



San Diego Ship Modelers' Guild

Volume 5 Number 10

October 11, 1981

Notes on the September Meeting

Thanks to Lou Harmeling for his demonstration on how to carve a hull. We had a small turn-out of around thirty members and only three models.

| | | |
|----------------------------|---------------------|----------------------|
| Emma C. Berry - Schooner | Bill Kelly-Flemming | Sterling R/C POF Kit |
| Patti Anne - Cabin Cruiser | Doug McFarland | Sterling R/c POF Kit |
| Equador - Tuna Boat | Steve Tarentino | Scratch |

Notes on the October Meeting

There is no formal presentation planned for the October Meeting and in that we have been spending or seem to be spending so much time discussing Regattas and contests, cruises, Newsletter, and / or parties it seems in order to get back to the basics for which this group was founded - members models. If everyone at Fridays meeting could bring what they are working on, or what they have recently completed or are particular pleased or displeased with and share just one high / lowlight with the members, think of the knowledge that will come forth in this meeting. So for this meeting we will highlight our Club Motto - BRING A MODEL.

Help Needed

Three or four years ago in either "Model ships and Boats" or "Model ship Builder" were some articles by a Navy Journalist on building scale models of modern nuclear submarines. If anyone has copies of these articles could they please bring them to the meeting.

Newsletter Editor steps down

Three years ago I took the task of writing our monthly newsletter. In that time there has been two additions to our family, a move to a new home, and a change in jobs. I have attempted to bring enthusiasm, insight, and knowledgeable information to anyone who might be reading, but the time has come to admit that I am tired and have burned out, and that a new editor might be able to provide and revive the spirit I once attempted to achieve. Besides, most of you must be getting tired of all these idiot typos. Thanks for the support of those submitting articles and I hope that my relief gets as much more.

Auction

The November meeting will consist in part of an auction. If you have any tools, kits, books, or other items that you no longer need and feel that others may want them, bring them to the November meeting. If you will set a price that you would like to receive (you do not have to donate the proceeds to the club) any money above the asking price will go to the club kitty to offset the expense of the newsletter so we do not have to up the dues.

OCTOBER MODELER OF THE MONTH

* * * BILL BENSON * * *

by Bill Kelly-Fleming

When our Guild first decided to have officers, we decided to call our elected leader our Guild "Master" in keeping with the traditions of the Master of a ship and the master craftsman. Our first elected Master actually filled both traditional shoes, being a retired submarine commander, and being one many of us regard as a master modeler. In fact, through him at his former model shop, the GRAY WHALE, or through his current workshop on the BERKELEY, many of us were introduced to the Guild. Our Modeler of the Month, and Grand Prize winner in our static display contest last March is CDR. BILL BENSON.

Bill built the first of over 400 models to date when he was only nine years old. It was in Baltimore in 1933 when his older brother, who himself enjoyed modeling, gave him a kit for the H. M. S. BOUNTY. In 1972, Bill went home for his father's funeral, and at that time his mother went into a closet and pulled out that first model, somewhat damaged but still intact. Now repaired, Bill still has it on display.

Like a shipyard's tradition of always having a ship on the ways, Bill claims to have always had a model under construction. He sold his first model at the age of eleven, which he immediately turned into an investment in more kits. Back then the kits were essentially the same as today, except instead of paying \$17, the same kit cost 25¢, or today's \$50 kit cost \$2 then. He managed to build almost every wooden kit available in those days. He also built everything that Popular Science ran plans for in the 30's and 40's.

For the first 25 years or so of modeling, Bill's tools consisted of only a razor blade, a hand drill, and sandpaper. He bought a Dremel tool in 1973, and only in recent years has he obtained the other tools. Bill now finds the Dremel tool to be his most valuable and versatile tool to have. With that, an X-acto knife with a #11 blade, and a twist drill, he feels a modeler can handle almost any task.

Bill was hard pressed to select his favorite models, because he "loves them all." Three he mentioned were a BLUENOSE built in his teens for a cousin's wedding, a CONSTITUTION for the Little White House in Florida, and a Grand Banks 36 yacht built recently for a good friend. His favorite type of vessel has been the ferryboats he has done for the museum. He describes the now completed project as fascinating, because of the varying details on each boat. He also particularly enjoyed his recent task of resoring a 21' 6" model of the QUEEN MARY on board the actual vessel in Long Beach. This fascinating model had additional challenges in the mechanics of working with something it takes eight men and a chain falls to move!

