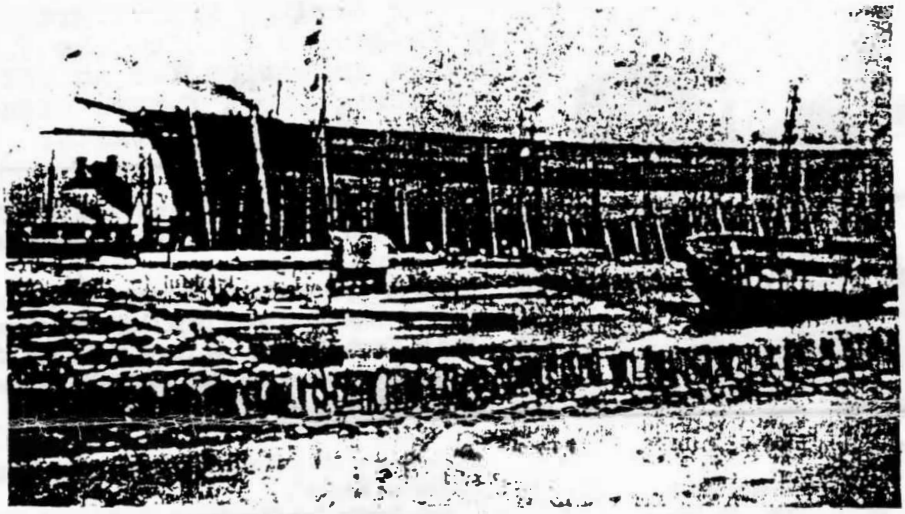
San Diego Ship Modelers' Guild

VOLUME 8 NUMBER 9 SEPTEMBER 1984

RED CARPET FOR SAN DIEGO VISITORS

IT was a pleasure last week to meet Mr. and Mrs. Bob Wright from San Diego who were on the Island researching the history of the Ramsey Shipyard for the San Diego Maritime Museum which owns the Ramsey-built vessel the "Star of India". Mr. Wright's interest stems from his own long association with the ship [formerly the "Euterpe"] which began in 1962 when he gave up his week-ends to help restore the vessel to her former glory.



"Star of India" (or Euterpes as she then was) on the stocks in Gibson, MacDonald and Arnold's Shipyard in Ramsey.

After a career spanning 60 years, during which she made 21 circumnavigations, the iron ship was acquired by the San Diego Zoological Society in 1926. She languished there in the harbour, slowly deteriorating as the weather and the years took their toll until 1959 when it became apparent that she must either be scrapped or sunk. She was drydocked in November that year when her hull was found to be in very good shape, even if her decks, riggings etc. were not. A group of ship enthusiasts decided to try and restore her and the hard work began.

TRANSFORMED

Soon afterwards the team was joined by Bob Wright. He told me: "I watched her being transformed, and the more time I spent on her the more my fascination grew". An electonics engineer employed at the huge aerospace works in San Diego, it was the first time he had ever volunteered his services to such a project.

"It was good for me", he confessed. "But I believed it was a worthwhile project because a lot of people were going to benefit from our labours. And that's the way it worked out, because thousands of people come to see her every year. She is one of the city's top tourist attractions and has almost become a symbol of San Diego, being regularly featured on television and in the newspaper".

Working on the ship was like stepping back in time 120 years. "I had first-hand experience of the very rough life sailors had to endure. It was tough work. I found that out when my hands started to bleed after pulling on the ropes".

"OLD TIMERS"

Bob took his interest a step further when he went in search of some "old timers" who had actually sailed on the "Star of India" between the years 1902 and 1923 when she carried fishermen once a year from San Francisco to Bristol Bay, Alaska. He was able to interview the sailors and record them on tape providing an invaluable record for the San Diego Historical Society.

In 1972 Bob Wright moved on board the ship and lived on her for seven-and-a-half years, acting as ticket seller and night-watchman. It was during this period that he met Dr. Ralph Hoggins, of Port Erin, with whom he was reacquainted on this visit.

Mr. Wright has been asked by Mr. David Brierley, Director of the Maritime Museum to try and discover further information about the Gibson, MacDonald and Arnold Shipyard which was responsible for building the "Euterpe", as it was first known. Although staying in Douglas, the Wrights spent each day in Ramsey photographing old sites and talking to people who were interested in the project.

