San Diego Ship Modelers' Guild

1306 N. Harbor Drive San Diego, CA 92101

MAY 2001 NEWSLETTER Volume 25, No. 5

THE APRIL 11, 2001 MEETING

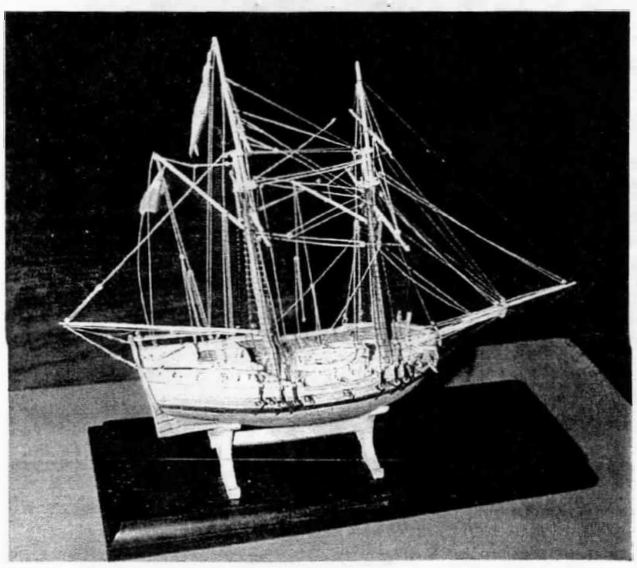
Gorblimey!

28 Members Talk About Things British

Robert Hallbach, displaying engines, models and magazines derived from London sources (more about this later), led a gang of Anglophiles including **Jacki Jones, Bob Wright, Bill Forbis, Robert Hewitt** and many others back to nostalgic memories of Piccadilly Circus, Leicester Square, Kensington Gardens and Greenwich at the April meeting of the Guild.

But before Hallbach's show began, members greeted three newcomers, **Steve Lundy, Bob Kyle** and **Frank Dengler**. Steve is a self-described beginner who aspires to build a model of a ship he greatly admires, the liner *Aquitania.* Bob likewise calls himself a "wannabe." Frank is a navy commander who later in the meeting authoritatively recalled the career of a certain admiral whose name had ssomehow come up in the discourse. The Guild welcomes all three.

Bob McPhail started the **Old Business** by a succinct summary of the treasury's balance: at the end of last month, $/redacted/; income since then $124; new balance $/redacted/.

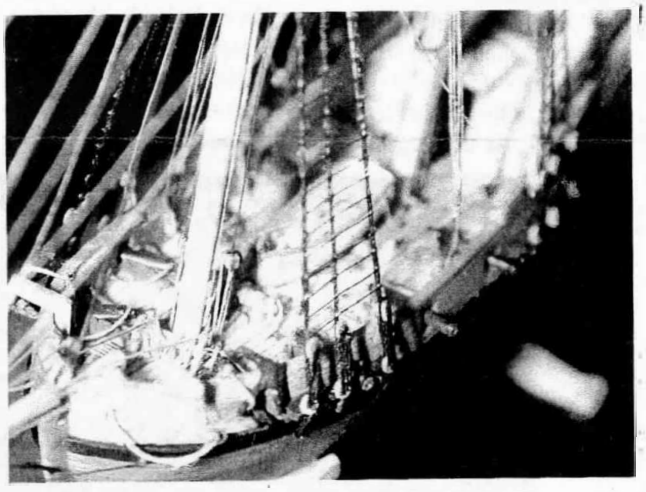


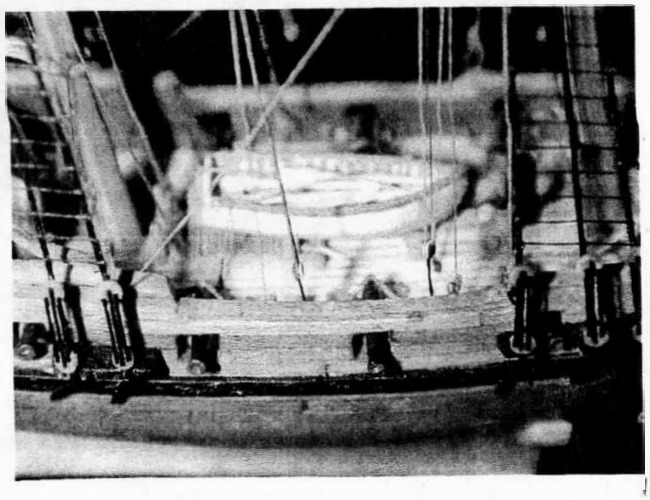
This model of Sir Edward Hawke *(see page 3) is three inches long on the deck. Make your own guess about the distance between the frames of the lifeboat.*

Hewitt, in charge of staffing the Guild booth at the June 15-July 4 Del Mar Fair, said he needed only a few more volunteers. He issued the annual warning that they should leave their cars at the fairground's Horse Park to avoid the $6 fee elsewhere.

Guildmaster Jones urged that any corrections needed for entries in the new Guild roster should be directed to her. (Some such changes are shown on page 4.)

Hans Merten reported the first results of his research into setting up a web site for the Guild. SMA, the sister guild, pays $100-$150 a month for its net server, and needs 25 hours of someone's work to maintain the site. As an instance of what the internet can do for a modeler, Hans showed a large color photo of a model that he had received. Jacki suggested that the pictures she takes of show and tell models at our meetings (with her versatile digital camera) could easily be used on the web site.





Jacki Jones Photos

McPhail also started the **New Business** by pointing out the need for this newsletter to emphasize the delights of the Guild's always popular summer party, this year in July. He proposed allotting $150 for food and $75 for refreshments, saying that with 57 dues-paying members the guild can afford that much.

