



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

NOVEMBER, 1996

NEWSLETTER

Volume 20, Number 11

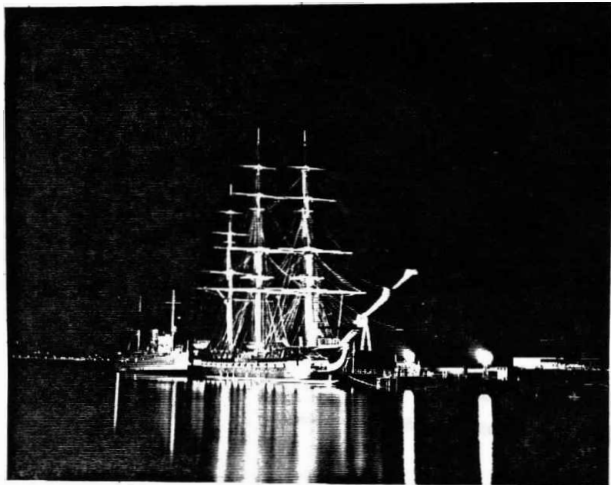
**NEXT
NOVEMBER 21
MEETING**

Don't forget our next meeting. Parties excepted, the place will be upper deck of ferryboat BERKELEY, social gam at 6;30, meeting at 7;00 pm.

This issue: See interesting article on Page 5 by member Bill Forbis!

Your editor visited Boston and Mystic recently and found U.S. Frigate CONSTITUTION, whaler CHARLES W. MORGAN, Alan Villiers' little fullrigger JOSEPH CONRAD and the Gloucester fishing schooner DUNTON all being well-cared for. The MORGAN is hauled out, with mainmast unstepped and all yards having been sent down. Old Ironsides is back in the water after its extensive de-hogging at the Charlestown Navy Yard. She's again fully-rigged but we were not permitted 'tween-decks--we tried on the CONRAD as well but were not permitted due to school kids' programs, such as we have on STAR OF INDIA. The CONSTITUTION museum at Charlestown is the most-complete one-ship museum I've ever seen. Excellent.

The other exhibits at Mystic--the buildings, shops, stores etc. also are very interesting, especially to those not real "ship-heads".



Frigate CONSTITUTION at Seattle, 1933, towing around the country after her previous major overhaul.

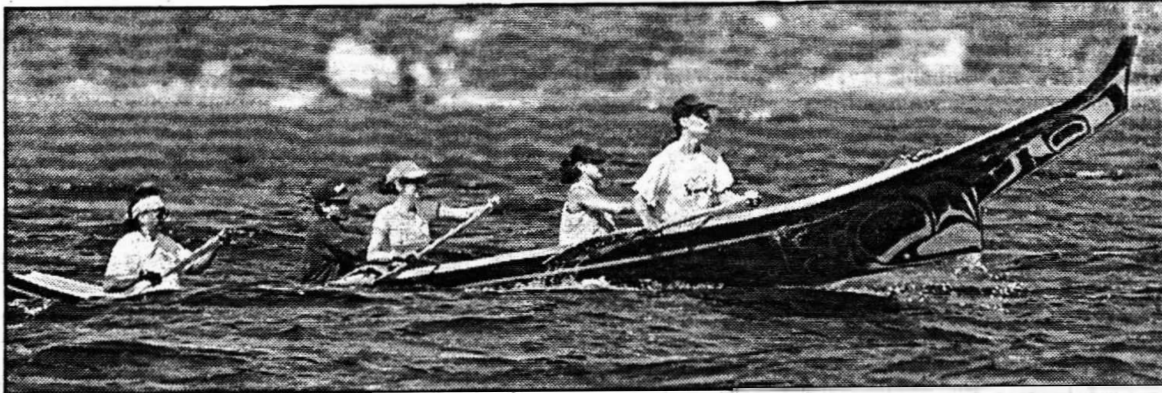


JOIN US**JOIN US

For some REAL FUN at the model shop on the BERKELEY at 9;00 a.m. to assist with final assembly of the 1/16" scale STAR OF INDIA models showing the various evolutions of sailing maneuvers. The PARTY is DECEMBER 7th. with break for lunch and a good time for all.