WARM WELCOME

They were given a warm welcome at the Shipyard by director, Mr Billy Kneale and members of his staff some of whom live in the vicinity and were able to point out surviving landmarks which have associations with former days. These included the old school (on the corner with North Shore Road), the original winch house, the slip from which the "Euterpe" was most likely launched, and the enormous shed where she was built.

During the 1860s about 250 men and women were employed at the Gibson, MacDonald and Arnold yard. Houses were built for the workers and the streets still survive. There is Marsden (or Marston) Terrace, named after Mr. Gibson's son; Shipyard Road; and the street with Loch Villas on one side and Templar Terrace on the other was called Gibson Street.

There was also a workmen's hall and newsroom as well as other amenities. The yard had its own foundry and carpenters shop, while flax was grown locally to make the sails, and the ropes were manufactured at the old rope works situated at the far end of Hespera Terrace.

Mr. Billy Kneale pointed out a private house just across the harbour which was once the Friendship Inn where workers went on pay day. It was reached by crossing a narrow footbridge in the days before the Swing Bridge.

Having planned to spend only two days in the Island, Bob and Joyce Wright extended their stay by two more days to give them an opportunity to talk to local people. They talked to Mrs. Edna Boulton, who visited the "Star of India" with her husband, the late Mr. Sydney Boulton, some years ago, and they also talked with Mr. Eddie Corlett, of West Street, who at 91 years of age knows more about the shipbuilding era than anyone esle in the town.

CONT. NEXT PAGE

NO SEPTEMBER MEETING - NO SEPTEMBER MEETING

THE "STAR" IS IN DRYDOCK AND THE "BERTLEY" IS IN THE PROCESS OF MOVING. SEE YOU IN OCT.

FROM THE CROWS NEST

This month we find Bill Kelly-Fleming up to his "Halo" in the Lords work, with very little time to do anything else. Last months minutes will be printed in next months issue since there will be no meeting this month. Hope you got that straight.

The highlite of the August meeting was a slide show presentation by the famous world traveler, Mr. Bob Wright, who went to the "Isle of Man" in search of the birth place of the "STAR OF INDIA".

His slides were of such "exlent" quility that I accused him of buying them, however Bob is an "exlent" photographer who took the pictures with his trusty camera. Thanks for an outstanding evening Bob, it was excellant. (If I could spell the words as they sound, we could print twice as much info.)

The UNION is sending a photographer to the pond on September 22, to take fotos of our models in action for an artical they are preparing for a future issue....be there. Mate Fraas has details.

Mr and Mrs Bob Wright of San Diego (Photoshop).

Mr. Edward Corteen, of Ballasholague, Maughold was able to help with information about the historic Royal George Hotel in Market Square. It was there on November 14th, 1863 that "a cold collation" was served by the licensee Miss Mylrea, to celebrate the launching of the "Euterpe". Other people who offered useful information included the staff at the Manx Museum, Mr. Billy Corlett, of Mona Street, and Mrs. Doris Cowley, of Queen's Avenue, Douglas.

At the Town Hall Mr. David Evans, the Town Clerk presented Mr. and Mrs. Wright with a plaque bearing Ramsey's coat of arms, and a photograph showing an aerial view of the town.

Bob Wright also had a meeting with an official of the Isle of Man Post Office. For some time the Authority has been gathering information about the "Star of India" and have built up a file on the vessel; it seems very likely that at a future date a stamp will be issued featuring this most interesting ship.

Having already sailed on the "Star" on July 4th, 1976 when it was taken out into San Diego Harbour, Bob Wright is hoping to be on board in November this year when it is hoped to sail the ship once more.

The unbounded enthusiasm shown by our American visitors for the Ramsey-built ship — the oldest merchantship still afloat — and for the town's shipbuilding heritage makes one wonder why the town does not have its own maritime museum. It seems there is a wealth of material just waiting to be used, right here on our own doorstep.

The first Christian religious services, Nov. 12, 1602, conducted on the shores of San Diego Bay by Carmelite friars attached to the exploration expedition of Sebastian Viacaino.

