catalogs are on file at the Model Shop, Berkeley

A.J. Fisher	Hobby Lobby	Pio Grande Tools
Blue Jacket Shiprafter	Hobby Shack	Rocky Mountain Shipyard
Brookstone	House Works	Pastimes
Chamberline Ritchie	Jensen	Saito
Charlestone Hobbies	Jewelry & Craft Tools	Sanding Co.
Classic	Laughing Whale	San Diego Hardware
Coles	Leichtung	Scale Shipyard
Conway Press	Lone Star Models	Scientific
Constantines	Lumber Yard	Ship Model Shop
Cut and Dried	Masterpiece in	Siramar Models
Delta	Miniature	Sherline
Dockyard Model Co.	Micro Mart	Small Parts
Dover Books	Midwest	Smithsonian Collection
Dowager Books	Model Plans Handbook	Taubman Plans Service
Dromedary	Model Boat Yard	Tower Hobbies
Dremel	Model Expo	Trend Lines
Dumas boats	Model Shipways	Valley Plaza Hobbies
Enco Tools	Markson	Vicor Tools
Floquil	Naval Institute Press	Wall Model Gallery
Fotocut	Northeastern Lumber	Walthers
Floating Drydock	North River	Warner Woods
Globex	Pandora Models	Web Model Fittings
Grupner	Plastruct	Whale Ship Plans
H&R Products	Precision Scale Co.	Williams Tool
Hartman	Prestons	Wood Carvers Supply
Hobby Builders	Proctor	Wood Craft
	Repla-Teck	Woodworker Store

**EDITOR'S NOTE:** The list of catalogs above was compiled by Jack Klein. Efforts are made to periodically update these catalogs which have been available for members' use for several years now.

Thank you, Jack, for your efforts.

Dear Client,

Regarding the request you recently sent us. We regret that we are unable to fill your order for the reason checked below:

- ☒ Unfortunately UMI is not a research company and has over 15,000 periodicals within our collection so we require this information from you to locate the article or issue (periodical title, publication date, article title, page numbers, and author)
- ☐ Payment of \$9.75/\$14.50 per article must accompany your order. You may pay by check, money order, or credit card (please include card number, expiration date, and your name as it appears on the card). Price includes delivery by U.S. mail and up to \$2 of copyright costs.
- ☐ Full issue copies are \$50 each and take 4-6 weeks. Full remittance must accompany your order. Price includes UPS and AirMail charges.
- ☐ ASTM Standards copies are \$14.75 each. Full remittance must accompany your order. Price includes UPS and AirMail charges.
- ☐ We do not have permission from the publisher to photocopy the article or issue you have requested.
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- ☐ The article you requested is not in our collection. Please search elsewhere, please resubmit with a new request sheet).



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Your ED tried to order an old E. A. McCann plan from UMI--suggested by us in a recent GUILD Newsletter. See the reply letter. It seems it could be quite costly: and it is a requirement that even the page numbers of the requested article must be known! We are of the opinion, therefore, that it is much easier to copy the McCann plans to be found in our own library on the BERKELEY.

**USE YOUR LIBRARY**

**Document Delivery:**  
500 Sansome Street, Suite 400  
San Francisco, CA 94111-3219 USA  
Phone (800) 248-0360 or (415) 433-5500  
FAX (415) 433-0100

**Corporate Headquarters:**  
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Ann Arbor, MI 48106-1346 USA  
Phone (800) 521-0600 or (313) 761-4700



6. Which waterborn-discoverer REALLY discovered Cape Horn? It will be interesting to hear what the Dutch have to say about this article.

# THE TIMES

MONDAY MARCH 20 1995



Queen Elizabeth knighting Drake after his circumnavigation. Supporters say he discovered Cape Horn almost 40 years before Schouten

## Drake historians lay claim to Cape Horn

BY ANDREW PIERCE

FOUR hundred years after his death Sir Francis Drake has sailed into an international dispute over who discovered Cape Horn. Historians on both sides of the Atlantic are pressing for Drake to be credited with the discovery of the most southerly tip of South America in 1578 during his four-year circumnavigation in the *Golden Hind*.

Until recently the Dutch explorer Schouten was acknowledged as the first man to sail around the Horn, in 1616. The cape took its name from Hoorn, his home town. The Dutch are fiercely resisting the claim by Drake's supporters, who are adamant that the history books should be rewritten before 1996, the 400th anniversary of Drake's death.