Bill prefers to work from scratch, but if a kit is available he will work from it and make the necessary modifications. Large models (2'-3' or more) are usually plank on frame, while smaller boats are usually bread and butter hulls from lifts. Fiberglass hulls will be moulded from solid (bread and butter) carved hulls. He will consider using fiberglass for a model if the prototype was a ship or yacht with a fiberglass or metal hull. However if the prototype was wooden, then so will be the model. Bill Benson's advice to us is "To take it easy... when you do make a mistake, repair it, ... and know that when you have a problem there plenty of Guild members ready to help you." We thank our fellow modeler and friend, Bill Benson, for all the help he continues to give each of us.

WHY DO WE BUILD SHIP MODELS?

by Dr. Milt Roth

Man, it seems, has always had a compulsive urge to render the things of his life in miniature. There seems to be some satisfaction in a hand-held meaningful rendition of daily existence. The English, even today a great seafaring nation, are comparative newcomers in keeping authentic records of their vessels through models. Archaeologists in the land of antiquities are holding in their hands the representative creations of the modellers of 3,500 B.C. Recently unearthed was an exquisitely executed model of a nine oared canoe. It was made entirely of silver.

From the tombs of the Kings of Egypt of the XII Dynasty come the models of their watercraft. Our knowledge of the life and times of Tutankhamen about 1350 B.C. was increased through the models of the ships of his day. The Badari boat, with its characteristic high bow and stern, similar in every respect to the models of the craft found alongside the young King of the Upper and Lower Nile, still ply the rivers of his ancient domain in modern day, unchanged. The ships of Egypt that ventured to sea were reconstructed in life-size to sail again those ancient routes. All based on information substantiated by the model of the reed boats.

Renditions by artists filled the gaps of knowledge of ships when no models were discovered. The vases of Greece pictured their ships of 500 B.C. The carvings on the buildings and the decorative friezes told us of the Roman. The Christian Era dawned and the records were fairly complete for the period from those days till about 2000 B.C.

Full-sized ships substituted when model makers did not. The Viking ships, entombing their great chiefs, were unearthed. The Gokstad ship of Norway, excavated in 1880, gave a clear indication that the shape and style of such a design lives today. The Viking ship was the father of the modern whale and life boats. The light of knowledge was extinguished, insofar as ship models were concerned, during a period extending into the 15th century. The illustrations of the seals of the city-nations of the seaports gave the only clues to the ships of the period, prior to and including that date. In 1882, an authentic example of such design was found in a perfect state of preservation buried in a field in Sussex, England. It was almost a duplication of the ship on the Great Seal of Dover. It was without a doubt a reproduction of the ship of the forces of King John at the Battle of Damme in 1213. . .

Models were made that duplicated the paintings of the masters of marine portraiture of their day. The Flemish master known only as "WA" captured the carrack on canvas in vivid color and line. The Van deVeldes, both father and son, serve the modeller in his attempts at recreating the great "gingerbread era" of old.

Dedication and gratefulness created the model hanging in the church in Spain. The Votive Ship hangs there preserving and telling its story of the ship that brought the mariner home safely.

The Cog, preserved and recorded by John Rous, a Chantry priest in his works, "Pageant of Richard Beauchamp, Earl of Warwick", retells the tales of daring seamanship. Accurate drawings in Anthony's "Roll of the Navy of 1546", show the "Harry Grace a Dieu" (Great Harry) as she was then and can be modelled now. Admiralty models, the ring of challenge to the up-coming ship modeller, recorded the ships of the Elizabethan period. (Note: the first known example of an "Admiralty" style model dates to 1648, the end of the reign of Charles the First. -Ed.) Galleons of the Armada, Drake's "Golden Hinde", Effingham's "Ark Royal", Greenville's "Revenge", and the giant of the ornate ships, "Sovereign of the Seas", all recorded and continually reproduced in models. The famous and the infamous, the great and the forgotten, preserved in draught and model at the National Maritime Museum of Greenwich, England, the museums of France, Germany, Europe and The New World, all boast of models representing the ships of their respective nations and the world of sea-going man. The apple-cheeked bows, the sleek schooners, clippers and the stately Men-o-War, frigate and rates of all guns, rendered in accurate ship models.

Why has this rebirth of the modeller's art come about? What is their urgent need to produce that better and more perfect "museum quality" ship model, accurate in every detail. How can any person in their right mind argue and discuss, debate and beride over the slightest variance from the details of history or the import of scale? Why would a sane individual subject himself to the endless hours of eyestrain, finger cramping, mind-exhausting research, drawing of plans, assembling, building, rigging, displaying and reconstructing of ship models of all the ages of man?

Building an old-time ship model is a fascinating hobby. The work is clean and can be carried out anywhere. The needs of specialized equipment are tempered only by the creative talents of the builder. Masterpieces have been produced on kitchen tables with razor blades and sandpaper. The result, a sensation matched only by other forms of human passion, is gratification. There sits a picturesque reminder of those days gone by. Days of spacious romance and high adventure. What stupendous feats are called to mind by names such as Cabot, Columbus, Diaz, Drake, Raleigh, Frobisher, Greenville, DeCatur, Hull, Farragut, McKay and Cook. Models of their ships that shaped man's destiny and developed our world of today have called out to be made.

