



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

March, 1997

NEWSLETTER

Volume 21, Number 3

Wednesday MEETING nite !

It is a conflict for several of our members to make meetings on Thursday evening, so after the smoke cleared from discussions and a vote, a majority prefer meetings on WEDNESDAYS. So beginning as of now, the date for the next get-together will be WEDNESDAY, MARCH 19th. See ya there.

MARCH						
S	M	T	W	T	F	S
2	3	4	5	6	7	1
9	10	11	12	13	14	8
16	17	18	19	20	21	15
23	24	25	26	27	28	22
30	31					29

FEBRUARY MEETING NOTES:

FIRST MATE Jack Klein opened this meeting with sixteen members present. He announced that Harry Hein from "Harbor Lights" in La Mesa, was interested in starting a line of small historic sailing ships to add to his line of light houses. He hoped to attract some local modelers to help him rather than deal with "out-of towners." Jack passed a round a brochure about the company.

Jack also made some announcements regarding this summers' Del Mar Fair, stating he still needed volunteers for the weekend of July 4th. The modelers/woodworkers booth will be manned from 10 to 6 daily for three weeks. Free fair passes will be given to volunteers working each of the 4 or 8 hour periods.

Gordon Jones passed around a list of books for sale at the Adams Avenue Book Store which were donated by the estate of John Flökken. Several dozen "Ships In Scale" magazines were also given to the Guild from this same estate and were auctioned off at the conclusion of this meeting.

PURSER Ed White announced that our guild had about \$/redacted/ in the bank.

On the vote to change our meeting night; we had 16 votes for Wednesday and 8 additional votes for "any night." Looks like we'll be changing our meeting night to Wednesday. If so, it will be announced in the April newsletter.

It had been a while since we did a "round table introduction" so it was decided to have one this meeting. AL GRIMES (from Arizona) started the round off by stating he has built ten static models of the liner Normandie and 15 to 20 of Titanic. EARL SQUIRE was working on a 2" long model of Hannah which he plans to place in a bottle. ROBERT HEWITT has built Constitution and was working on HMS Victory. He mentioned that Home Depot was able to match the paint colors which he had obtained from the real ship. These samples came from pieces of cardboard on which paint brushes were cleaned. CHUCK SELLER has been working on the revenue cutter Dallas which he started about ten years ago. K.C. EDWARDS said he started his model

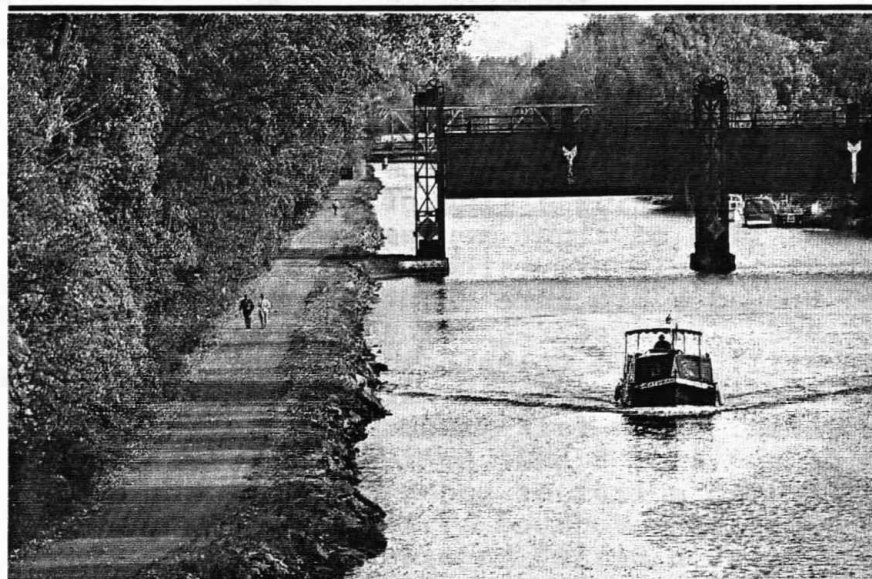
Continued page 6.

This month we include an article sent in by Bob Willis, touching on a type of boat which may be interesting to model. Has any of our members ever seen plans of an original Erie Canal boat?

