



San Diego Ship Modelers' Guild

VOLUME 8 NUMBER 10

OCTOBER 1984

HEAR STAN HUGILL

Last Chantyman from THE AGE of SAIL

Author of "SONGS of the SEA."

Born in the Old Coastguard Cottage, Hoylake, Cheshire, England, he sailed from the Mersey often enough to appreciate "The Leaving of Liverpool." He came from a sea-going family, both father and grandfather served their time in sail, sang sea songs and wrote them down in a book which eventually came into Stan's possession.

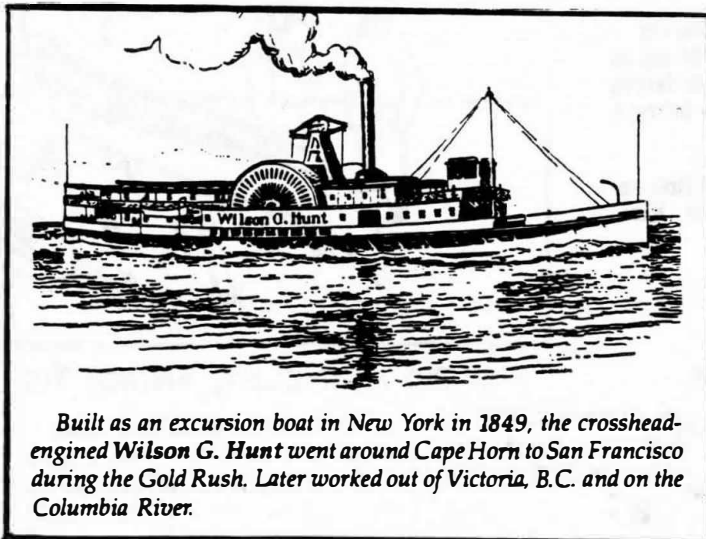
Stan's first ship sailed from Liverpool (it was a steamer) and was shipwrecked off the coast of New Zealand on his first trip, whereupon Stan moved into the world of sail and shanty on board a ship called the "Saucy Kate," which was used for coasting around New Zealand.

The 20's and 30's brought many ships, songs and adventures trading around the Pacific: rounding Cape Horn in the world's largest sailing ship, the German vessel, "Gustav"; shipwrecked a second time when the last British square-rigged four-masted barque, "Garthpool," struck the African coast; sailing around the West Indies on a Bluenose ship and with the National Geographic Society of America seeking the treasure of Morgan, the notorious buccaneer.

In 1936, Stan went back into steam and it was on the Blue Funnel ship "Automedon" that he was taken prisoner off the coast of Sumatra on 11 November 1940. He remained a prisoner of war in Germany until released by the Guards Armoured Division in 1945.

His books, especially that bible of seafaring, "Shanties from the Seven Seas," are the result of his research as well as his wide experience of life. Respected and honored throughout the world, Stan Hugill is Merseyside's own living history. We are proud to have him with us today.

(Written for the International Shanty Festival, 1-4 August 1984 at the International Garden Festival, Liverpool '84.)



Built as an excursion boat in New York in 1849, the crosshead-engined Wilson G. Hunt went around Cape Horn to San Francisco during the Gold Rush. Later worked out of Victoria, B.C. and on the Columbia River.



STAN HUGILL

FROM THE CROWS NEST



Weather's been kinda foul in my work, so I haven't gotten aloft much of late -- ah but I have spotted a few items of interest. To the North (through my contacts in the fore-top) I've learned of happening in the Bay area. CALIFORNIAN has been seen in the bay, but will not make it up to Sacramento. Seems as though the river is down and at one point there is a sand bar with a depth of only 7-1/2 foot. You don't have to be a student of higher math to figure out that a vessel drawing 10 foot can't clear that!

Bad news is also reported from up north. A Peterson 44 sloop tried to get a good look at our friend the RENDEZVOUS, to the point of catching a puff of wind and running up, across, and taking out a good part of RENDEZVOUS' stern. The Coast Guard exhorated her skipper but the damage is severe enough to keep her out of commission for at least a month. It is also believed that her keel might have been twisted, which is bad news to a 51-year-old wooden vessel.

NOW TURNING MY GLASS to the East, way far East I see that the Ship Craft Guild in New York City is celebrating their 30th Anniversary in November -- Congratulations to this fine group of colleoues! Meanwhile a bit south of there comes word that the PRIDE OF BALTIMORE has announced plans for a magnificent 20 month voyage to European ports beginning March 31, 1985.