Nevertheless, **Bob Graham** suggested, based on his SMA experience, that members could bring food and drink and save some money. **Ed White** noted that not everyone wants alcoholic drinks (although sodas also used to be offered) and shouldn't have to pay for them. So Jacki proposed bringing up options in this newsletter and making decisions based on them. Using your new member directory, send comments to Jacki or Bill Forbis. (For her own part, Jacki suggests that the Guild should accept McPhail's proposal and still invite members to bring food and drink if they want to.)

Hewitt felt an urge to enthusiastically recommend a book he has just acquired called "Rigging Period Ship Models." It contains, among other things, a complete description of the run of every last rope in the rigging of an 18th Century frigate. (Another recommendation, later in the evening, came from **Chari Wessel,** who praised the Horatio Hornblower television series to be seen at various hours on A&E.)

Once again taking the floor, Bob McPhail settled the matter of what to do with a large number of antique ship-model plans that Bob Graham acquired from the estate of. SMS Founding Member Craig Coleman and donated to the Guild. At the beginning of the meeting McPhail had passed out numbered slips to all members. He now drew numbers from a jar and gave each winner a set of plans.

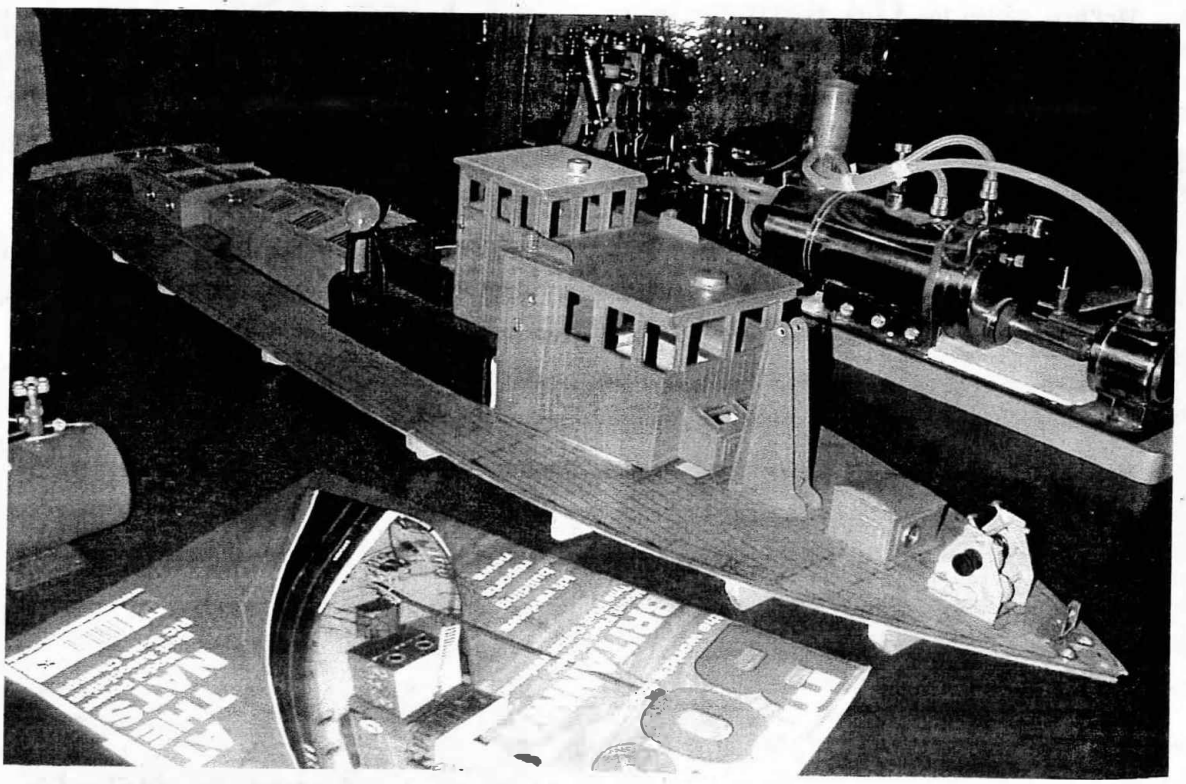
Robert Halbach's **Show & Tell** contribution centered on the deck and deckhouses of the 1900 Dutch work ship *Christian Brunnings,* a ship that can still be seen in Amsterdam. The bulwarks and hull for this model are yet to be built; the various pieces of deck furniture that Robert showed can be removed to allow for the installation of the ship's steam engine, which was also on display. Its tall black stack is hinged to let the vessel pass under bridges. For those concerned that such a model engine might blow up disastrously, Robert calls attention to its working safety valve.

He also showed a Japanese-built brass-boiler engine about the same size that he thought might be priced at $1,500, and a two-cylinder double-acting engine about 5 inches long that develops ½ horsepower. A mechanical engineer by profession, Robert does much of the machining of his engines, using his 12"x36" engine lathe and mill/drill machine.