The first permanent settlement in California was started when soldiers of the 1769 expedition from Baja California moved from a camp on San Diego Bay to North Town, or Old Town, at the foot of Presidio Hill.

The first mission was founded in Alta California by Father Junipero Serra on July 16, 1769, at San Diego.

The first county to be created in California was San Diego County.

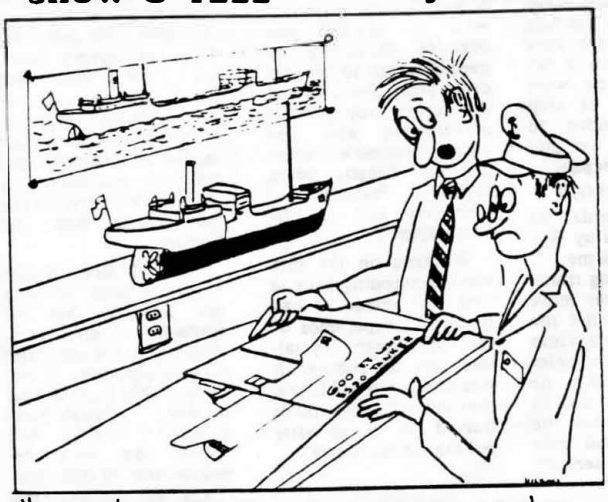
These are but a few of the famous San Diego "firsts," in the city "Where California Began."

And, finally, San Diego's patriots have vigorously pointed out that the fleas mainly vanished with the advent of paving, the improvement of anti-flea compounds and preventive measures.

And the sidewalks in the 1880s didn't either fold up at 9 p.m.

So there!

SHOW & TELL **by Nilson**



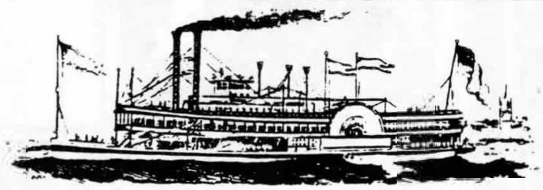
"HERE'S THE TROUBLE FRED, YOU'VE BEEN BUILDING WITH THE PLANS FOLDED."

Manx Star, Friday, 13th July, 1984

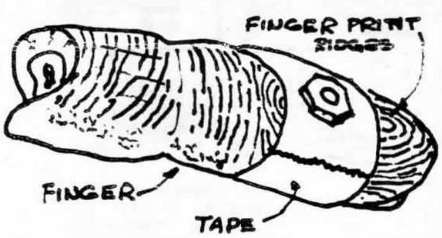
NORTH NEWS

REPORTER:
Sue Woolley,
Ballachrink Croft,
Ballaglass, Maughold.
Tel. : Ramsey 815705

P.S. 1932

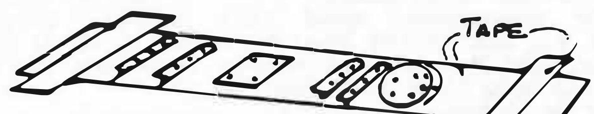


HINTS SENT IN BY OUR MEMBERS...............

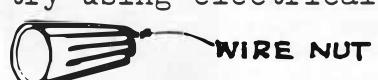


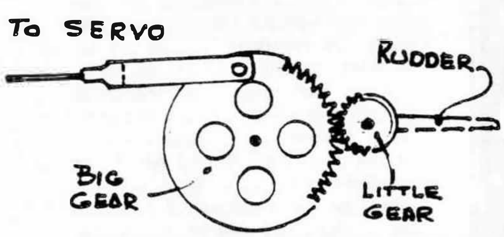
The following two items from super modeler Al L'Heureux (LaRue).
For holding small nuts in tight places, make a tape ring with adhesive on the outside, put nut on it and you can reach hard to get places, that is if there is a bolt to put nut on.
(Al drew the finger, I put the finger print on it.....it's a WHORL type print in case you are interested.

The next bit of sticky advise from Al has to do with drilling small flat pieces that can't be held to easly with the fingers. Al drew this picture also, showing masking tape, sticky side up and taped down to a piece of wood...come on you other super modelers, send in your hints......Thank you Albert.