Chugging on the E-ri-ee

Behind the wheel of a custom canal boat, you can cruise an Erie Canal little changed from its heyday.

By Justin Doebele (from *Forbes* magazine)



Farmlands and wilderness line the shore on the canal's western reaches
After an hour's instruction, you skipper your own custom canal boat.

AT ITS OPENING in 1825 the Erie Canal was the engineering marvel of its day. Hewn by hand through the rugged terrain of upstate New York, the canal stretched 363 miles from Lake Erie, elevation 565 feet, to the Hudson River near Albany, elevation 1 foot. In between were aqueducts, man-made hollows and 83 locks.

The Erie was the pipeline carrying people and goods west, and the riches of the plains east to New York City and Europe. It had a rich commercial history and was expanded right up until 1918, after which the railroads began to snare most of the traffic.

Locks and all, the Erie lives on—largely in pristine condition from its

last, 1918 restoration.

A few canal towns, such as Rochester and Utica, blossomed into real cities, but many retain their bucolic flavor. Interspersed between them is a rolling tapestry of farmland and wilderness, punctuated by the locks. Forget your misconceptions about New York State being an urban sprawl: It is easy to imagine yourself among the pioneers as you cruise the Erie.

And you can. Drive to Cold Springs Harbour, N.Y., about ten miles from Syracuse, and rent one of a handful of modern canal boats that still ply the Erie's waters. Available by the week from Mid-Lakes Navigation Co., these boats resemble the old packet

boats that were pulled by mules. They are shallow draft, roomy and very stable and are the only true canal boats left on the Erie.

Inside are all the comforts of home—bedrooms, bathrooms with showers, and a kitchen with a refrigerator, stove, dishes and silverware. The founder of Mid-Lakes, the late Peter Wiles, was a member of the Stickley furniture family (*FORBES*, Apr. 26, 1993), and these boats display the same workmanship that the furniture does. The interiors are lined with polished wood and brass fittings.

What's missing also counts: the captain. Founder Wiles, a true individualist, wanted his customers to have privacy and freedom. After about an hour's instruction, the staff at Mid-Lakes hands over the tiller, and off you go.

There's a two-way radio if you get into trouble—but you won't. The boats are powered by durable diesel engines and have thick steel hulls. Their wide bottoms make them extremely stable. Keep in mind you're on a canal—the waters are calm and it's impossible to get lost.

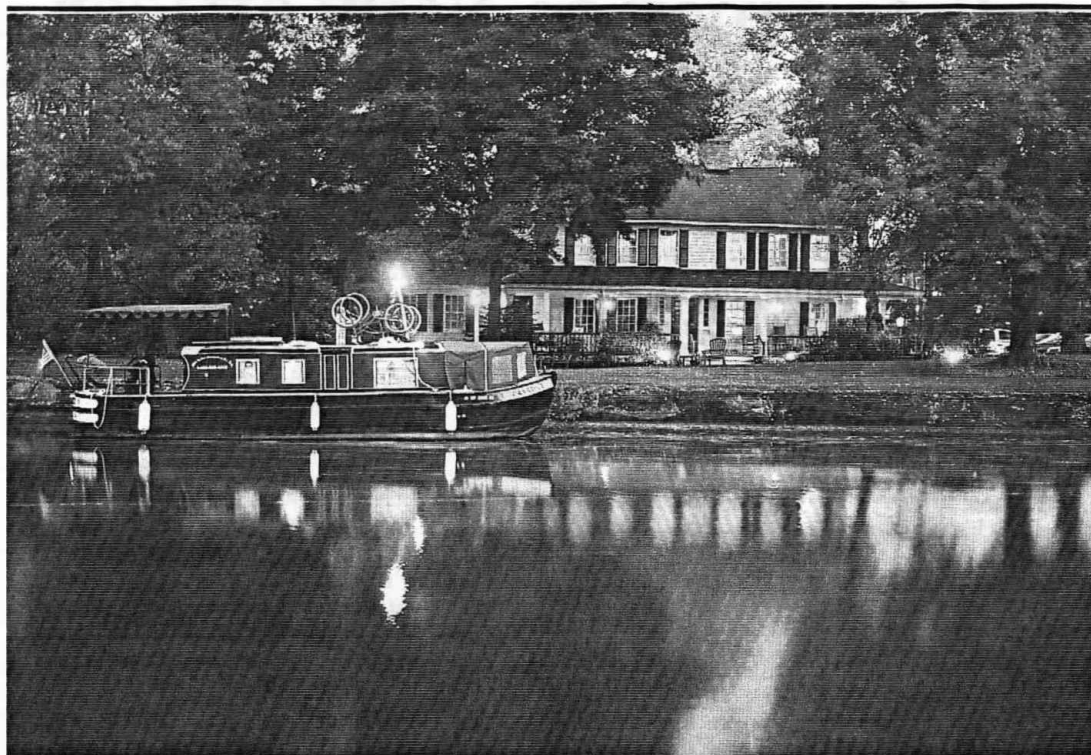
The boats also come with sturdy mountain bikes, handy for sightseeing off the boat.

