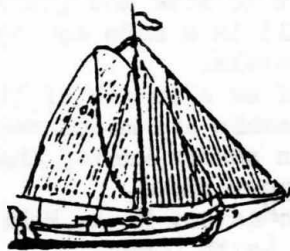




San Diego Ship Modelers' Guild

Volume 8 Number 2

February 1984



Lighter than a cork
I danced on the waves.

Arthur Rimbaud

LOG OF THE JANUARY MEETING

Master Fred Fraas called us to order and began by welcoming six visitors to our meeting. A total of 23 people were present for the meeting.

ANNOUNCEMENTS: Word has been received that our new date for the Regatta is the same date selected by the Fullerton club. Unfortunately, since we get third choice of dates at the pond, it is nearly impossible for us to move from the June 23-24 date give to us.

NEW BUSINESS: New officers were elected as follows: Guild Master - Roy Nilson, Master's Mate and Purser - Fred Fraas, Regatta Commodore - Albert Lheureux, and Logkeeper - Bill Kelly-Fleming (reelected). A discussion concerning the annual static show led to a proposal that we have a one day or weekend event in the Fall of 1984 on the upper deck of the HERKELEY. At this event we will bring down both completed models and those under construction. Members will be encouraged to work on models during the event so that the public can see how we craft our models. This "live" show concept generated a fair amount of enthusiasm and was endorsed by those present. Fred Fraas will communicate the proposal to Dave Brierly of the Museum staff.

SHOW AND TELL:

- | | |
|--------------------|--|
| Doug McFarland - | Ship's boat for the HOTSPUR |
| Mike Dory - | Photos of his FEM submarine. The submarine can now be seen at West Coast Hobbies. |
| Jay MacMaster - | Photos of his SOVEREIGN OF THE SEAS from a Sergal kit. Jay was one of our visitors this month and has primarily worked with clipper ships and similar major sailing vessels. |
| Art Adalotte- | Several books for our club library. |
| Bill Kelly-Fleming | NEWSBOY from Model Shipways kit. Copper plating has been added using adhesive copper foil tape. After several attempts to discover a proper method of application, a suitable appearance was achieved. The next step is to weather the copper using Bob Becker's method. |
| Doug McFarland - | Several books received as Christmas presents. One exceptional book was SHIP MODELER'S SHOP NOTES by Merrit Edson, and published by Nautical Research Guild. |

LOG continued

PROBLEMS: A lively discussion over several problems presented made for a very informative session. Plans can be reduced or enlarged to scale at several places, with Advance Blueprint being one mentioned. It was suggested that you request the copies on vellum. A bread and butter hull from lifts can satisfactorily made from planks of poplar using a liberal coat of Elmers Wood Glue and clamping for several days. For best results, the hull should be allowed to cure for several months. It also helps to have the interior of the hull carved out, or to precut the center of each lift out before gluing (except the lowermost lift of course). Dave Manley was with us from up north and shared his latest discovery. He now buys flash paper from magic stores, and rolls it to size and inserts it in his gun barrels above a glow plug. The result is a safe and very realistic effect for firing of guns on his RC models.

PRESNTATION: Gordon Jones handed heach of us a length of line and proceeded to teach us basic knots for seamanship and model making. By the end of the evening we were all experts in square knots, sheet bends, clove hitches, bowlines, and several stopper knots.

GUESTS: Welcome to our visitors -- Jay MacMaster, M. L. McMillan, Charlie Kramer, Jerry Toppel, Chris Cooper, and Keith Conway.

FIVE YEARS AGO --

- * 49 members and guests went on a very wet whale watch cruise.
- * Doug McFarland was elected Guild Master
- * Bill Benson announced that he had been appointed as Curator of Models for the Maritime Museum.
- * 13 models were present for "show and Tell" at our meeting.

FEBRUARY 17, 1984 -- 8 PM -- Can we top 1978? BRING A MODEL!

ATTENTION RCers.....

Please turn in any updates on RC frequencies you are using to our Logkeeper. A list was published in our last issue and we know many of you have converted to new frequencies. Next month we will give out the revised list according to "legal" frequencies. If some of you could help by getting frequencies of non-members who frequent the pond, that would be appreciated. Several members are anxious to get this listing so that they can get their new radios.



Californian

PROJECT UPDATE

The transom and its artwork has recently been completed. I have managed to sneak a look at this fine work and it is something to see. Unveiling of the transom is scheduled for February 11. Hull planking is about 50% complete and is really beginning to move along now that the topsides are well along. In the past few weeks the three bladed propeller was installed. Her engine was lowered into place about a month ago. Also since our last report, the bowsprit has been shipped and decking has been completed.