The following items from your so...so modeler (Your editor).
If you should lose the cap to your glue, try using electrical quick connecters. They come in all sizes.



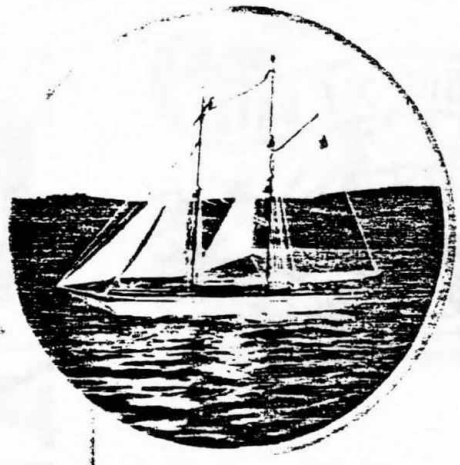


Have trouble getting into the small stern area of your model with stearing equipment. I'm going to convert my tug to this method which I have drawn to the left.
Gears are easy to come by; and allow 90° turn each way... I took our old digital clock apart, should be a lot of gears in there... no gears, what turns thoes little numbers?.

RADIO *on Shore* *Runs* Model Yacht

Signals Steer Seven-Foot Craft on First Voyage and Dock It Safely

David Bammes, at left, one of the builders of the model yacht, is sending the radio signals that guided craft across lake



Above, the yacht *Alita* under way on a California lake, controlled by radio. At left, Homer Howard, one of the two builders of the boat, is placing the receiver in the model yacht. It was by means of this that the *Alita* was sailed and brought back to its dock without mishap

A TRIM brigantine rigged model yacht recently tacked back and forth across a lake at Pomona, Calif., and finally swung smartly into the wind for a clean landing at a model dock.

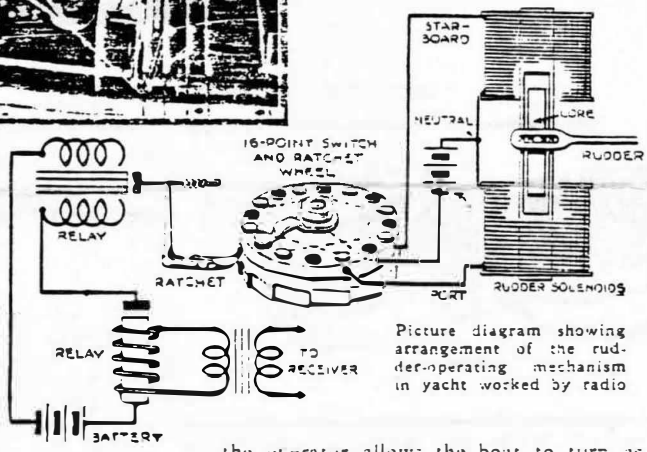
The helmsman of this seven-and-one-half-foot miniature sailing craft was some distance away on the shore of the lake. A radio transmitting key was the link between his hand and the steering mechanism of the boat, the latter being remotely controlled by impulses from a small amateur radio transmitter.

The radio-controlled model yacht *Alita* was built by two boys, David Bammes and Homer Howard, members of the Pomona Model Yacht Club, under the direction of Herman Howard, sponsor of the club.

As the photographs show, the *Alita* is a fine job of model building. Having a beam of fourteen inches and also a fourteen-inch draft, she has ample "cargo" capacity to take care of the weight of the three-tube battery operated radio receiving set and the radio-controlled rudder mechanism.

Both the transmitter on shore and the receiver in the yacht follow conventional amateur radio practice. A sensitive, high-resistance relay takes the place of the usual headphones in the receiving circuit. When this relay closes in response to a radio signal, it allows current to operate a magnet which moves the pawl of a circular-disk ratchet switch. The contacts on this switch close the circuit to a double solenoid, the armature of which is attached to the end of the tiller. Every other contact is "neutral," and the remaining contacts alternately throw the rudder to starboard and port.