The best choice after pulling out of the Mid-Lakes' dock is to head west, through the scenic 100-mile stretch to Rochester.

On your first full day out you'll hit the Montezuma National Wildlife Refuge, an unbroken patch of wilderness that is a major bird sanctuary. On board is a helpful bird-watching guidebook. Blue herons sometimes swoop majestically across the bow; red hawks dive for prey along the banks. It's also a great place to stop and fish for smallmouth bass and perch before moving on.

You quickly fall into the slow rhythm of the journey as wilderness gives way to farmland, perhaps a village, then back to wilderness again. To keep the canal's banks from crumbling, boats can't exceed 10mph, and the recommended top speed for the Mid-Lakes boats is 7mph.

A few pleasure boats pass—some from the Great Lakes or even New York City, having cruised up the Hudson—and there's an occasional local fisherman trying his luck. Other-



Oliver Loud's Inn
The adjacent tavern, circa 1818, is the oldest on the Erie and a popular stop for visitors.

Below deck on a canal boat
The same workmanship that made the name Stickley famous.

wise, there's a solitude Ralph Waldo Emerson would have appreciated. With all your provisions on board, your days are your own from dawn to dusk—the locks are open only during daylight—and then it's time to tie up for the night. Pull up to a free public dock (plenty are marked on a map on the boat) or a sturdy tree on the bank. It's been that way since the canal opened.

Passing through the locks gets to be a pleasant routine. Radio the lockmaster and the massive doors swing open and close behind you. Swiftly you rise to the next level—going west is also “up” to Lake Erie—and wave thanks to the lockmaster. It's about 15 minutes in and out, depending on traffic.

But stop and chat with the lockmasters—most will give an impromptu tour of their lock, if not busy. They are justifiably proud of these remarkable pieces of hydraulic engineering—made to last and still working flawlessly though nearly a century old. Built to handle Great Lakes barges, they run 300 feet long, 45 feet wide and up to 35 feet deep.

A few other locales worth an extended stop are some of the canal villages. There's Palmyra, the birthplace of the Mormon religion, with a beautiful canalside park, antique

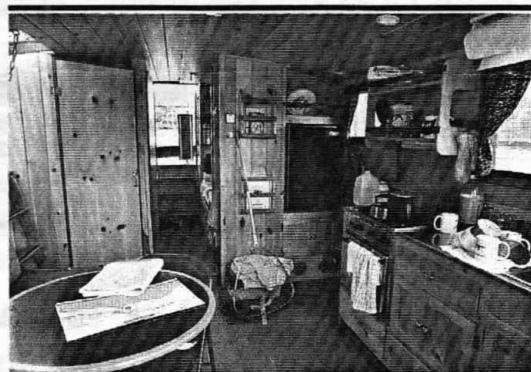
stores, a museum and a general store preserved in 1890s style.

As you move west, you reach the towns of Fairport and Pittsford—both have restored canalside centers housing local shops and eateries. Since the mule-powered original boats traveled about 15 miles a day, you'll find towns about that far apart along the way, and most have hotels, if you prefer sleeping off the boat.

Richardson's Canal Village is situated about halfway between Fairport and Pittsford. The site includes the oldest existing Erie Canal tavern, dating from 1818, and a bed and breakfast, the Oliver Loud's Inn, from the same period.