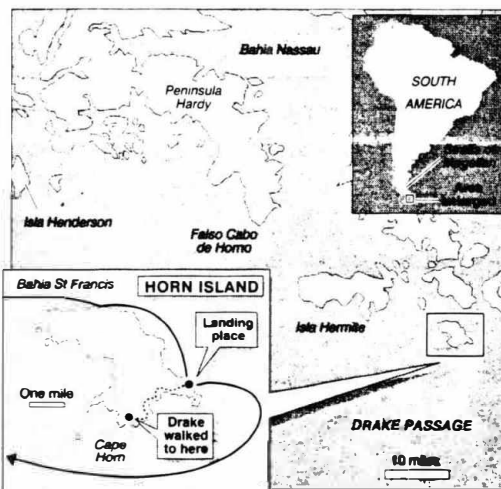
The National Maritime Historical Society in New York and the Drake Navigators' Guild in California claim that the scourge of the Spanish Armada was so

excited by the discovery that he threw himself to the ground on what was then the most southerly tip of the world. They say that he named it Cape Elizabeth in honour of the Queen.

The historians have produced documentary evidence and retraced Drake's voyage through maps and charts to try to prove their case. The Royal Geographical Society in London and the National Geographical Society in New York will arbitrate on the dispute.

Peter Stanford, president of the maritime society, said: "Maps including the famous Hondius map from the 1590s shows Cape Horn as it really is, with open ocean to the south. The map was drawn 20 years before Schouten and shows the route of Drake's voyage. Schouten must have seen that map before he claimed to have discovered the cape."

The Hondius map, now in the British Museum, gave



the first indication of a new gateway to the Pacific. The discovery was regarded as a state secret by Elizabeth I, who did not want the Spaniards to know of the new route. Until then access had been through the Straits of

Magellan, which were under Spanish control.

Mr Stanford said that Francis Fletcher, chaplain of the *Golden Hind*, wrote about Horn Island in 1588. "They went on the island in clear weather and could see

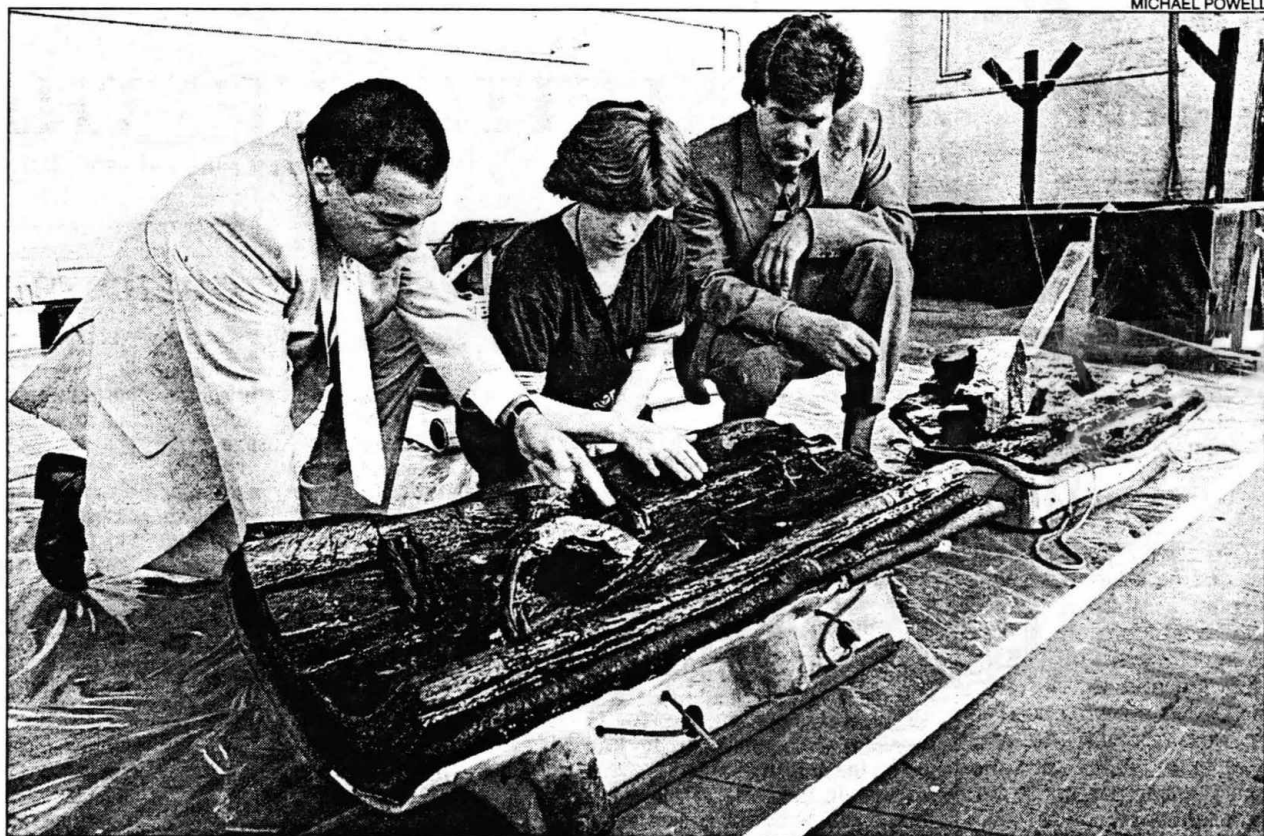
open ocean as far as the eye could see to the south. From Cape Horn, on a clear day, you can see something like 50 miles. It could only have been Cape Horn."