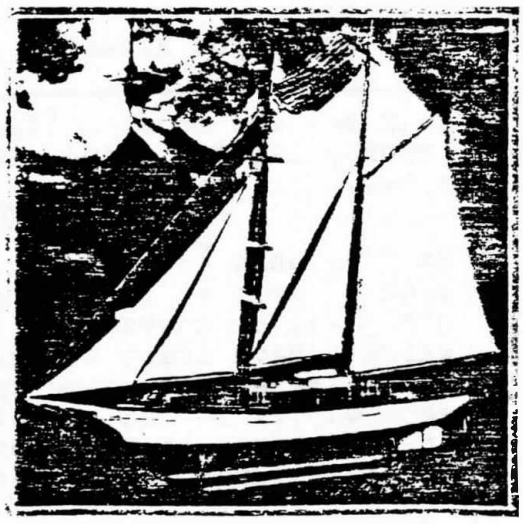
Assuming that the switch is resting on a neutral contact, the boat will sail straight ahead till the helmsman on shore sends a dash. This will throw the rudder to one side or the other, depending on which operating contact comes next on the ratchet disk switch. If the contact happens to throw the rudder in the right direction, the operator allows the boat to turn as far as desired and then sends another dash to return the switch to the neutral position. If the rudder is turned in the wrong direction, two dashes sent in quick succession immediately turn the rudder to the position desired.



Picture diagram showing arrangement of the rudder-operating mechanism in yacht worked by radio

The picture diagram shows the arrangement of the rudder-operating mechanism. It would, of course, not be practical to apply radio control to a model boat of smaller size because of the weight of batteries necessary to operate the radio receiving circuit and the relays.

The home construction of the parts that operate the rudder when signals are received by the set on the boat should present no difficulty to the radio and electrical experimenter. The transformer connected between the radio receiver and the first relay should be of the step-down type such as is used to couple the plate circuit of a power tube to the voice coil of a dynamic speaker. The first relay will then operate on low voltage current. This method is satisfactory if the transmitting wave is interrupted at relatively low frequency.



Herman Howard, sponsor of the Pomona, Calif., model yacht club, with the radio-controlled craft

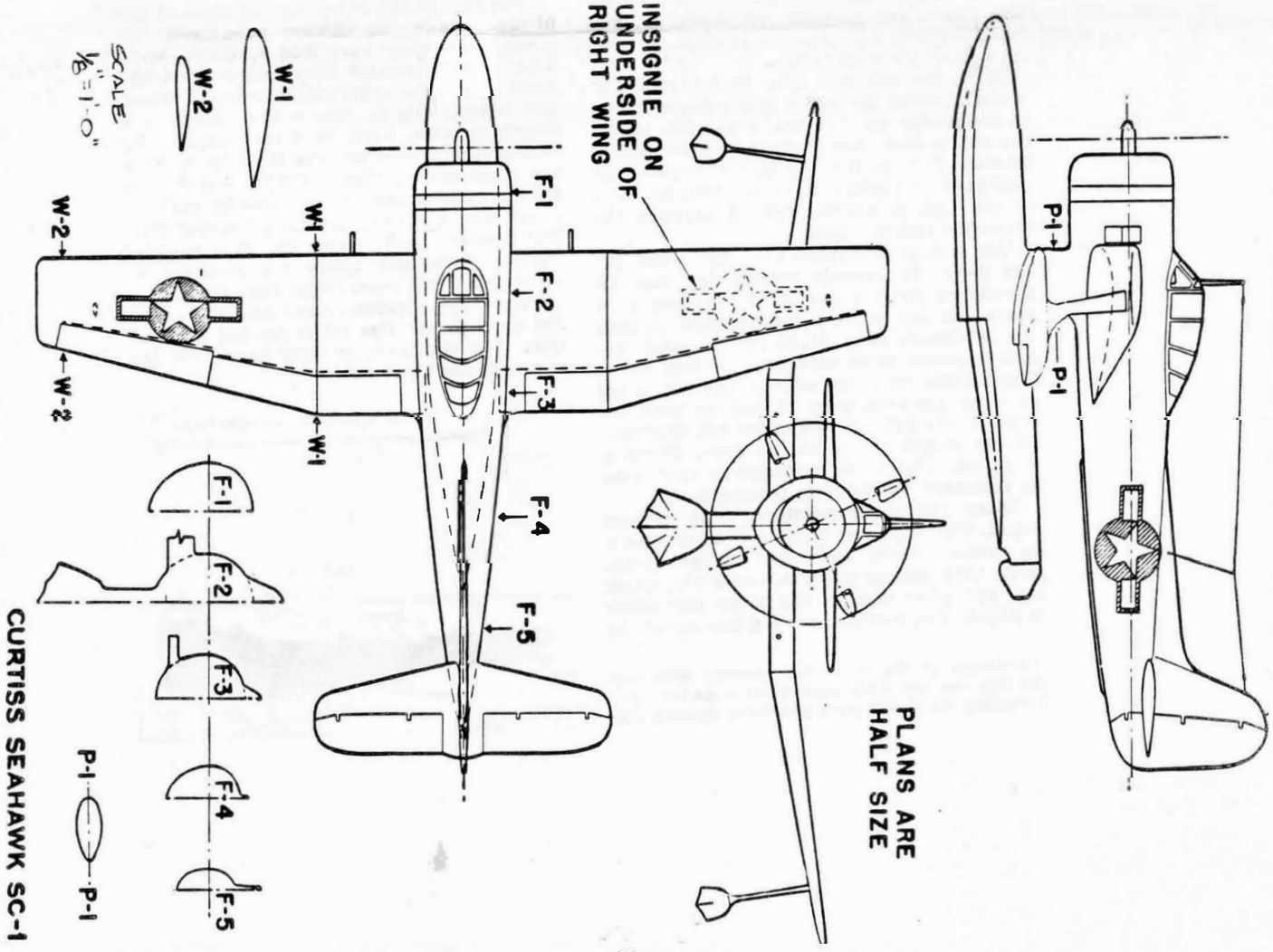
No...this is no becoming a model airplane magazine, however, planes have been aboard ships since the 1920s. This months plan was of the last of the Curtiss float observation planes carried on cruisers and battleships. One of the better known observation planes was the Vought "Kingfisher" but there was also others prior to the war, namely Curtiss SOC (Bi-plane),Vought O2U-1, (Bi-plane), and the little known Berliner-Joyce also a Bi-plane.