Tie up near the inn, enjoy a meal in the tavern next door, and, if you wish, stay the night. The food is first-class: seasonal nouvelle cuisine with a regional flair, such as venison chili served with local cheddar cheese and cranberry biscuits. In the inn's lobby, check out an original map of the Erie, printed to commemorate the canal's opening.

After Pittsford is Rochester, and then it's time to turn around. It takes



about three days to come this far—if you're only out for a week, it's time to head back to Cold Springs Harbour.

Mid-Lakes' six boats, available from early May through late October, rent quickly, so reserve ahead (800-545-4318). Cost is \$1,500 to \$2,000 for the week, depending on the vessel's size. The smaller boats sleep two to three passengers; the larger ones, four to eight. The price includes fuel for the week, but you do your own provisioning.

This season two other companies are offering canal boats for hire. There are also daily, two- or three-day cruises on the Erie, but on different kinds of vessels. For more information contact the New York State Canal Corp. (800-422-6254.)

Arthur G. Crawford, 79; rose from enlisted man to Navy officer

■ TUESDAY, MARCH 4, 1997

UNION-TRIBUNE

Arthur G. Crawford, who joined the Navy as an enlisted man and rose to the rank of commander during a 30-year military career, died Thursday after a series of strokes. He was 79.

A San Diego resident for most of the past 47 years, most recently in San Carlos, Cmdr. Crawford died at Stanford Court Nursing Center of La Mesa.

His last tour of duty was from 1963 to 1966 on the staff of the Pacific Fleet Training School in San Diego, where he was in charge of plans for emergency training.

During the 1970s, after his retirement, Cmdr. Crawford managed the Cliffs and Lake Jennings mobile home parks at various times as well as rental properties that he owned in San Diego.

His retirement afforded him ample time to join Jean, his wife of 51 years, in trips throughout the United States, Canada and Mexico.

He saw action in World War II aboard the transport ship Barnett, which received a Presidential Unit Citation for its role in the battle of Guadalcanal.



Arthur G. Crawford

Cmdr. Crawford, who was commissioned as an ensign in 1943, served as an operations officer in 1950 aboard the destroyer Frank Knox in the first of his many San Diego assignments.

He was aboard the Knox during the Korean War, then returned to San Diego for various duties, including that of instructor in anti-submarine warfare school on Point Loma.

In 1959, Cmdr. Crawford assumed command of the destroyer escort Edmonds while it was deployed in the western Pacific from its home port of Pearl Harbor. Two years later, he was appointed commander of the destroyer Jenkins, also based at Pearl Harbor.

Cmdr. Crawford was born in Marine City, Mich., and enlisted in the Navy in 1936, two years after graduating from high school.

While rising through the ranks in the Navy, he earned a bachelor's degree in mathematics from the University of Miami in Ohio. He also completed a nine-month officer's training course at the Navy Post Graduate School in Monterey.

In 1956, he furthered his military education at the command and staff school of the Naval War College in Newport, R.I.

In addition to his wife, he is survived by a son, Robert Crawford, of San Diego; and two grandchildren.

Cremation was planned, with ashes to be scattered at sea. No services were scheduled.

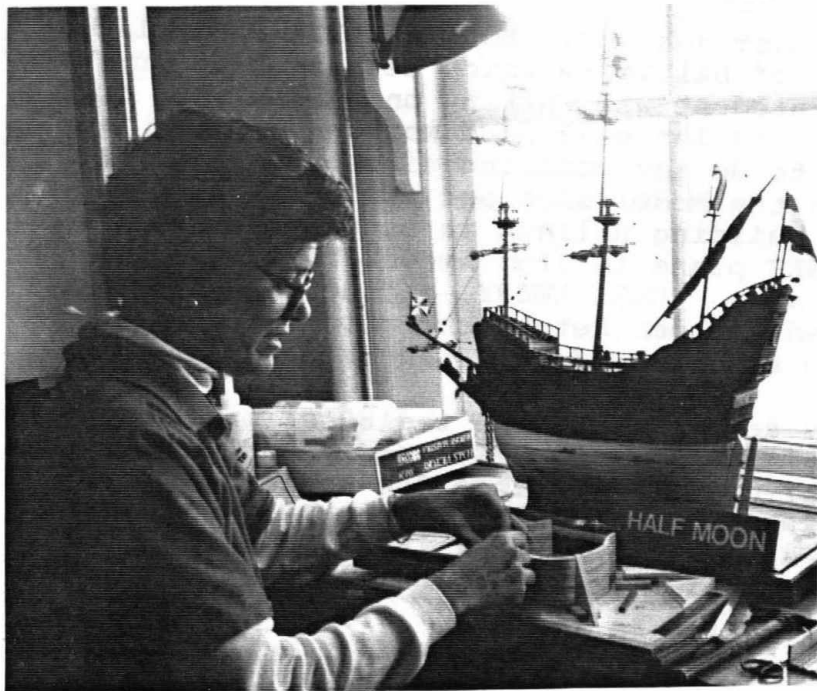
Donations were suggested to the Alzheimer's Association or to San Diego Hospice.