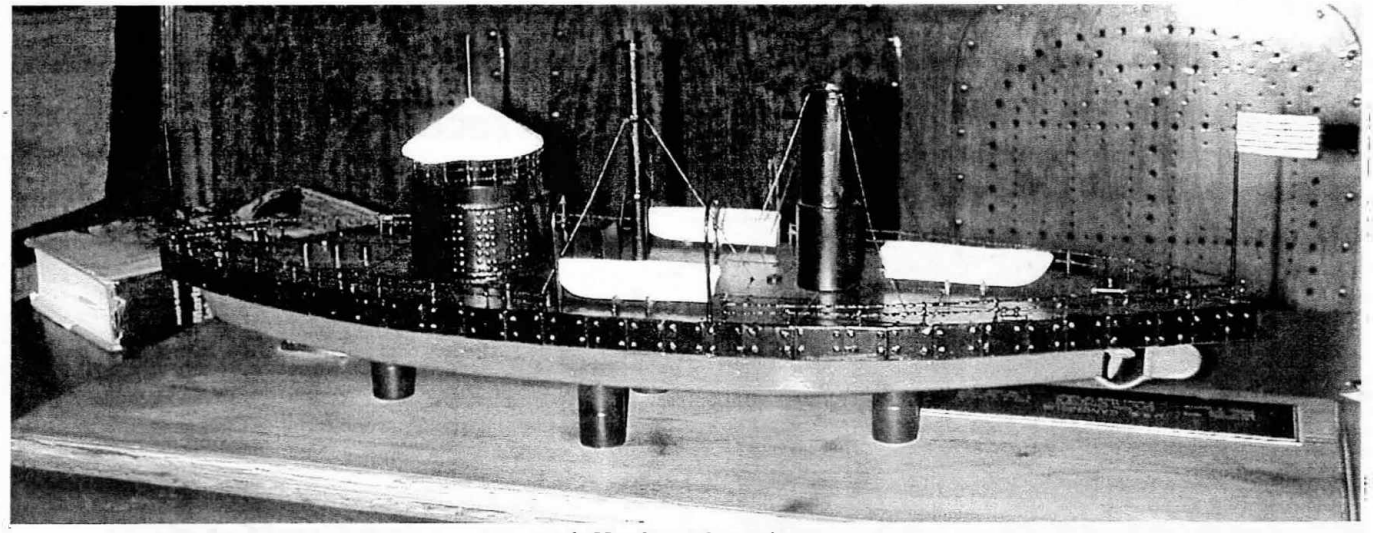
He visits England frequently, and he displayed the ample album of authentically museum-quality models that he photographed there. He praises English kits, easy to order by fax, e-mail or phone using credit cards that buy in pounds and turn prices into dollars. He has subscribed for years to Britain's "Model Boats" magazine to get its step-by-step instructions for building specific models.

Robert dropped one last word of advice, this one on the subject of ballast: in *Christian Brunnings* he's going to use bags of lead BBs.

To add to the discussion in last month's minutes



Robert Hallbach's Christian Brunnings *deck with Japanese engine and British ship modeling magazine*



Bob Hawkins' Canonicus

concerning how copper colors or discolors on ship's bottoms, **Bob Wright** brought a mute hunk of evidence: a 3"x4" piece of ship's-bottom copper colored partly dirty black and partly crusty green. It had been fastened with square nails, suggesting great age. The mystery grows.

Civil War historian **Bob Hawkins** brought in his U.S.S. *Canonicus,* with a solid hull scratch-built on the

Bob Wright and discolored copper

"eyeball" scale. This vessel was a Civil War improved *Monitor* and a sister ship to the U.S.S. *Tecumseh,* sunk at the Battle of Mobile Bay in 1864. Launched in 1863, *Canonicus* lasted until she was sold in 1908.

"I'm a Civil War re-enactor and built it for the West Coast Civil War Roundtable meeting in the Imperial Valley three years ago," Hawkins writes.

George Ryan's model was U.S.S. *Daniel A. Joy* (DE-585), built from a Pit-Road kit on the 1/700 scale. "A Rudderow class destroyer escort," says Ryan. "Made to look like it did when I was on it in 1953."

Dories are big at meetings lately, and **Ed White** brought in two. The larger was a Gloucester dory like those carried by fishing schooners working out of Gloucester, Mass. a century ago.

The other was a Texas dory, a rowing dory from a catalog of full-scale dories designed by Texas Dory Boat Plans. Gloucester dories fished for cod, Texas dories for mackerel.

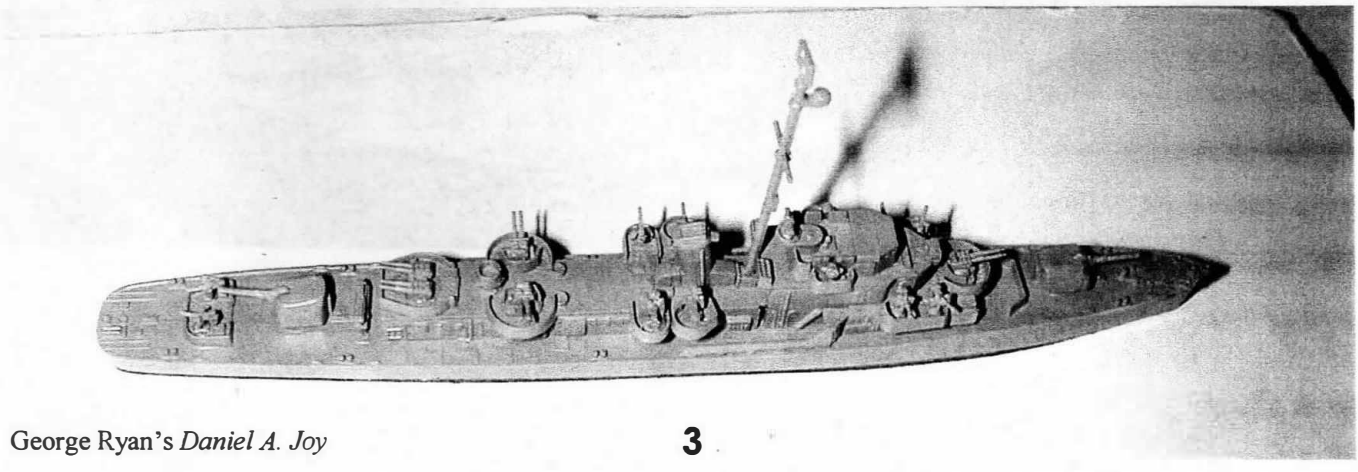
Ernie Andrew takes an imaginative concept toward the term model, and the one he brought in was a tiny parlor organ. "This is a 1"= 1' scale of a reed organ made for Queen Victoria by the Mason Hamlin Co.," Ernie writes. "This type was called the Queen's Model."