AERIAL EYE OF THE FLEET

LATEST in a line of famous scout-observation planes, the Curtiss Seahawk is fast replacing the older and battle-weary Kingfishers and Seagulls that have served the Navy so magnificently. Capable of flying faster, higher, and farther than any previous Navy scout plane, the Seahawk mounts two large-caliber guns in the wings to keep itself out of trouble. This single-seat, single-float, low-wing seaplane develops nearly three times the power of earlier models; it has a nine-cylinder engine and a four-blade propeller. Measuring 36' 5" in length, the Seahawk has a span of 41'.

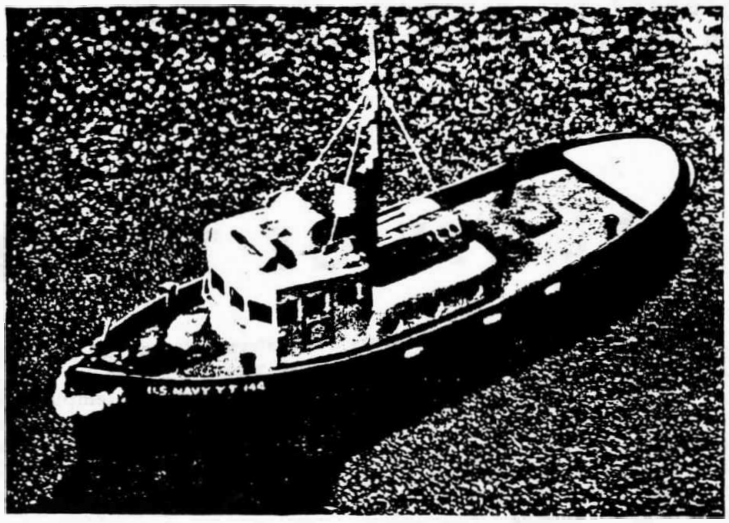
As with the previous planes in this series, modelers will find all the necessary details and measurements on the accompanying scale drawing. No templates have been laid out for the canopy, however, because of the difficulty involved in working with such small sizes. After carving the cockpit in the fuselage, fashion the canopy out of small strips of celluloid by the "cut and try" method and cement it in place.

