



# San Diego Ship Modelers' Guild

Volume 5 Number 12

December 6, 1981

## Notes from the November Meeting

The evening began on an entertaining and beneficial note with the auction. Thanks to the many of you who brought items the proceeds from the evening were:

### General items:

Schooner Atlantic		\$4.50
Outrigger canoe	2 @ 1.75	3.50
Deep Vee		12.00
Small Storage box	3 @ 3.50	10.50
Plastic storage box		.50
Cannon Kit		2.50
James A. Wright (kit)		23.00
Essex (partially complete)		5.00
Dremal like tool		20.00
Essex (Large kit)		33.00
Walnut		3.00
Ash		2.00
Cigar containers		1.50
Total general items		<u>121.00</u>

### Club items sold:

Catalog Catalog	4 @ 1.00	4.00
T-Shirts	9 @ 3.00	27.00
Sodas	14 @ 1.50	21.00
Total Club items		<u>52.00</u>

Grand Total for the evening \$173.00

This has been our most successful auction to date and will help to keep our membership dues at their present level. Thanks to every one.

After introductions Vic Crosby explained some of the intricacies of his building ships in the bottle. I wish we all could have been closer so as to see a little better. Thanks Vic for your presentation. I hope a few of us might try our hand in the bottle.

## Speaking of Bottles - Notes on the December Meeting/Party

As agreed to at the November meeting the Party will be this Friday, December 11, at 8:30 aboard the Star of India. The lights were sent aloft last week and the Star is more beautiful than usual in her holiday glow. We ask that everyone bring a little something for the table and share in a pot luck. The bar will be set up as it was this past summer and everyone through a little something in the kitty to offset the costs. See you all at the party/meeting.

TO ALL OF YOU, A HAPPY AND SAFE HOLIDAY SEASON FROM THE CRANFORD FAMILY

DECEMBER MODELER OF THE MONTH

\* \* BOB BRADY \* \*

by Bill Kelly-Fleming

Personality studies have shown that ship modelers tend to be quiet guys who tend to keep to themselves.

Our Modeler of the Month is one of us who is a "man of few words." He claims that his first word was spoken at age 10, and it was "boat,"... and thus began the ship modeling career of Bob Brady.

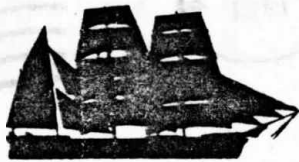
Bob built many kits as a youth, beginning with those dime balsa kits of ships like the MAYFLOWER, NINA, PINTA, and SANTA MARIA. In the ensuing years he has also built the FLYING CLOUD and many toy sail boats. He likes to make things and has an innate liking for boats. He grew up on the shores of Lake Erie, but cannot remember seeing many boats. Still, he has always had a fondness for boats.

His major project for the past six years is a scratch built, plank-on-frame of the fishing schooner ARETHUSA. Many of us have observed the fine crafting that has gone into this model of a vessel that was built about 1908 in Essex, Massachusetts and fished out of Gloucester.

A table saw, Unimat, and most of the Dremel tools make up the major part of Bob's tool resources. He finds the Dremel tools "real handy," and he "couldn't have done a thing" without his Unimat.

Bob learned about our Guild from Bob Panka, and has been a regular member for many years. We appreciate the effort he put into trying to get the LANGLEY Project off the ground. Unfortunately, problems with the Aerospace Museum lagged <sup>and</sup> interest on the rest of our parts scuttled that effort.

When asked what has helped him most in modeling our man of many words said "Patience." After a little prodding for a little more brevity in his answers, he went on to add, "and the example set by other modelers." Bob Brady may be quiet but he is a good modeler, whose comments to others on their models, whose tips for problems raised in the Guild meetings are always appreciated. Many thanks to our Modeler-of-the Month Bob Brady.



## THE MEDEA

by Captain Peter J. R. Metcalfe

The MEDEA was built for Captain MacAllister Hall of Torrisdale Castle, Scotland, by Stephens of Linthouse. She wasn't anything new to these builders who started in 1750 and are still building today. Her dimensions are: 140' LOA, 104' LWL, 17' beam, and draws 10'.

August 1904 saw her completed and launched with steam in the boilers; no mean feat considering she was ordered only three months previously. Built of lowmore iron, decked and housed with imported teak and finished off inside with quarter-sawn English oak, the whole effect was by all accounts very pleasing both to her new owner and her builder--so much so to the latter that he eventually purchased her back for himself.

Her 254 horsepower compound steam engine will propel her along easily at 11½ knots (13 MPH) with a consumption of 4½ tons of coal every 24 hours, but her economical cruising speed was, and still is, 10½ knots, which reduced her consumption by a ton a day. Conversion to oil took place in August of 1964.

The first decade saw her sailing Scottish waters in the hunt for grouse around the lochs and deer on the offshore islands. At the start of the first World War, she was found in the hands of Commander White who refitted her to his tastes, which included the installation of electric light. He then offered her to the Red Cross Society for the transport of wounded back down the River Seine, but they took so long deciding whether or not she was suitable that in the end he sold her to the French government who armed her with a 75 millimeter gun, six depth charges, and an observation balloon. Thus equipped, her 22-man crew commenced to patrol for submarines in the English Channel. Apparently though, according to her French Captain's (M. Macheul) Log Book, the hunter became the hunted, and she narrowly missed being blown up by a torpedo which, after evasive action had been taken, passed less than three meters away.

After the war she belonged to several well-known figures, including members of Parliament; spent a few years in the Mediterranean; had a new boiler fitted in 1929; then she was berthed mainly at Cowes, I.O.W., except for the three years when she returned to her native Scotland and the hands of the man who built her.

World War II saw her pitting her strength against the might of the Luftwaffe, lightly armed, but once again with a balloon above her as she attempted to slice the wings off the Nazi bombers engaged in blitzkrieging the British Navy. Once more in Scottish waters, she was transferred to duties as a supply and accomodation vessel with the Free Norwegian Navy's Submarine Flotilla. 1946 saw her return once more to southern England, then on to Cornwall where she cruised mainly under private ownership (apart from one disastrous period of chartering) until 1969 when she went to Sweden and cruised the North Sea and Baltic ports under her marine artist owner. It was here that she was first seen in a cocoon of snow and ice, with a somewhat forlorn look, by Paul and Olive Whittier who subsequently bought, restored, and donated her to the Maritime Museum Association of San Diego. Pacific waters were first under her graceful hull in the autumn of 1971 at Long Beach, California, where she was fitted out for the voyage to Canadian waters. Eighteen months of intensive restoration work brought her back to her former lines, and July of 1973 found her once again standing at her cruising speed of 10½ knots to her final destination at the San Diego Maritime Museum.

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	682-/redacted/
Steering Committee:	Bill Kelly-Flemming	Hill Crest	/redacted/
	Al L'heureux	Poway	/redacted/
	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.