A ship model conveys to the mind of the onlooker visions of the past. He populates the deck with armed fighting men, men of quality of silks and lace, gentlemen with bloody swords of vengeance, heroes of naval lore and daring clipper captains at the Horn. The air seems salt-tanged and he can almost hear the swish and splash of open water. All this can be attained with carefully worked inert materials. Thread becomes taut rigging singing in the winds of a gale. Pieces of cloth are now canvas billowing under the press of the wind that propels their ship to adventure. This is a work alive with expressions of vigor.

Hidden within this piece of action, this token of love created by a willing hand, are the flaws of workmanship that only the creator knows. Only he knows if a line is missing, out of

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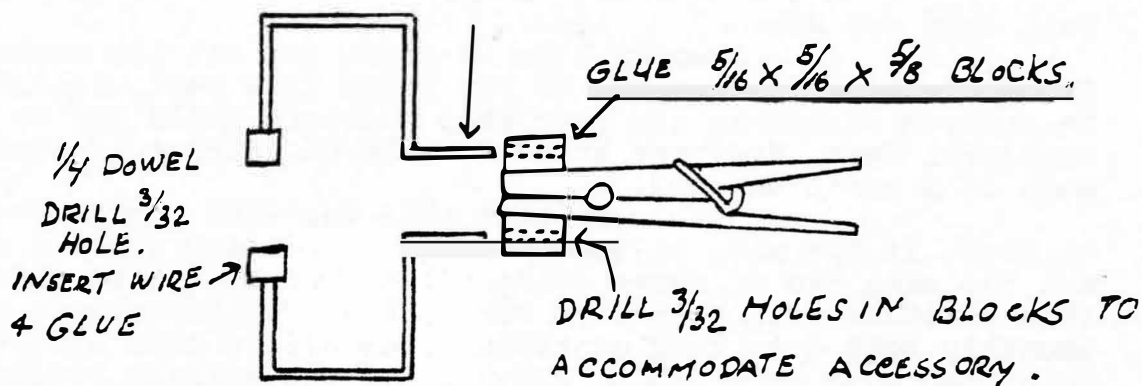
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Hidden within this piece of action, this token of love created by a willing hand, are the flaws of workmanship that only the creator knows. Only he knows if a line is missing, out of

scale, or a detail bungled, even omitted. This is his tribute to self-expression, a latent power that was hidden within his, as it is with us all. He has brought this work to completion by his self-taught discipline. He has trained his hand and his eye, over the years, to respond to his mental will. He has taken the raw materials of his choice, shaped them with the tools of his creation. He is fulfilled. He is a ship model maker.

PLANKING CLAMP by FRANK W. KOENIG

DO NOT GLUE WIRE
TO BLOCKS



CLAMPS ARE BENT FROM A CLOTHES
HANGER AND CAN BE ANY LENGTH OR SHAPE

A RENDEZVOUS WITH THE RENDEZVOUS?

Our tentative cruise for this month on the Brigantine RENDEZVOUS has been cancelled, however we will have a three hour dinner cruise next August.

In the meantime, how about a rendezvous with the gray whale in January. We can charter the tall ship RENDEZVOUS for four hours at a cost of about \$15 to go out and watch the whales in their annual migration off Point Loma. There is no better way to see the whales than from a sailing ship, since there is no motor running to scare them away. We'd be able to take 45 people on the second or third weekend in January, the peak of the migration season. Let Doug McFarland or Bill Kelly-Fleming know if you are interested, as we will need to make reservations soon for one of those prime weekends.



September 29, 1981

San Diego Ship Modelers Guild
Mr. John Woodard, Master
Mr. Bob Crawford, Logkeeper
/redacted/

Dear John and Bob;

I would like to speak for all the members from our club who traveled to San Diego this past weekend. We enjoyed ourselves and your Ship Modelers Guild put on a wonderful meet. Everyone tried to make us welcome and that made it a great weekend.

I thought that this was your best effort to date. It was nice to see a number of members working and not the same two or three doing all the work. I hope that this attitude will spread to our club also. Things went so smoothly both days that at times I was afraid that every-thing had come to a halt, but no, all was working beautifully. Your idea of a clock to start each contestant at a designated time was the best idea I've seen yet.

We have hopes of holding a invitational meet next summer and hope that many of your members would enjoy the trip North as we enjoy the trip South.

Again may I say to all your members, "A hearty WELL DONE". I look forward to talking to you in the near future.

Sincerely,

A handwritten signature in cursive script that reads "Gordon W. Wiles".