FROM THE
CROWS
NEST

A hand is shown pouring from a funnel into a nest. The nest is supported by a stand with three legs. The words "FROM THE", "CROWS", and "NEST" are arranged around the illustration.

I finally got a chance to get our files in order, which took most of my available time this month. Thus this newsletter is a little shorter than normal. We have tracked down copies of all our newsletters, all that has to be done is to make copies of some issues that are on loan, and eventually make a permanent set, since most of the copies are from my personal collection. Over the next several months, I hope to create an index.

It seems some of us are afraid of acknowledging 1984 is here. In a professional magazine I receive, the first issue of the year is dated January 4-11, 1983. When I discover that I forgot to change the date on my computer program and we ended

up with two editions dated "December 1983," even though both had their correct volume and number information.

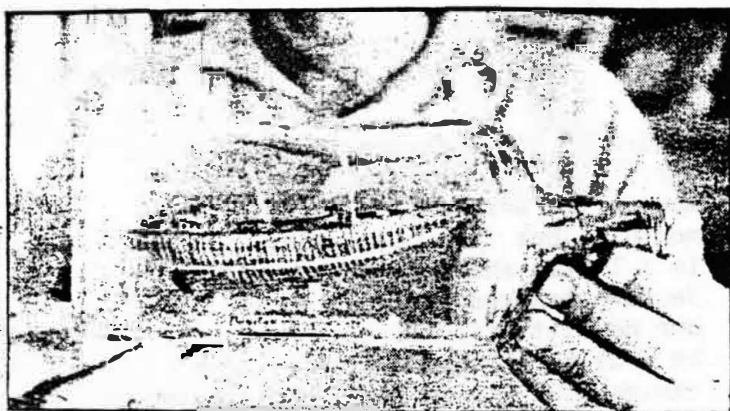
I seem to be missing a few of the issues of the Newsletter from the Ship Model Society of Northern New Jersey. Now they may have been misplaced in my office (I only have a large library and operate three businesses and several volunteer operations out of my 5'X 8' office), but I suspect that they may never have gotten back to me after being passed around at our meetings. Please check your desks, workbenches, or whatever to see if you might have these. If so, PLEASE return them to me.

In case anyone out there is working on a model of the carrier ENTERPRISE (CVAN 65), she has gone through some structural changes again. She was in port recently and her "beehive" atop her island has been removed. I have taken some pictures, although they are not yet developed, of the new island arrangement.

ALSO IN THIS ISSUE...

- a reprint from the Northern New Jersey newsletter on building Italian kits
- Part one of a reprint from the READER of July 29-August 4, 1976 on our Guild.

MOUSING: Small stuff lashed across a hook to prevent its load from slipping off.



Model Shipbuilders

Though they spend hundreds of hours on their replicas, what they talk about are the originals. "This is a German ship," Crosby describes his five-masted Preussen, full-rigged inside a bottle with a one-inch mouth.

Margaret Chester

Harbor Drive can be less than romantic on a crowded Friday evening. Traffic is heavy and parking non-existent as the diners and drinkers converge on the nightspots.

Coming up the gangway of the Star of India, though, one can get above the noise; a step onto the weathered deck and distractions melt away. The railing is a muffle to the noise, and the shadows soften the wooden forms of the deck.

"Shipmodel Builders' Guild?"

The man points inside, through the gate to the aft cabin:

Past the gate that restricts sight-seers, on the other side of the frosted-glass doors, is the aft cabin, a sanctuary of paneled wood and soft lamplight below the after-deck.

Tonight, it is filled with men who model boats: from three- and four-masted vessels to delicate chine in bottles. The figures of the men dwarf the little models they're admiring.

With each miniature, they try to re-create a piece of history. The Star of India is a touchstone for them: a live, breathing creature from the time of steam and sail. For these men she carries all the mystique of old ships. The after-cabin is a full-size reliquary, not completely clear of phantoms:

Photographs of the Star's July 4th sail are spread out on the table.

"Isn't she beautiful?"

"Someone said she only had her staysails set."

"They didn't know what they were talking about... They're all set."

"All but, I think, the main-to-gallant staysail. What a sight!"

Like devotees denied access, they lament that the media haven't given promised pictures of the historic sail. "To watch her underway," says Bill Benson, "you understand a lot of things."

Bob Wright is the organizer of the modelers' guild but at this time is vacationing in England, touring the Cutty Sark and Victory and the maritime museums. He has been leading the restoration of the Star for 20 years and has lived on board for the past year.