"SEE YA"

HERITAGE LESSON

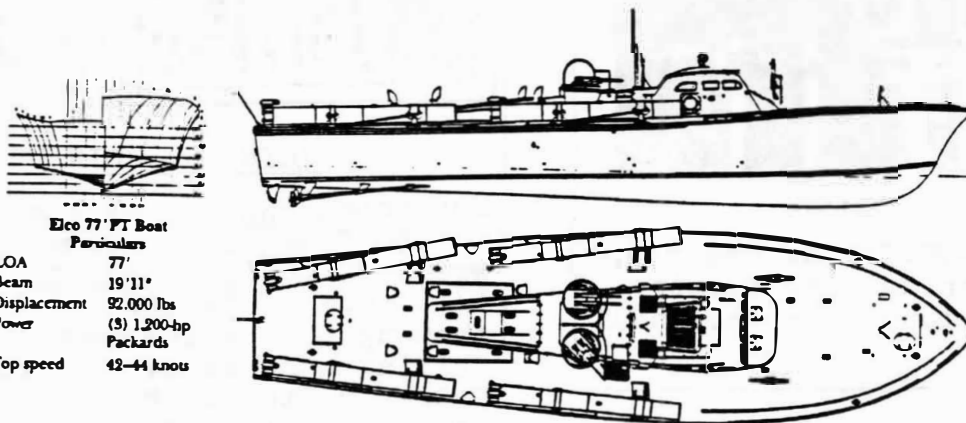


JANET JENSEN / Associated Press

David Neel (right) skippers a canoe made from a 500-year-old red cedar log through Colvos passage on the west side of Vashon Island in Puget Sound. The canoe is one of a flotilla of nine dugouts, all crewed by Native Americans, that is touring the sound this week. The trip is designed to teach Native American youths about their heritage.

SHIP MODEL KIT SPECIALS. Miller's Hobbies of 2377 Winterwood Circle E., Jacksonville, FL 32210, is offering discounts on ten quality model kits until 31 Dec, '96. They are Elizabethan galleon, USF Constellation, HMS Pandora, Vasa, HMS Falmouth, Rattlesnake, Amerigo Vespucci, Sovereign of the Seas, Victory and Pride of Baltimore. Owner is Raymond H. Miller.

OUR MODEL SHOP on the Berkeley continues being busy. Jack and Joe have shipped out the HARTFORD and Joe now is completing the hull and deck fittings of a beautiful model of BOUNTY. Jack is back on the RALEIGH, working on hull planking. Chuck Hill now has become a stone mason, making the base for the lighthouse to be displayed in the diorama for his recently-completed CUTTYSARK.



Eico 77 FT Boat
Particulars

LOA	77'
Beam	19'11"
Displacement	92,000 lbs
Power	(3) 1,200-hp Packards
Top speed	42-44 knots

Courtesy of WEST VALLEY R/C MARINERS



You are cordially invited...

To attend a wine and cheese

reception to celebrate

the dedication of the

Alaska Packers Association's

STAR OF INDIA model

*Built by Bob Cunningham
Rigged by Joe Bompensiero*

Thursday, December 12, 1996, 6:30 p.m. - 7:30 p.m.

aboard the STAR OF INDIA

Casual dress

ABOUT OUR OCTOBER MEETING:

This meeting was held on the "Pleasure Boat" deck aboard the Berkeley due to the maritime museum's commitments for the other areas which we normally use. Ten members started the meeting off and 2 or 3 came in later. This evening just happened to be the opening night for the "Haunted Star" and the museum held a rather large "press party" for all those who helped make the event possible. Judging by the spread of wine, cheese and other assorted goodies, an enjoyable time was had by all. Besides the lack of our usual easy parking, the World Series playoffs may have kept some from attending hence, the limited attendance.

Guildmaster TOM TAYLOR passed around samples of boxwood and a set of veneer samples which he said were excellent to use in restorations. He also had several wood and tool catalogs which were of interest to all. Purser ED WHITE said he found a source in Boston for European pear. This launched a general discussion on where members used to buy rare modelling woods as well as the prices paid then and now. --DOUG MCFARLAND noted the cruise ships would henceforth be calling in San Diego since the gambling restrictions were removed recently. Viking Serenade was the first ship in last week.

First Mate JACK KLEIN described some of the problems he and JOE BOMPENSIERO encountered restoring a model of the USS Hartford. The scale was unknown, but believed to be close to 1/8" (1:96). Someone mentioned BILLINGS kits were becoming increasingly difficult to obtain and that several well-known suppliers had dropped this line altogether. Jack opened-up a general discussion about restoring models as Joe and he do from time to time. He cited general criteria in selecting a model for restoration i.e. the model's history, family heirloom, where purchased, builder etc. and how the owners wished to have it look when completed. He pointed out the difficulties in matching woods, paints, colors or stains, sails, rigging and in general agreed that a good restoration should not look better than when the builder had originally completed it.