Ernie has made little organs that actually play notes and chords, but this organ has not yet been wired to do so.

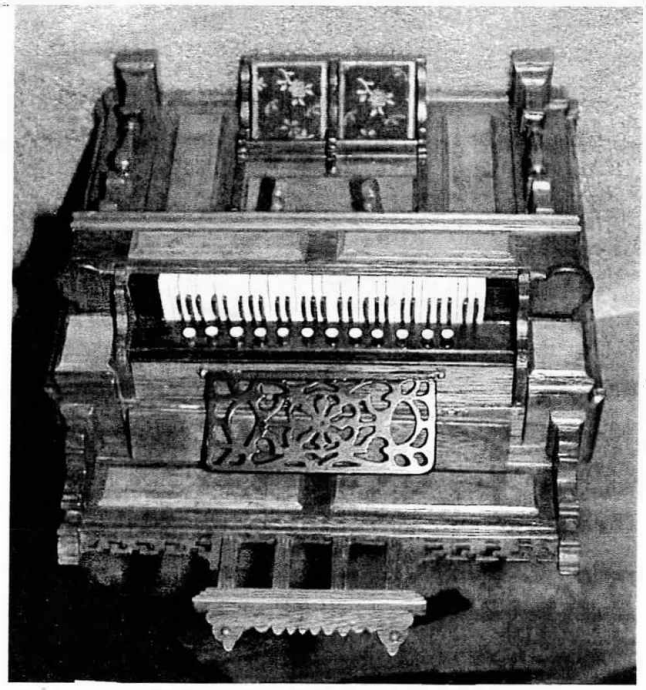
Robert Hewitt seems to top himself every month with a new Masterpiece in Miniature. To this meeting he brought his amazingly detailed H.M.S. *Sir Edward Hawke,* which is the central focus of Harold Hahn's famous diorama at the Maritime Museum in Newport News, Va. (pictured in this Newsletter's February issue in a photo made by Robert.).

The model measures only three inches on the deck. The perfection of detail in this tiny space is perhaps best demonstrated by Robert's note that "the windows on the stern and the binnacle are isinglass. The compass can be

Continued on page 4



George Ryan's *Daniel A. Joy*



Ernie Andrew's baby reed organ

Continued from page 3

seen in the binnacle." The hull is made of basswood and—perfectionist note—it's planked with pear.

The plans came from Howard Chapelle's "The Search for Speed under Sail." Scale: 1"=20'. The real ship was launched in1767 and registered in the Royal Navy on May 22, 1768. She was used to carry dispatches and supplies between Bermuda and the colonial east coast.

Corrections for the 2001 Member Directory

Bob Crawford	/redacted/
Robert Hallbach	/redacted/
Chuck Seiler	/redacted/
Richard Camfield	/redacted/

Next Meeting

May

S	M	T	W	T	F	S
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6	7	8	9	10	11	12
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20	21	22	23	24	25	26
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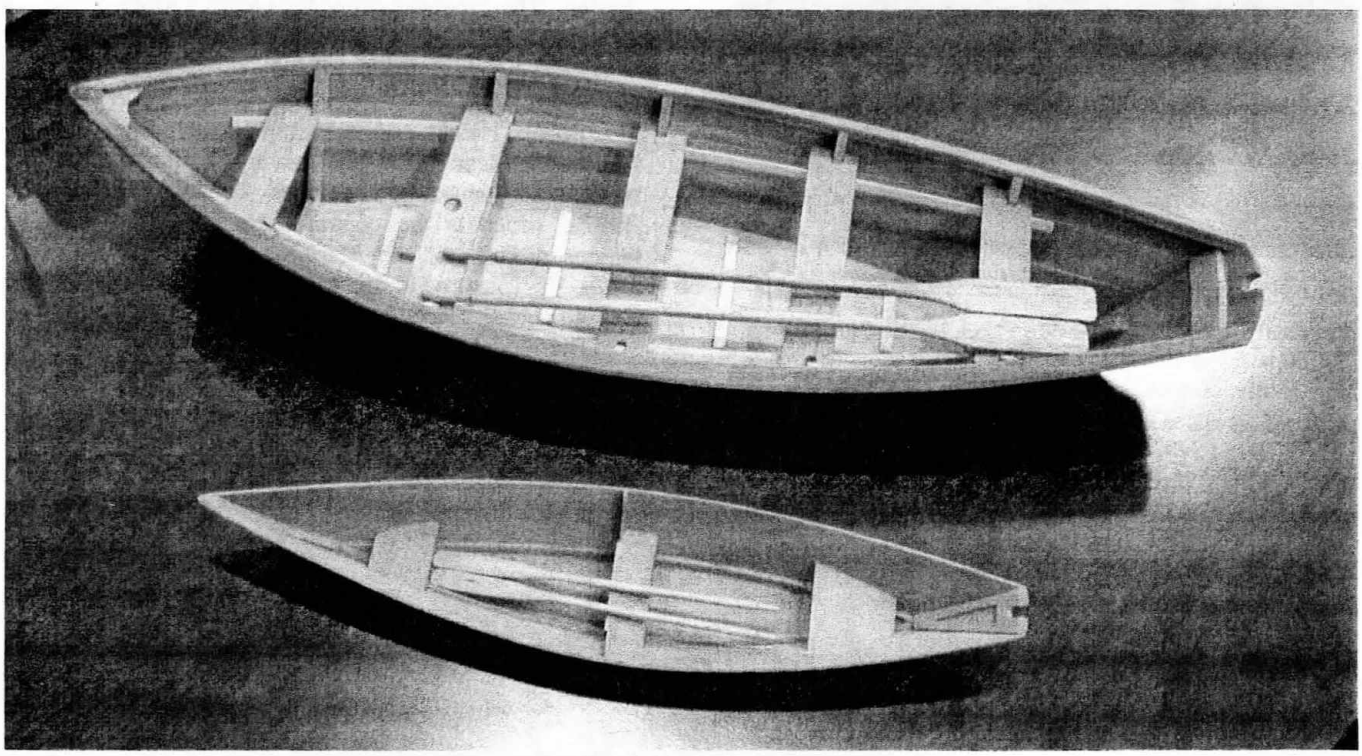
Bring Models! Bring Opinions!