In his absence, the meeting is started by Bill Benson, ringing a ship's bell. Benson owns a model shop that serves as a gathering place for enthusiasts.

"We don't have the completed drawings of the Star to look at," he apologizes, "so it's just informal tonight." The Star had been in drydock for repairs the five weeks before her sail; the men seem concerned about the work

done on her and how she fared.

Over a dozen of the 55 members are at this monthly meeting. They introduce themselves and tell what they're working on.

"I'm just crazy about live steam," says one.

"I have no patience, so I have five models going at once," from another.

One fellow who works with ships-in-the-bottle is reconstructing a sea battle between three ships. "But I unfortunately had a muscle twitch," the modelers nod sympathetically, "and I dismasted two of the ships."

A man named Dunn pretends reluctance. "I've built railroad models all my life and I thought I'd just try sailing ships."

"Oh, he's hooked!" Benson disagrees.

to be continued
next month...

from READER 7/29-8/4
1976

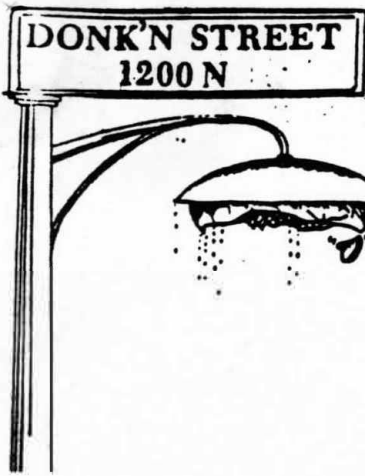
Below: from
MARINE DIGEST

SAILING SHIP TAKES SHAPE IN BOSTON NAVY YARD



BOSTON — The Spirit of Massachusetts, a 125-foot, two-masted schooner is taking shape at the historic Charlestown Navy Yard as a training ship for young people.

The ship is being built with 19th century tools and techniques by New England Historic Seaport, Inc. in cooperation with the Massachusetts Department of Education and the Massachusetts Department of Commerce. The schooner is scheduled to greet the Tall Ships when they return to Boston to celebrate the Donald McKay Festival June 2-7, 1984.



From SHIP MODEL SOCIETY OF NORTHER NEW JERSEY

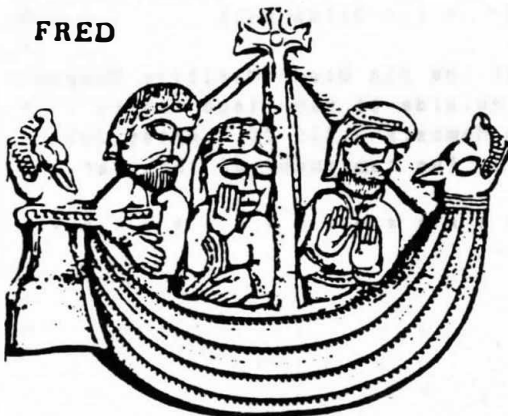
SEVEN BUILDING HINTS
for
ITALIAN SHIP MODEL KITS

from Willy Dunne

(...A few nice touches from one who isn't afraid to make a horrible thing nice. --Now, what did that mean?...ed.)

- 1) On the upper portion of the hull, above the wales, basswood sheathing can be used to replace the under-layer of double plank. It won't show anyway, and it's easier to achieve a nice sheer line than with those skinny planks. Makes for a thinner bulwark, too.
- 2) Mount the hull with Model shipways pedestals before you do your outer planking, then plank around them with the outer plank; this gives a fitted look and a much nicer mounting.
- 3) Replace the wales with stained basswood--you'll have an easier time bending it. Fasten the wale material to the under planking (using stuff thick enough to stand up above the outer plank).
- 4) Be careful to veneer everything, the edge of the keel for example, and any other exposed ply. If you're really fancy you can scarf in the joints of keel/stem/etc., a much easier task in veneer. When you run out of walnut planking, use furniture veneer--it's the same thickness and of a better quality.
- 5) Paint over all those gold fittings and then add highlights by rubbing off some paint with a cloth before it is completely dry.
- 6) Don't trust the plans! Feel free to make any changes you can substantiate. Check other plans if possible, or photographs of contemporary models. Be especially wary of the rigging diagrams.
- 7) Check the scale of the fittings carefully and replace or fabricate those that don't, er, measure up. (The ship's boat on my HALF MOON scaled to about 10' long and 18" deep.)

FRED



"NO, NO, JOYCE, IT'S NOT
REALLY A DOG BODY -
THAT'S JUST THE NAME ..."