Sir Richard Hawkins, son of Sir John who was the architect of the Elizabethan navy, wrote in his *Observations* published in 1622 that Drake had told him about the discovery. Drake "anchored under the lee of it, and going ashore, carried a compass with him and seeking out the southernmost part cast himself down upon the uppermost point grovelling. Presently, he embarked, and then recounted unto his people, that he had been upon the southernmost known land in the World."

Hazelhoff Roelfzema, secretary of the Dutch Cape Horners Foundation, said: "You will not be amazed that the foundation... will take a stand against the inexact presentation of Drake's discoveries. We will attempt our own analysis of the existing records of Drake's track."

This story appeared in The Times of London last month. We hope that proper credit for this epochal discovery of the uttermost cape of the ocean world will spark a renewed interest in the achievements of Francis Drake. The date 1588 in the story is a typo—Fletcher made his record on the spot in 1578.—Ed.

MICHAEL POWELL



Steve Bispham of P&O, Jacqui Watson of English Heritage and Paul Watson, right, of Canterbury Archaeological Trust, with a section of the Dover boat which has been preserved in wax for a year

## Bronze Age boat goes into the freezer

BY NORMAN HAMMOND, ARCHAEOLOGY CORRESPONDENT

ONE of Britain's oldest boats is on the move again — this time to a giant freezer. The Dover Bronze Age boat, three thousand years old and found three years ago below the centre of the Channel port, is to be treated by the Mary Rose Trust in Portsmouth.

The freeze-drying, a development of the technology used for preserving food, will be the final stage in a long and complex process of conservation. Since the plank-built oak boat was excavated in September 1992, its waterlogged timbers have been soaking in waxy polyethylene glycol (PEG); more than half the wood structure consisted of water when the boat was found, and the PEG has

gradually replaced the water and stiffened the timbers.

The Dover boat is thought to have been one of the earliest cross-Channel transports; it was originally 15-20 metres (49-66ft) long (*The Times*, June 2, 1993). Built of four oak timbers, two possibly split from the same tree, it was held together by laths and transverse bars.

Only 9.5 metres (31ft) of the boat could be recovered from its resting place 6 metres below ground at one of Dover's busiest intersections: the rest lies under an adjacent building. Molluscs indicated that it had been abandoned on open boggy ground among other rubbish.