Our sympathies go out to Bob Crawford, our MODEL CURATOR, and his family for the recent loss of his father whose enviable naval career is noted above. (Editors)

SALE NOTICE

Ex-member Roy Neilson has generously donated fifteen years of SEA CLASSICS (1970-'85), all neatly packaged, to be sold to club members. Fred Fraas is custodian of the collection and tells me it contains half-a-dozen duplicates and a very few missing numbers.

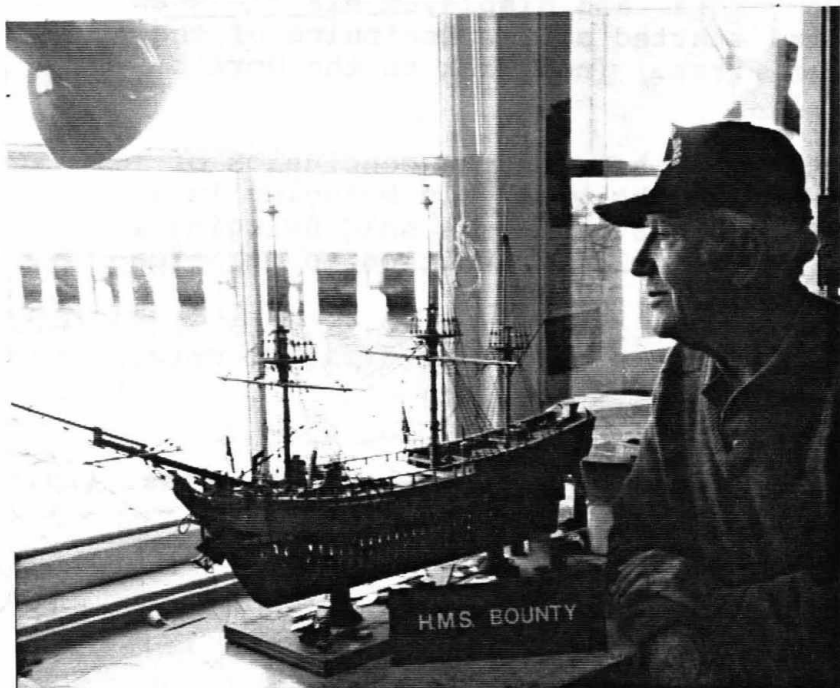
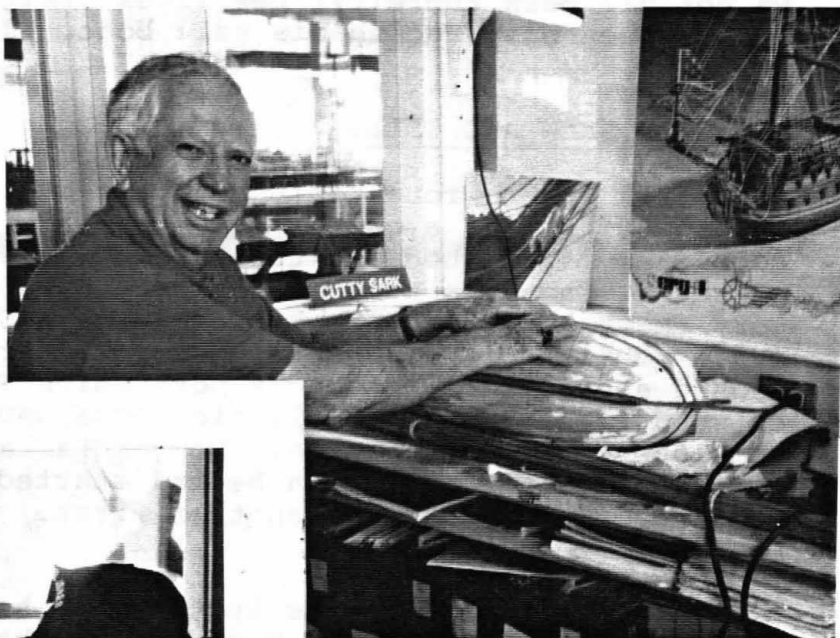
Asking price for the batch is in the \$100 range. Ask about them at the meeting on March 19. (Ed)