Ed White's dories

Hunley Excavation Nears End With Some Bizarre Findings

Since the first rivets were drilled out on the hull of the raised Confederate submarine *H.L. Hunley* last February 14, and the first plates removed, the archeological excavation of the vessel has proceeded with ever-increasing drama, centering on finding bones and bizarre artifacts. The probe will probably be completed in less than a month from now.

What the scientists first saw when the plates came off was packed blue-gray sediment of a clay-like consistency. Removing more plates along the upper surface of the sub, and scraping the mud down in 5-centimeter layers, they began to find artifacts, such as buttons. March 21 brought the first signs of human remains—three ribs.

As the excavation moved downward and toward the bow of the sub, the archeologists identified the remains of three of the crew and uncovered part of the crankshaft that the crew turned to propel the vessel. By April 10, getting closer to the bow and the bottom of the sub, they had uncovered the remains of four of the eight crewmen and exposed seven of the handles on the crankshaft. They had also found shoes, brass buttons, a tin canteen, a smoking pipe, some textiles and other items.

By April 16, the remains count was up to eight, and included three skulls. By April 24, the excavators had begun to remove bones, including a skull with a filling in one tooth, which will eventually be buried with all other remains in Magnolia Cemetery in Charleston.

At this point the investigation produced a stunning discovery: on the back of one skull lay a Union Army dog tag bearing the name of Ezra Chamberlin, a member of Company K, 7th Regiment, Connnecticut Volunteers.

An investigation disclosed that an Ezra Chamberlin is buried beneath a headstone in Killingly, Conn. He had been killed on July 11, 1863 in a Union assault on a rebel battery guarding Charleston. Fighting in that same battle was a rebel soldier named C.F. Carlson, known to be a crewman on the *Hunley*.

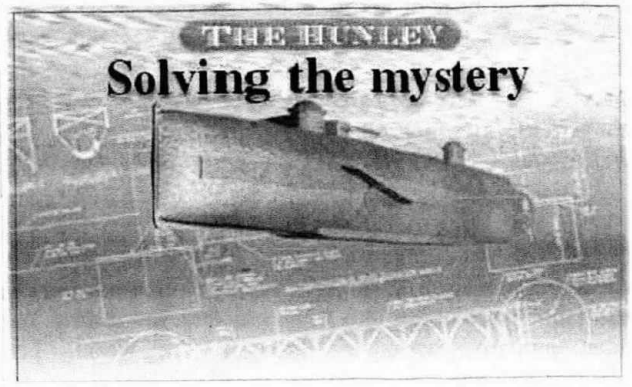
How did the dog tag turn up on the submarine? The best guess—but a weird one—is that Carlson stole it from Chamberlin's body and wore it for most of a year until the *Hunley* sank on Feb. 17, 1864.

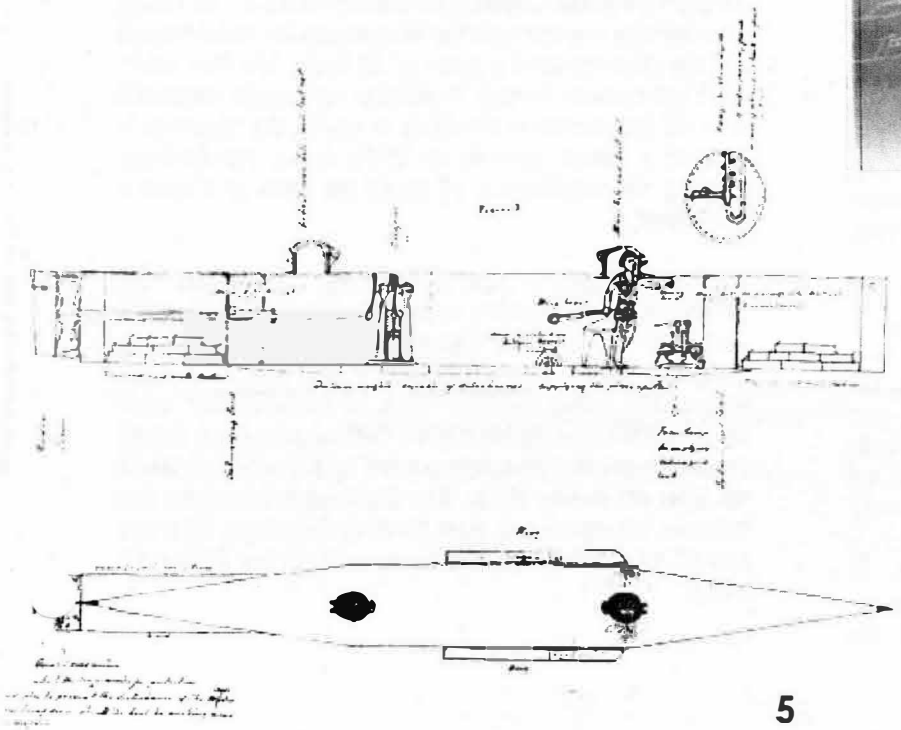
That was the night when the *Hunley*, like some mechanical swordfish, rammed a spar tipped with a gunpowder bomb into the side of the Union gunboat *Housatonic* and, sinking it in three minutes, became the first sub in the world ever to sink a ship *(see this Newsletter for October 2000)*.