It was raised in sections, which have been kept in a

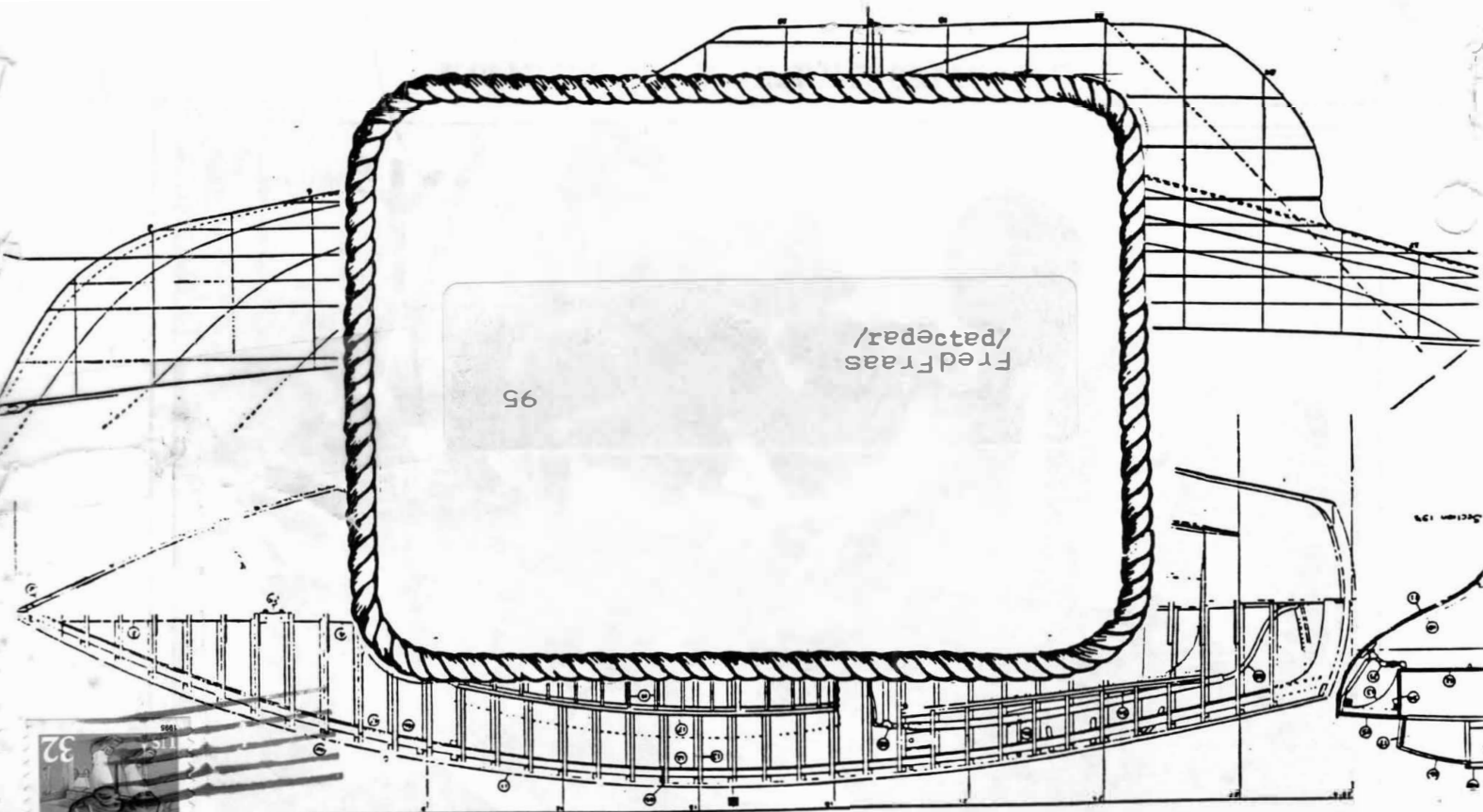


An impression of a Bronze Age boat, found at Ferriby, Humberside, in 1937, drawn by John Craig. The Dover boat may have looked like this

specialty-constructed tank. They will now be taken by refrigerated van to Portsmouth, where they will be freeze-dried until next Easter.

The boat will be returned to Dover and put on display in 1997 in the local museum,

where it will join a hoard of bronzes of similar age found a few years ago. They were made in France, and show the sort of cargo carried when the crossing was considerably longer, damper, and more dangerous than it is today.



San Diego Ship Modelers Guild  
 306 North Harbor Drive  
 San Diego, California 92101

### San Diego Ship Modelers Guild Officers for 1993

Master  
 First Mate  
 Purser  
 Logkeeper/Secretary  
 Newsletter Editors

Steering Committee

Regatta Commodore

#### 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  
 \*\*\*\*\*

Jim Hawkins /redacted/  
 Doug McFarland /redacted/  
 Jim Hawkins /redacted/  
 Ed White /redacted/  
 Bob Cornell /redacted/  
 Fred Fraas /redacted/  
 Gordon Jones /redacted/

Open to any and all inter-  
 ested in the welfare of  
 the club.

Jim Hawkins /  
 redacted/  
Membership:

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

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