On the left, Suzanne Levonian restores an old model of the HALF MOON in the model shop aboard BERKELEY.

Model shop volunteer Chuck Hill planks King Henry the 14th's flagship LA SOLEIL ROYALE of France.

That appears to be a smidge of wood filler up around the bow. Never fear, she'll be double planked.



Joe Bompensiero, one of the "usual suspects", casts a pleasing glance upon the plank on frame BOUNTY he has now completed and sold to a doctor.

What's next Joe?

February Meeting Notes - cont:

shop three years ago in West Coast Hobbies. DOUG MCFARLAND displayed a paper cut-out model of Pride of Baltimore which he assembled during this meeting. ED WHITE stated he was working on a small tug in the model shop. GUILDMASTER Tom Taylor mentioned working on many projects and hadn't had a chance to do any modeling since the fair. FIRST MATE Jack Klein works daily in the model shop and prefers 17th and 18th century ships, presently building Ralieggh in between several recent restorations. GORDON JONES plans to start modeling again when he gives up a maintenance job soon. GARY EMERY, another new member, has three models he refurbished, a bomb ketch, the revenue cutter, Dallas and a 1/16th scale scow schooner of San Francisco Bay fame.

DOUG SMAY, who was a very active member in the '80's (including being newsletter editor), mentioned touring HMS Victory and is currently building the WWII submarine USS TANG in 1/8th scale for a submarine veterans group. FRED FRAAS is finishing up the 1900's steam tug Lackawanna; a Blue Jacket kit and JOHN FLUCK is still working on his Dutch yacht. NICK RUGEN has built four models from kits and is interested in historic sailing ships.

LEW JOHNSON said he has been in the modeling doldrums. (Have we not all been there??) Lew likes Viking ships. JIM HAWKINS said he has been busy racing his sail boat. Jim's an active Argonaut member.

FEBRUARY SHOW AND TELL:

Nick Rugen brought his plank-on-bulkhead model of the Royal Yacht "Britannia" a gaff-rigged, top'sle cutter. His model was completely finished and turned out a real beauty. Phil Matson passed around some home-made tools, a wood spreader and some clips. Gary Emery had 3 or 4 books including a Smithsonian book on Watercraft published in 1960 by the G.P.O. for \$3.00. Jack Klein passed around a couple of wood scrapers while Tom Taylor showed us a piece of wood from the USS Constitution obtained during her 1926 overhaul complete with brass plaque. Doug McFarland displayed his finished "Pride of Baltimore" which he had started at the beginning of the meeting. This had to be another first. (now back to the Norske Love??)

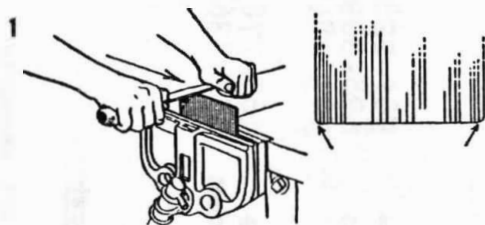
Another book/magazine auction was held at the conclusion of the meeting. Five of six Time/Life books were sold bringing in a total of \$26.00. Thirty-six "Ships In Scale" were sold bringing in \$83.50. Both of these amounts made a welcome addition to our treasury.

The Nominating Committee reported the same club officers were willing to run another term in 1997.