But what made the *Hunley* itself sink without rising to the surface? The complete story may come to light when the investigation ends, but in the meantime two theories have been suggested.

The first involves the shattered cast-iron conning tower where the pilot, Lt. George Dixon, was steering the sub. It could have been hit by a Minie ball, a bullet fired from a muzzle-loading rifle aboard the *Housatonic*.

That would probably have caused the crew to crowd in panic toward the hatch. Since the skeletons were mostly found at neat intervals in their usual work places, they could have died quietly from lack of air. The one man not in place was hunched over what appears to be a bellows, perhaps to pump air down the sub's snorkel.





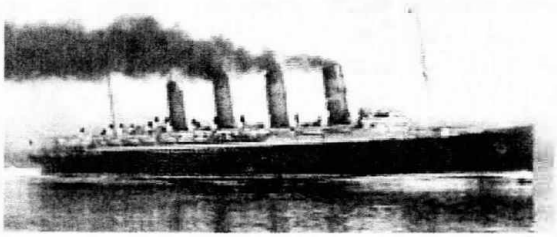
These pictures, downloaded from www.hunley.org, *are hard to decipher, but they do seem to show that the sub looked more like a canoe than a vessel made from a locomotive boiler, as an old tradition had it.*

The RMS Mauretania

The pride of the British Merchant Marine

Taken with permission from Kevin R. Tam's website;

http://uncommonjourneys.com/pages/mauretania



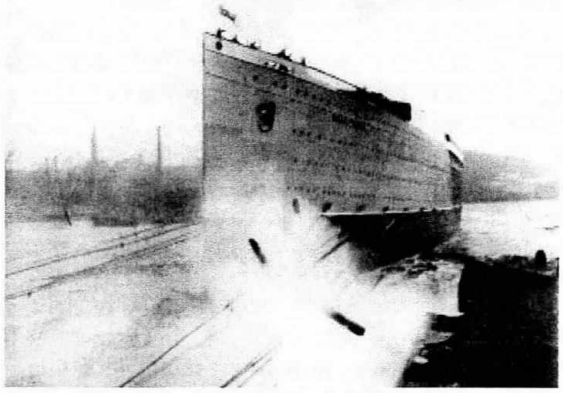
My great aunt and uncle, Helene Heller (a singer) and George Riley (a comedian and singer), were vaudeville stars in New York City. Throughout their lives they sailed on passenger ships all over the world even travelling to Europe during the second world war to entertain US troops. Aunt "TeTe" kept detailed journals of all of their voyages. They were engaged to entertain the passengers after dinners on the RMS Mauretania in 1931. *Jacki Jones*

The Mauretania will long be remembered as a legend. Indeed a legend among those who knew her renown and acclaim as the largest, the fastest, and the most opulent liner of her time, but history will record the Mauretania as one of the most enduring symbols of reliability on the North Atlantic. From her launch to the end of her service career, the Mauretania was the comparison to which all contemporary liners of the day were made.

It was on a fair September day in 1906 that the Mauretania was launched into the River Tyne, amid the cheer and jubilation of the Tyneside craftsmen whose skill and labor were borne into what was then the largest and most modern passenger vessel in the world. The Mauretania was, in fact as well as fancy, to be revolutionary in that it would be the very first passenger vessel to be fitted with the new steam turbine engine, developed by engineering genius Charles Parsons.

The Tyneside firm Swan, Hunter and Wigham Richardson Ltd. won the contract to build the new Cunarder. The agreement for the new flagship was the result of a 1903 agreement between Cunard and Parliament that two large passenger ships should be built to re-establish the British supremacy on the Atlantic and win back the coveted Blue Riband from Germanic hands. Parliament agreed to loan Cunard 2.6 million Pounds towards the building of the two new superliners. In addition, the Government would supply the Company an annual amount of no less than 150,000 Pounds for the upkeep and maintenance of the new steamers. There were additional stipulations incorporated into this agreement which required that not only were the vessels to be made available to the Admiralty in times of war, but each vessel was to achieve and maintain a speed of between 24 and 25 knots.

The keel of the Mauretania was laid down in 1904 at the Wallsend Shipyard on the River Tyne. Over the next two years, the efforts of countless shipwrights would shape the hull and structure of the vessel so on September 20, 1906, the Mauretania was ready for launching. The ceremonies were presided over by Dowager Duchess of Roxburghe and in attendance it would seem, was all of Tyneside.



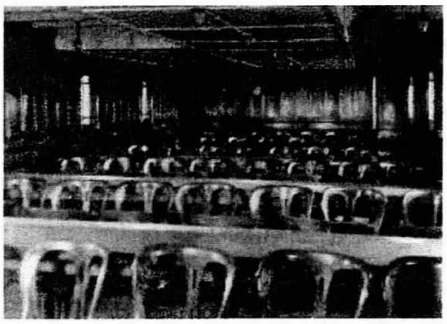
As the Mauretania left the Ways and slipped into the waters of the Tyne, she was guided by six tugs to the nearby fitting-out basin where work would commence on the erection of her superstructure, funnels, and fitting-out of her luxurious interiors. The work would span a period of just over one year. On October 22, 1907 the Mauretania departed the Tyne and headed for Liverpool for delivery to the Cunard Line and for official Sea Trials. The delivery voyage took the Mauretania around Scotland and the ship averaged a speed of 22 knots. Her Sea Trials were commenced in early November and on the measured mile off Skermorlie in the Firth of Clyde, the Mauretania reached a speed upwards of 26.75 knots, conclusively meeting the requirement of speed set forth in Cunard's agreement.

After flawless Sea Trials, the Mauretania left Liverpool on her maiden voyage on November 16, 1907 under the command of Captain John Pritchard. With an inaugural send-off uninhibited by the damp weather, Mauretania sailed for New York to the sound of more than 50,000 cheering spectators. Celebrations for a record crossing were unfortunately put off by fog which delayed the liner off Sandy Hook. The Mauretania made the trip between Liverpool and New York in five days, 18 hours and 17 minutes and averaged a speed between 21 and 22 knots.