Gordon W. Wiles
The Captain

The "Regatta" is over for another year. Al L'Heureux has to go to work on another entry for next year since the PT Boat and Destroyer cannot be entered again. A well done to all hands for the tremendous effort which made the regatta a success. The list of helpers is endless as you shall see. Thanks to Al L'Heureux, Bill Kelly Flemming George Oliver, John Gillette, Bob Crawford, Fred Blaisdell, Art, Charlie, Doug McFarland, Bob Rose, A.J. Neubauer, Spencer Woodard, Mike Blaisdell, and the girls and boys who helped with sales. A special thanks to our Judges, Capt. Carl Bowman, Cdr. Bill Benson, Dave Briarly and Dick Mansir. Next year will be better. Get your boats ready.

1981 Regatta Results

Predicted Log:

- | | | |
|----|---------------------------|---------|
| 1. | Gordon Wiles - Chippewawa | 5 sec. |
| 2. | Bob Crawford - Brett K.F. | 14 sec. |
| 3. | Tony Gugino - Kathleen | 23 Sec. |

Blind Conning:

- | | | |
|----|----------------------------|----------|
| 1. | Gordon Wiles - Chippewawa | 100 pts. |
| 2. | Dwight Brooks - Nordkap | 95 pts. |
| 3. | Joe Schuster - Shelly Foss | 70 pts. |

Bollard Pull:

- | | | |
|----|-----------------------------|----------------|
| | | corrected pull |
| 1. | Bruce Montgomery - Ursula | 11.32 # |
| 2. | Jim Reasoner - Sport fisher | 9.82 # |
| 3. | Val Peterson - Val Peterson | 9.50 # |

Straight Steering:

- Gordon Wiles
- W. Vecera Jr.
Al L'Heureux
Russ Scott
- Dwight Brooks

| | Static | Mile | Under Way | Total | Corrected Speed | |
|-----|--------------------------------|------|-----------|-------|-----------------|------------|
| 1. | Al L'Heureux | 85.2 | 6.52 | 104 | 195.72 | 26.44 kts. |
| 2. | Herb Strandt | 89.1 | 8.90 | 97 | 195.00 | 12.5 kts. |
| 3. | Dwight Brooks | 80.4 | 9.26 | 96 | 185.6 | 17.32 kts. |
| 4. | Bob Carnell | 68.6 | 6.54 | 110 | 185.4 | |
| 5. | Gordon Wiles | 75.4 | 5.04 | 103 | 183.5 | 8.74 kts. |
| 6. | Bruce Montgomery | 67.8 | 9.26 | 104 | 181.1 | |
| 7. | Dave Schmeiser (Sea Falke) | 76.8 | 4.68 | 99 | 180.4 | 22.79 kts. |
| 8. | Dave Schmeiser (Schnell Boote) | 70.1 | 8.96 | 101 | 180.1 | 52.00 kts. |
| 9. | John Dunham | 71.9 | 4.36 | 103 | 179.3 | 12.5 kts. |
| 10. | Tony Gugino | 70.8 | 8.72 | 87 | 166.5 | |
| 11. | Earl Schweiser Marco | 73.4 | 5.91 | 86 | 165.3 | |
| 12. | Mark Rebel | 47.8 | 9.77 | 105 | 162.6 | |
| 13. | Bill Vecera (Schnell Boote) | 65.6 | 5.02 | 91 | 161.6 | 39.07 kts. |
| 14. | Joe Schuster | 75.6 | 2.95 | 74 | 152.6 | 8.42 kts. |
| 15. | Russ Scott | 71.5 | 3.87 | 68 | 143.4 | 26.37 kts. |
| 16. | Jim Cameron (Majestic) | 56.2 | 6.94 | 74 | 137.1 | 9.32 kts. |

San Diego Ship Modelers Guild
Bob Crawford - Logkeeper /
redacted/



TO: Fred Frass
/redacted/

San Diego Ship Modelers Guild
Officers for 1981

| | | | |
|---------------------|---------------------|---------------|------------|
| Master: | John Woodard | Point Loma | /redacted/ |
| Mate: | Doug McFarland | Mira Mesa | /redacted/ |
| Logkeeper: | Bob Crawford | State College | /redacted/ |
| Steering Committee: | Bill Kelly-Flemming | Hill Crest | |
| | Al L'heureux | Poway | |
| | George Oliver | Santee | /redacted/ |
| | Bob Ross | Chula Vista | |

Meetings: 3rd Friday of each month, 8:00 pm aboard the Bark Star of India, on the Orlop Deck.

Membership: Dues for Members of the San Diego Maritime Museum and anyone living outside San Diego County - \$7.50
Non-Museum Members - \$15.00. After July 31, 1981 dues are $\frac{1}{2}$ for the remainder of the year.