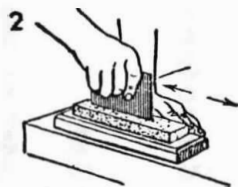
Thanks, Fred, for notes (Ed)

HOW TO WORK WITH TOOLS AND WOOD

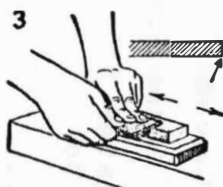
HOW TO SHARPEN A SQUARE EDGE SCRAPER BLADE



1. File the edges square and straight by draw-filing with a smooth mill file. Round the corners slightly.

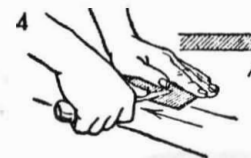


2. Whet the edge, holding the blade square to the surface of the oilstone. Some prefer to hold the scraper square to the edge of the oilstone.

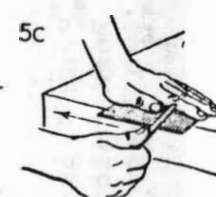
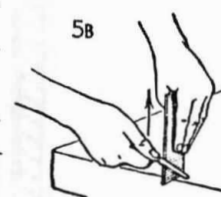
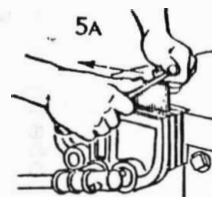


3. Remove the burr by whetting the scraper flat on the oilstone. The edges should be very smooth and sharp.

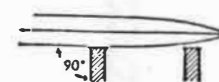
SHARPENING THE TOOLS



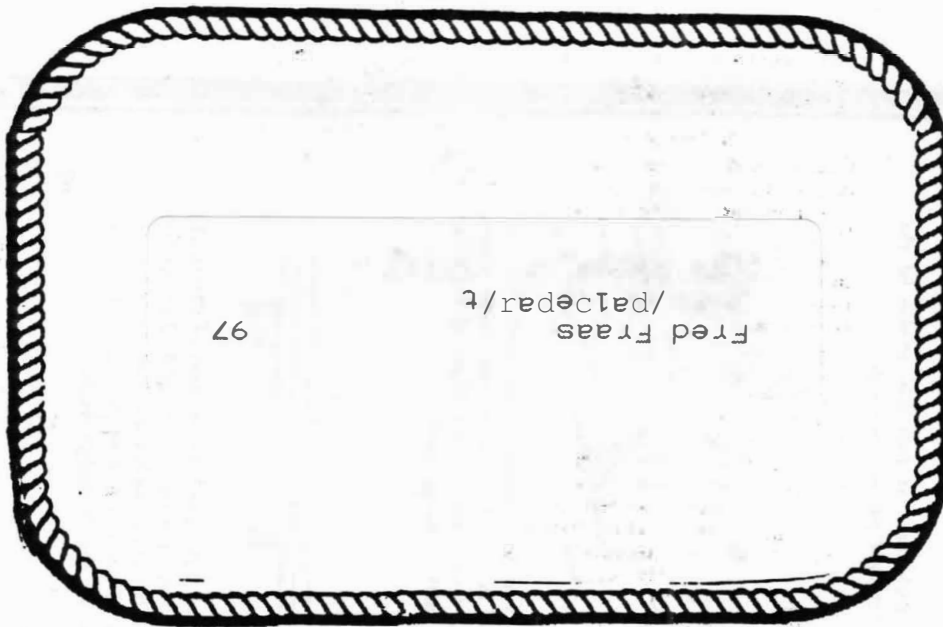
4. Draw the edge with three or four firm strokes of the burnisher held flat on the scraper.



Turn the edge with a few strokes of the burnisher. The scraper can be held in any of the three ways shown above. Draw the burnisher toward you the full length of the blade with a sliding stroke.



To turn the edges out, the burnisher is held at 90° to the face of the blade for the first stroke. For each of the following strokes, tilt the burnisher slightly until at the last stroke it is held at about 85° to the face of the blade. A drop of oil on the burnisher helps.



Fred Fraas
97



San Diego Ship Modelers Guild
c/o Maritime Museum Assoc. of San Diego
306 North Harbor Drive
San Diego, California 92101

San Diego Ship Modelers Guild

Officers for 1997

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

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.