On November 30, the Mauretania would again encounter fog, this time off of the Grand Banks of Newfoundland, but with men and machinery working to achieve a record, the ship managed to capture the eastbound record with an average speed of 23.69 knots. It was not until September of 1909 that the Mauretania would claim the record for the fastest westbound crossing, a record she would retain for over 20 years. This figure is indeed a tribute to the engineering feat which was Mauretania. During this period of constant service, the Mauretania would gain a reputation for reliability and consistent on-time performance. It would be a reputation she would own until the end of her career.

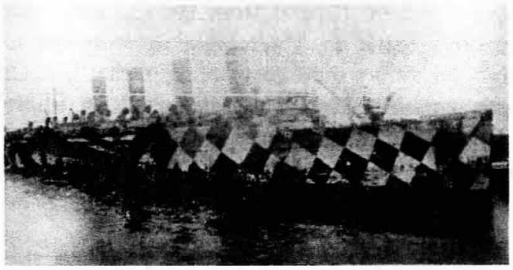
The Mauretania was not only to have been the fastest, but she was to compete in every luxury to be found afloat. Fine gilded Edwardian elegance would grace the public rooms, designed by Harold Peto, who had won acclaim for his decorations of English country house interiors. The decoration would boast a rich assortment of fine woodwork, all crafted at the Wallsend Shipyard joinery department. Such notable interior appointments included a sweeping Grand Staircase, electric lifts for first class passengers, a two storey dining saloon panelled in straw-colored oak and featuring a domed ceiling decorated with signs of the Zodiac. The lounge was graced with warm mahogany panelling with gilt carvings. In every way, the Mauretania was a captivating show of tasteful elegance.

But in accordance with the social expectations of the day, second and third classes were in relation, a distinct contrast to the accommodation provided those travelling in first. The first class fares could reach a figure of 200 Pounds per crossing, in second class the average traveller could expect to pay a fare of only 10 Pounds per crossing, and in third, a mere 6 to 7 Pounds. The flavorful decor afforded those in first class became increasingly sparse as one moved between classes.



In 1914, the events of World War I would see the Mauretania requisitioned by the British Admiralty and laid up for a years time. In 1915 the decision was made to convert her for use as a troopship. The Mauretania would make countless voyages ferrying troops to the hotbeds of the European fronts. The ship would make numerous maiden calls, visiting such unlikely ports as Gallipoli, Lemnos, and the island of Mudros. On November 15, 1918, the echoes of wartime would cease to ring as the guns of Europe fell silent. The Mauretania had survived the rigors of wartime service, eluding the fate befallen so many other ships who had fallen victim to enemy guns or mines.

By May of 1919, the Mauretania would see the conclusion of her wartime service for the Admiralty. She returned to England and underwent the restorative treatments which would bring her back to her pre-war condition. Woodwork and furnishings were reinstalled, the hull was cleaned and painted, and the opportunity was not wasted to make numerous improvements on the liner. It was ironic, however, that after the strenuous wartime demands placed upon the ship's engines, that they would receive little attention. It was at this time that the Cunard Line would re-register the ship in Southampton.

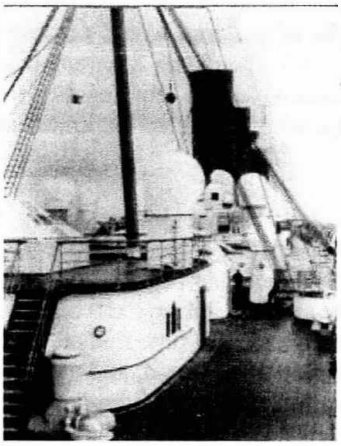


The Mauretania in dazzlepaint. Such camouflage was used to disguise the profiles of ships at sea.

Returning to the North Atlantic, Mauretania's speed performance was markedly slower, often averaging only 21 knots per crossing. At one point the ship could do little to attain a velocity of more than 17 knots. The wartime demands placed on the ship had taken the toll on her turbines.

It was due to a fire which broke out on July 35, 1921 the Cunard Line was prompted to repair the turbine engines and at the same time, convert the ship to burn oil rather than coal. The fire, which gutted first-class cabins amidships and damaged the first-class dining room, necessitated the return of Mauretania to the yards of Swan, Hunter and Wigham Richardson on the Tyne.

The Mauretania received a receptive welcome by spectators who lined the banks of the Tyne to see the ship return. The repairs would take but six months time, during which not only was attention given to the turbines and fire damage, but many efforts at modernization were carried out. More private bathrooms in cabins were installed, furnishings were modernized, new carpets laid, and many of the ships accommodations were repanelled. The ship would be returned to service in March of 1922 following a successful refit. Her speed performance proved as much. The Mauretania attained a speed of 25 knots on one eastwards passage in 1922.



Not until 1929 would the Mauretania face any fierce competition from foreign shipping. The 51,656-ton Bremen, purpose-built for speed, managed to wrestle the honors of the Blue Riband from the Cunarder. Despite modifications made to Mauretania in response to this challenge, the ship would never reclaim the title. On one eastwards crossing Mauretania managed an impressive 27.22 knots and broke her own speed record for both directions but was never able to best the Bremen's 27.92 knots.

In the final years of Mauretania's service, the liner would be increasingly deployed on cruises in the Mediterranean, the West Indies, and the Bahamas. While these were popular with Americans who wanted to escape prohibition, the liner was by design ill-equipped for such environments. To reduce the effects of heat, the ship was painted a stark reflective white. Age and the relentless movement towards all things modern were slowly relegating the Mauretania to the dangers of becoming hopelessly outdated.