BOB CRAWFORD announced the "work party" for the following Saturday requesting that volunteers show up about 9AM. More about this in next month's newsletter. -- Following the coffee break, TOM TAYLOR asked for suggestions for our Christmas party at the December meeting. This was followed by a critique of the Del Mar Fair booth and some recommendations for next year's showing.

As we adjourned, we learned the final ball game score was BRAVES 14; Cardinals 0.

(Our thanks to Fred Fraas for the above notes: Ed.)

GRAB BAG!! GRAB BAG!! GRAB BAG!! GRAB BAG!!

(Be sure to ask about items for auction at next meeting. Goodies!)

SHIPPING NEWS FROM THE ROCKY MOUNTAINS

By Bill Forbis

*Western Montana Correspondent for the
San Diego Ship Modelers Guild Newsletter*

FLATHEAD LAKE, Mont., Sept. 15, 1996 -- More and more, when I come here for the summer, I hear news of the rising passion for wooden boats at the upper end of this lake, 25 miles by water from where I live near the town of Big Arm. This year I decided to check it out, and drove to a lakeshore dude ranch called the Flathead Lake Lodge, which is the center of all the activity. What I found was a story that began on the East Coast way back in the 1920's.

That was the decade when a new kind of 50-foot racing sloop, called the Q-Class, came to the fore. It is said that Yachtsman John Pierpont Morgan (son of the 19th Century robber baron) and Charles H. W. Foster, commodore of the New York Yacht Club, were instrumental in promoting the Q. That drew the attention of marine architect L. Francis Herreshoff, heir to the Rhode Island firm that built five America's Cup defenders (Vigilant, Defender, Columbia, Reliance and Resolute) in the last half of that century. Hereshoff went on to design two of the fastest boats of their time: in 1928, Nor'Easter V, and in 1929, Questa, both 50 feet 6 inches in length overall.

Now, after seven decades of glory and ignominy, the same two boats, meticulously restored and still very fast, are living a new life on Flathead Lake, just south of Glacier National Park.

In the early years of their careers, under various owners and names, these boats raced off the New England coast, frequently against each other. They moored

at the Eastern Yacht Club in Marblehead, Mass. By 1938 Nor'Easter V was in Lake Michigan. In the next 13 years, this sloop (successively renamed Gloriant, Spindle and Gale), competed in nine races for the 333-mile Chicago-Mackinac Cup, winning five.

Questa stayed in Massachusetts until around 1950, when a new owner took her too to Lake Michigan. Presumably he and two subsequent owners used her as a fast and classy pleasure boat. Herreshoff had said of her, "Questa was . . . about the pleasantest boat to sail on I have ever known."

In 1984 Doug Averill, manager of a luxurious guest ranch in faroff Montana, the Flathead Lake Lodge, got wind of Questa's whereabouts. Just the thing for the dudes, he thought. He flew to Milwaukee and struck a deal to buy Questa from her latest owner, the operator of a trucking business. The seller offered to transport the yacht to Montana on a custom-made trailer. A bit later one of Averill's staff, driving east on I-90, spotted an impressive ship approaching at high speed over the prairie, and turned off to phone the good news to Doug. For his part, Doug -- an outdoorsman who looks a lot like Clint Eastwood -- came through on a promise he had made to the trucker: a chance to shoot a five-point buck in the Swan Range country that backs up his ranch.

After last winning the Mackinac race in 1951, Nor'Easter V had dropped from sight. Her acquisition, says Averill's boatbuilder, John Derry, was a case "not of us finding her but of her finding us, to put it anthropomorphically." In 1990 word drifted in that Questa's sister ship had been sighted at a dock in the Seattle area, pretty badly beat up and seemingly in search of a new owner. Averill learned that the boat had fallen from a train bringing her West and had collided with a freighter while sailing

on the West Coast. After he bought her, the crane loading her onto a trailer dropped her and broke the bowstem timber.

About 1990, John Derry, who had learned the wooden-ship building trade in Maine, was overcome by an inexplicable desire to live among the scenic beauties of the Rocky Mountains. He went to Montana, not expecting to get work in his line 500 miles from the nearest ocean. But he soon found Flathead Lake Lodge and its two lovely but damaged Q-boats, both much in need of his talents.

Questa required 60 new frames to replace rotted ones. Working in what may be the country's only horse ranch with a large, well equipped, fully enclosed shipyard, he steam-bent tapered oak strips (about two-by-two in midlength) and sprang them into place, on one-foot centers, without cutting into the deck.