Sand the scalloped underside of the float and cement the unit to the streamlined pylon which is, in turn, cemented to the fuselage. The thin keel strip under the rear half of the fuselage can be simulated by a length of wire carefully cemented into place.



Mounted on figure-rolled glass and set in a glass case, this vessel makes an attractive display model

HERE'S A TUGBOAT ——WORK - HORSE OF THE NAVY——IN MINIATURE



WATERLINE MODEL OF A NAVY TUG

OUR Navy uses this 65' tugboat extensively in its home waters. With many of the details simplified, and reduced to a scale of ⅛" to 1', it makes an interesting, easily built model. The profile, plan, and sectional drawings that appear on the next two pages are full-size reproductions; you can trace the necessary templates and patterns directly from them.

Make the hull from a ⅞" by 2 5/16" by 8" block of wood, cutting it to the shape shown in the profile and the half plan. The top of the hull is identified in the plan view and in Section *B-B*, as well as in the profile. As indicated in Section *A-A*, the forward half of the hull is slightly curved between the waterline and the deck.

Use heavy cardboard or 1/16" wood for the deck. It extends beyond the hull all around to form a rub strip. Cement it in place and cut out a notch forward to take the cardboard stem. Make the rail, rail cap, and brackets from cardboard or thin wood. The bottom outboard edge of the rail is set in from the deck edge to line up with the edge of the hull. It slopes inward throughout its length except at the stem, where it is plumb. Cut three openings in each side, as indicated, to simulate freeing ports.

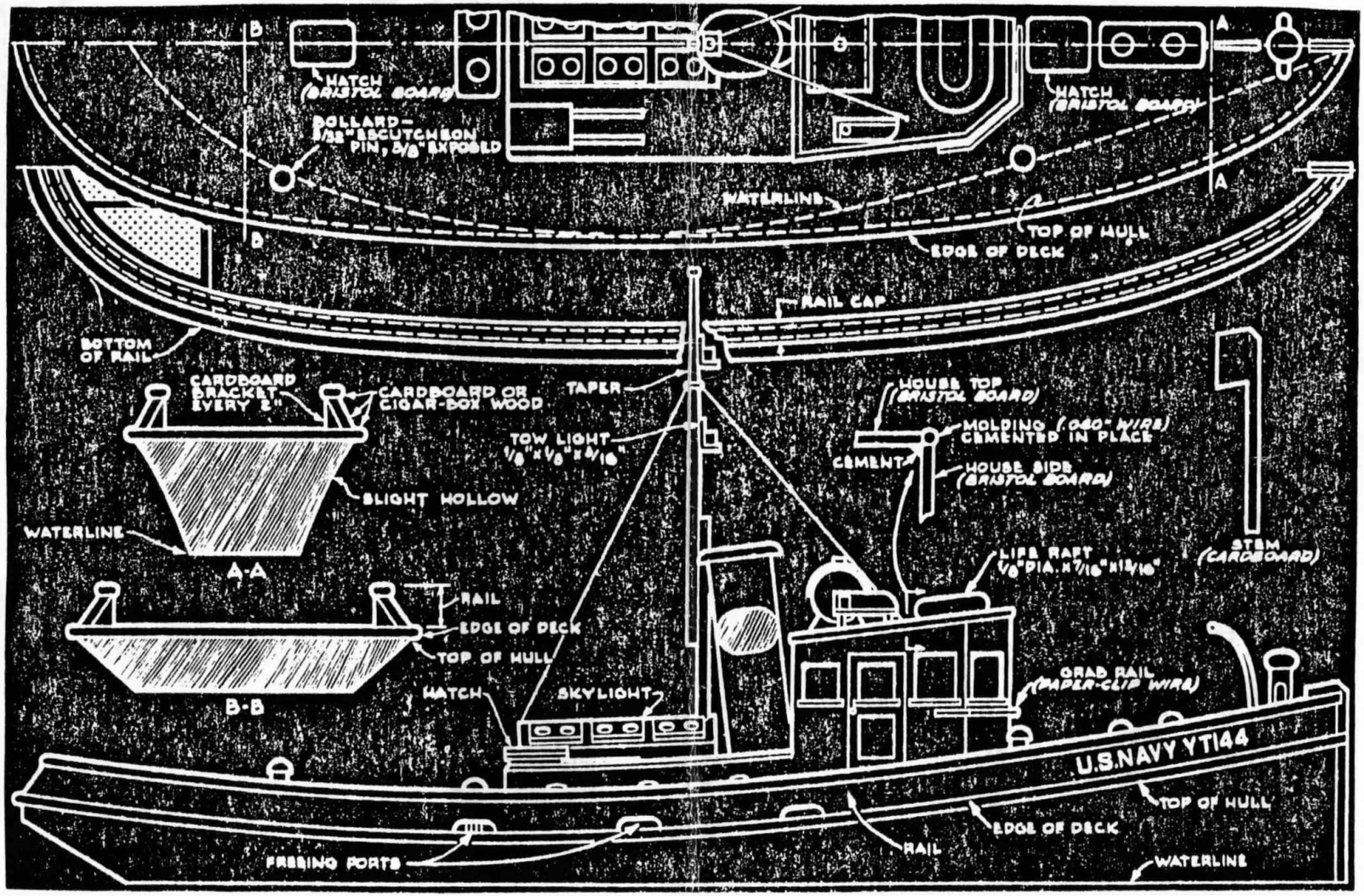
Make the superstructure from Bristol board. The sides and front are in one piece, as shown. Score and bend on the dotted lines; then cement the pilot-house top, trunk top, and after ends of the house and trunk in place. The molding around the top of the pilot house is a piece of .040" wire. Cement pieces of black-painted celluloid to the inside so they cover all the cut-out openings; then glue the completed superstructure to the deck.