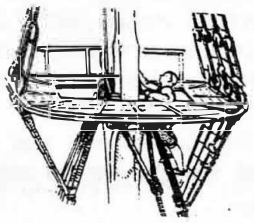
In a decision which could not have been arrived at easily, Cunard withdrew the Mauretania from service following a final eastward crossing from New York to Southampton in September of 1934, averaging a speed of 24 knots. The ship would be laid up in Southampton until the following summer when it was decided to sell the ship. Her furnishings were auctioned off and on July 1st, 1935 the Mauretania made her final departure from Southampton and headed for the breaker's yard at Rosyth.

It was not without regret that the Mauretania disappeared from the Cunard roster. Those who had travelled aboard her in luxury, and those who emigrated in steerage would find like ground on which to echo the nostalgic sentiment befitting the passing of a legend.

THRU THE LUBBERS HOLE

By Robert Hewitt

Making Flags

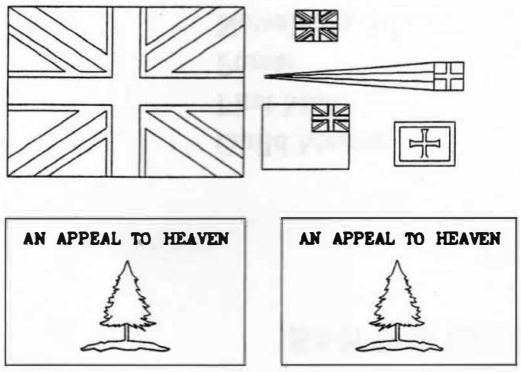


There are many ways of obtaining flags for your model. Most kits have flags included along with the "bunch of sticks" that come with it. Flags are also available from most of the usual suppliers such as Model Expo, Dromidary, and Fisher. Most of them are printed on heavy paper or linen cloth. I find that they are difficult to fold in a wavy pattern for a diorama model, and almost impossible to hang in a draped manner that is displayed on a "bare bones" model.

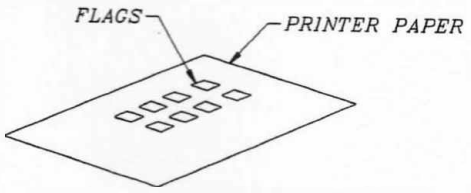
The other problem is that the flags of countries other than the U.S., England and France are almost non-existent. Last and not least is the size of the flags. You may find the correct flag for your project, but it may be too big or even worse it may be too small. If you want to spend the time, talk to Mr. Ray Mortin. He will bend your ear for hours on the size of flags.

If you have a computer, or a good buddy

who has one, you can create your own flags. The flag can be drawn on the screen in scratch or you may also use a scanner to put the image on the screen. For flags that have lettering on them, you will need to make both sides. Always remember to mirror the image about the center of the flag, but not the lettering. Some drawing programs will not mirror the lettering automatically.



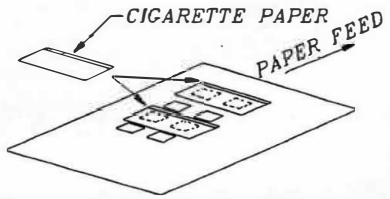
Once the image has been created, run a copy to be sure that you have the correct size. The next step is to make additional copies on the computer. Bunch the images together and run another copy on the printer, noting the direction of feed. The extra copies are helpful in case the painting does not come out right.



The material I use for the actual flag is cigarette paper. There are many brands available, but most of them have a very distinct watermark. The brand that I find the best is Bugler. It is completely clear of watermarks and is a bright white. The only way to purchase it is to buy the tobacco and the papers that come with it.

The limiting factor with this paper is the size of the flag. The paper will allow a flag to be 1 ¼ x 2 ¾ maximum. If you need a larger flag, the same method can be used, but you will need to substitute rice paper and white glue for the cigarette paper.

Wet the gummed area of the cigarette paper and place it between the flag images. The gummed area should be placed toward the paper feed end. If you're using rice paper, place a small line of white glue on it and attach in the same manner as the cigarette paper. Make sure that the glue is dry and the paper is free of all exposed glue. (You don't want to have glue blobs on the printer rollers.)



Turn the printer paper over cigarette paper down, feed it into the printer and print out the image again. The paper will come out slightly off the original image but will be printed on the cigarette or rice paper only. Peel the cigarette paper off of the printer paper and place it on a clean sheet. If the flag has two sides, place one side face down and align the other side using the border as a guide. Holding one edge, fold back the top flag and saturate the lower flag with 50% white glue and water. Press the two halves together and roll the wrinkles out with a paper roller.

The flag colors are then painted with acrylic paint. The image will show through the single-sided flag, so once one side is painted and dry, the other side can be painted to match.

The flag can be formed to the desired shape by folding it over dowels or drill bits. A small strip of paper glued to the halyard end adds a nice touch. Remember to use the finest line for the halyard on your model.

Good luck and good modeling.

/redacted/
Fred Fraas

San Diego Ship Modelers Guild
1306 N. Harbor Drive San Diego CA 92101

SAN DIEGO SHIP MODELERS' GUILD

Officers for 2001

Guild Master	Jacki Jones	/redacted/
First Mate	K.C. Edwards	/redacted/
Purser	Bob McPhail	/redacted/
Newsletter Editors	Bill Forbis	/redacted/
	Fred Fraas	/redacted/

Founded in 1971 by Bob Wright and the late Russ Merrill

SCHEDULE OF ACTIVITIES

Meetings

Second Wednesday of every month.
6:30 p.m. social, 7 p.m. meeting
held on board the ferryboat
BERKELEY.

MEMBERSHIP

Dues are $20 annually ($10 after July1).

We strongly encourage all to join the San Diego Maritime Museum as an expression of appreciation for the facilities provided for our benefit.