Nor'Easter V required four years of restoration. Herreshoff had provided this boat with a distinctive design: her stern tapers off to a sharp point like a canoe. Thus she has a bow stem and a stern stem, and the stern had to be completely rebuilt. Derry speculates that the stern of a 50-foot boat on a 40-foot flatcar might well have been damaged by a boxcar behind it. At any rate, he found that Nor'Easter's stern stem had been spliced in a process so weakening that the main sheet traveler had to be moved forward by four feet. Using plans obtained from the Mystic (Conn.) Seaport Museum with permission from Herreshoff heir Liz Vaughn of Petaluma, Derry restored Nor'Easter V to her original size and construction.

He also had to replace much planking, a task made more difficult, or at least more interesting, by another Herreshoff innovation. The ship's frames are narrow on the molded face (an inch and a half) and wide on the sided face (six to eight inches), and are spaced 39 inches

apart. To back up the planking between frames, stringers (made of what Herreshoff called Oregon pine but is better known as Douglas fir) run from stem to stern in notches in the frames, spaced about 9 inches apart. This backup is strong because the first layer of planking, made of cedar, is also unconventional: it runs at a 45 degree angle from rail to keel, providing the hull with great stiffness based on the principle of the triangle. The outer layer, of 1-inch Honduran mahogany, goes fore-and-aft in the normal style.

In contrast to Questa, which had at some point acquired a usable aluminum mast, Nor'Easter V needed a replacement for her 63-foot hollow wooden mast, rectangular in cross section. John patiently fabricated a duplicate from Sitka spruce. Also in contrast to Questa, Nor'Easter V needed many new fittings. A friend of John's in Maine found some geared, hand-cranked deck winches, still in their original boxes, made by the manufacturer who supplied the boat back in the '20's.

Herreshoff bought speed for both of his Q-boats by keeping them narrow -- eight feet six for Questa and seven feet nine for Nor'Easter V, beams unheard-of in yachts 50 feet long. This feature, plus long overhangs fore and aft that reduce the bottoms' wetted surface, creates boats that can point 80 degrees upwind when sheeted flat with the rail under. The ten to sixteen passengers, usually guests of the lodge, find that real thrilling. And Flathead Lake can provide the wind and seas. At 28 miles north and south and 13 east to west, it is the biggest freshwater lake west of the Mississippi -- plenty of wind room.

The builder intended the boats to race one another, as they often did, in order for him to compare their design differences. For instance, Questa is 32 feet long on the waterline, Nor'Easter V 30; Questa's draft is seven feet, Nor'Easter's six feet six. Questa

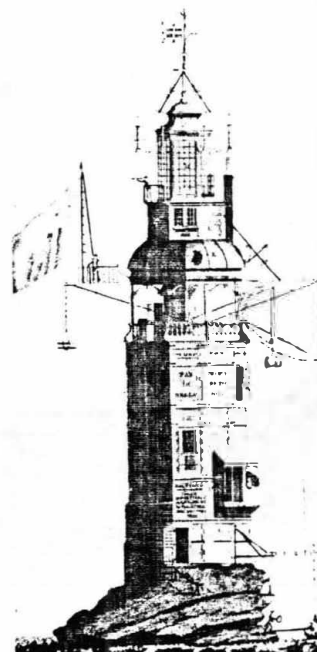
weighs 21,120 pounds to Nor'Easter's 18,720. Questa's lead keel accounts for about 11,500 pounds of her weight, and that proportion of nearly 60 percent is probably similar in Nor'Easter V. In both keels, eyebolts running through the lead casting to the bottom make it easy for a crane to lift the boats out of the water. Both also have cast-in rabbets for garboards, an unusual feature.

Herreshoff predicted that in light to moderate airs Nor'Easter V, owing to her shorter waterline, would outrun Questa. And so she does. But Doug Averill's father Les, who founded the Lodge, says that when the seas are running and the gales blowing on Flathead Lake, bigger, beamier Questa wins, with speeds around eight and a half knots. "L. Francis," as he was called, would be pleased to know that.

LIGHT THAT FAILED Lighthouses have been used as an aid to navigation for more than 2,000 years. But the modern lighthouse started with the efforts of a British engineer, Henry Winstanley, to erect a structure on the dangerous Eddystone Rocks, in the English Channel 14 miles out to sea from Plymouth.

It was a daunting task. At high tide only one rock was exposed; its surface was just big enough for the base of the lighthouse. Winstanley's stone and wood structure, 80 feet high, took 2 years to build. It went into operation in November 1698, burning a candelabra of 60 candles. Two years later the tower was raised to a height of 120 feet.

The present Eddystone Lighthouse was built in 1882.