Oversize details are given for most of the fittings. Make the samson post from ⅛" dowel, paper-clip wire, and a carved wood button. Both double bitts consist of 3/32" escutcheon pins or button-head rivets, wood, and Bristol board. The anchor davit is a length of wire, bent, filed to a taper, and flattened as indicated. The hatches on deck are glued-down pieces of Bristol board. Use wire solder for the life raft—when painted, it will very nearly approach ⅛" in diameter. The water tank rests on Bristol-board chocks. Side-light boxes are mounted on short pieces cut from round toothpicks.

Finish the superstructure and deck with flat gray paint. Use black for the hull and trim. The starboard or right-hand light box is green; the other one is red.

For drawings, see next page ›

Workhorses of the seas, unspectacular little tugs like this one are daily playing an important part in tending the Navy's more glamorous fighting craft


B
B
A
A
HATCH (BRISTOL BOARD)
BOLLARD - 1/32" ESCUTCHEON PIN, 5/8" EXPOSED
HATCH (BRISTOL BOARD)
WATERLINE
TOP OF HULL
EDGE OF DECK
RAIL CAP
BOTTOM OF RAIL
CARDBOARD BRACKET EVERY 2"
CARDBOARD OR CIGAR-BOX WOOD
TAPER
TOW LIGHT 1/8" x 1/8" x 4/16"
SLIGHT HOLLOW
WATERLINE
A-A
HOUSE TOP (BRISTOL BOARD)
MOLDING (.080" WIRE) CEMENTED IN PLACE
CEMENT
HOUSE SIDE (BRISTOL BOARD)
LIFE RAFT 1/8" DIA. x 7/16" x 11/16"
STEM (CARDBOARD)
RAIL
EDGE OF DECK
TOP OF HULL
B-B
HATCH
SKYLIGHT
GRAB RAIL (PAPER-CLIP WIRE)
U.S.NAVY YT144
TOP OF HULL
EDGE OF DECK
RAIL
WATERLINE
FREEING PORTS

San Diego Ship Modelers' Guild
Bill Kelly-Fleming--Logkeeper
/redacted/

SAN DIEGO SHIP MODELERS' GUILD
OFFICERS FOR 1984

MASTER	ROY T. NILSON	/redacted/
MATE and PURSER	FRED FRAAS	
LOG KEEPER	BILL KELLY-FLEMING	
MEETINGS:	3 rd 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 of San Diego County $7.50 Non-Museum Members $15.00. After July the dues are ½ for the rest of the year.	