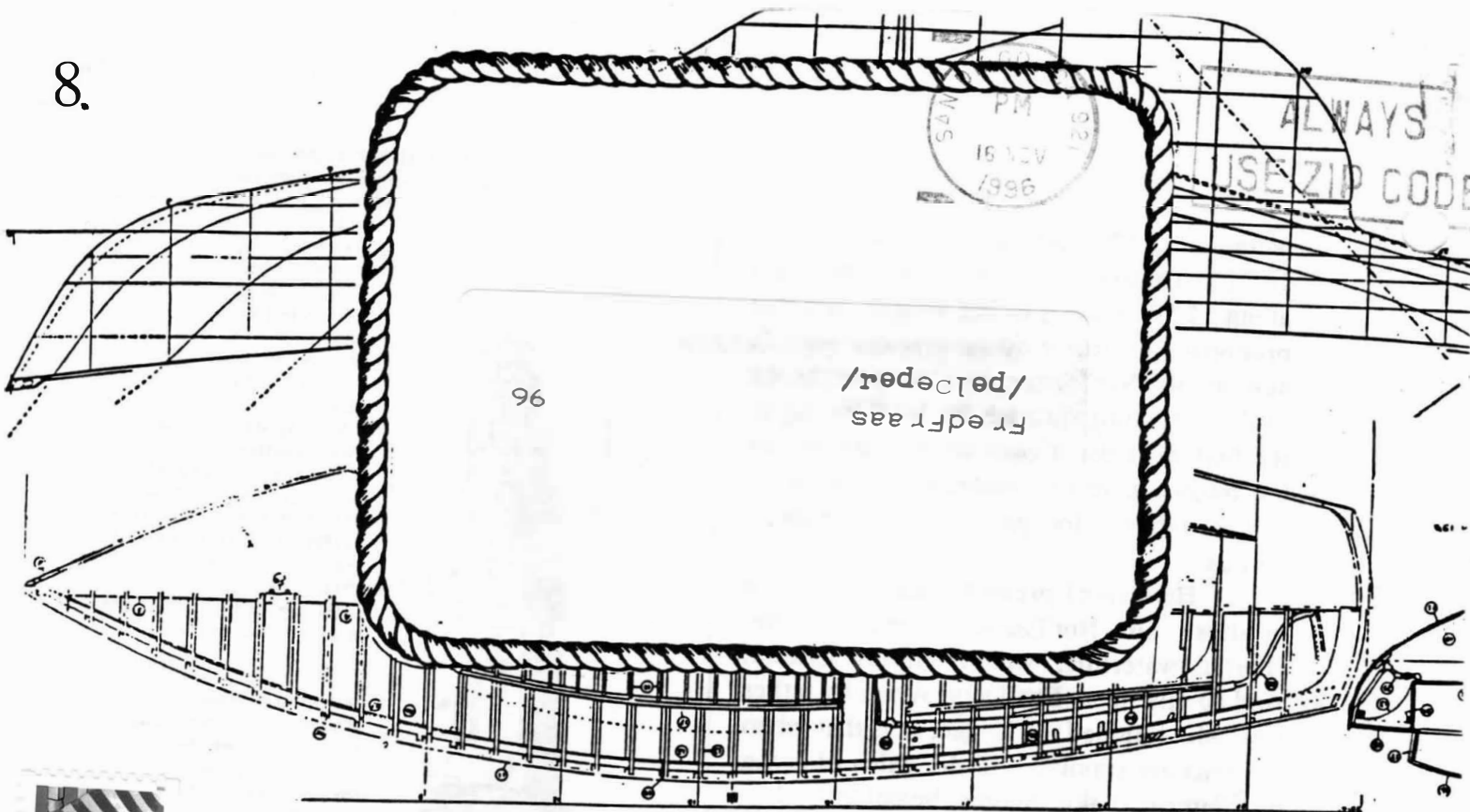
NOBLE FAILURE Henry Winstanley's Eddystone Lighthouse shone for only 5 years before it was swept away in a storm in November 1703, with its inventor inside.



Historic racing sloop NOR'EASTER V at her dock on Flathead Lake in Montana.

Photo: member Bill Forbis.

8.



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 1996**

Guild Master	Tom Taylor	/redacted/
First Mate	Jack Klein	/redacted/
Purser	Ed White	/redacted/
Logkeeper	(open)	
N'letter Editors	Fred Fraas	/redacted/
	Gordon Jones	
Regatta Commodore	Dave Manley	

Schedule of Activities:

Meetings — Third Thursday of the month. 7:00PM Social, 7:30PM Meeting, held on board the ferryboat "Berkeley."

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 an expression of appreciation for the facilities they provide for our benefit.