Finally, I bring my glass to points close to home... All is progressing well for the STAR OF INDIA sailing on November 11. She is due to get underway at 9:30 am. Stake out your vantage point early!

The night before the STAR sails one of the most luxureous of the cruise liners will be in port. The DAPHNE will be at Broadway pier for only three hours, docking at 10:00 pm on November 10. The "Love Boat" PACIFIC PRINCESS and her sister ship the ISLAND PRINCESS called here on September 22 and 23 respectively.

And is that a new church appearing on San Diego's waterfront? Well almost... I am pleased to announce that I am in the process of starting an interdenominational SEAFARER'S CHAPEL for our waterfront folk. Services for boaters and yacht folks are at 9 am on Sunday's at the Voyager Restaurant on Shelter Island. The Voyager has donated space for services until we find a permanent site. This is part of what I expect to become San Diego Maritime Ministries, providing a chaplaincy to the merchant ships passing through our port and to the various waterfront establishments.

Octopuses kill two island fishermen

WELLINGTON, New Zealand (AP) — Two fishermen from the Pacific island nation of Kiribati were killed by giant octopuses that held them underwater until they drowned, a newspaper said today.

The New Zealand Herald said the two, armed with spears, were hunting for octopuses when some of the sea creatures caught hold of them and forced them under the water.

Babera Kirata, Kiribati's natural resources minister, was quoted as

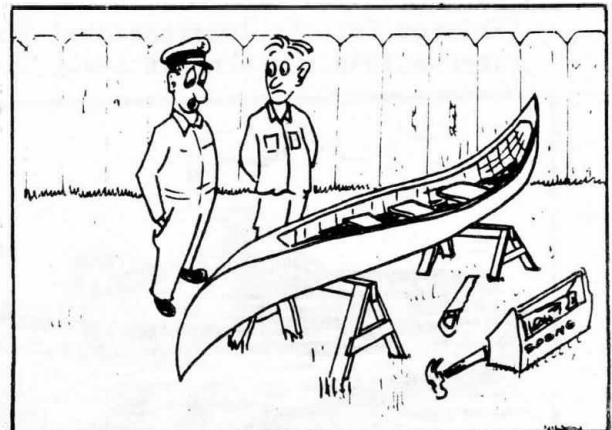
saying the octopuses were 3 or 4 yards long, much bigger than those the islanders traditionally kill for food.

Kirata was quoted as saying a fisherman usually hunts by letting an octopus cling to him, then surfacing and killing the creature by biting a nerve between its eyes.

"We are going to have to find another way of killing octopuses," Kirata said.

SHOW & TELL

by Nilson



"HOW DID HARMEING MANAGE THAT?"

Westcoast Hobbies

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LOG OF THE AUGUST MEETING

WELCOME OF VISITORS: A heartily welcome was extended to Stan Miller, Thomas Saffitti, Norman Hvatt, and Robin Fuller. Robin has "signed on" as a new member.

SPECIAL ANNOUNCEMENTS: A new hobby store has opened in the Clairmont area - Hobby Shack is a part of a small chain of hobby stores in California, and their new store is at 3849 Convoy St. (corner of Ostrow). We were reminded of the Guild's encouragement of members joining the Maritime Museum. Copies of the Model Ship Builder survey were passed out. There will be no meeting in September due to the haulout of the STAR OF INDA.

NEW BUSINESS: A brief discussion on offering advertising or sponsorship of our newsletter reached no firm consensus, although the idea met with a generally favorable response. It was also suggested that a separate copy of our newsletter be sent to the Museum library.

SHOW AND TELL - PLUS IDEAS!

BILL KELLY-FLEMING - Brigantine **NEWSEYOY** from the kit. Several methods of weathering the copper were tried with the ammonia/vinegar/salt solution method seeming to work best, although he has had some problems with large spots not taking the solution very well. Other members offered yet another method: muratic acid available from drugstores or pool supply stores, stopped with water.

ALBERT L'HEUREUX - Viking ship **SWIFT DRAGON**, scratch built plank on frame. The frame and keel of this 6' long marvel is in process. Albert also let us in on a few of his plans for R/C features.

DOUG MCFARLAND - his **HOTSPUR** continues along with the main and formast standing rigging set and with the mizzen on the way. Doug also taught us the **CLINCH KNOT**, which is a clove hitch with an overhand knot tied around the bight of the knot.

JOHN MCDERMOTT - Monitor **HMS GROGON**. A scratch built plank on frame display model in 1/8" = 1'. The 36" long hull is about 50% complete.

WELCOME TO NEW MEMBERS

Tony Myrseth
/redacted/

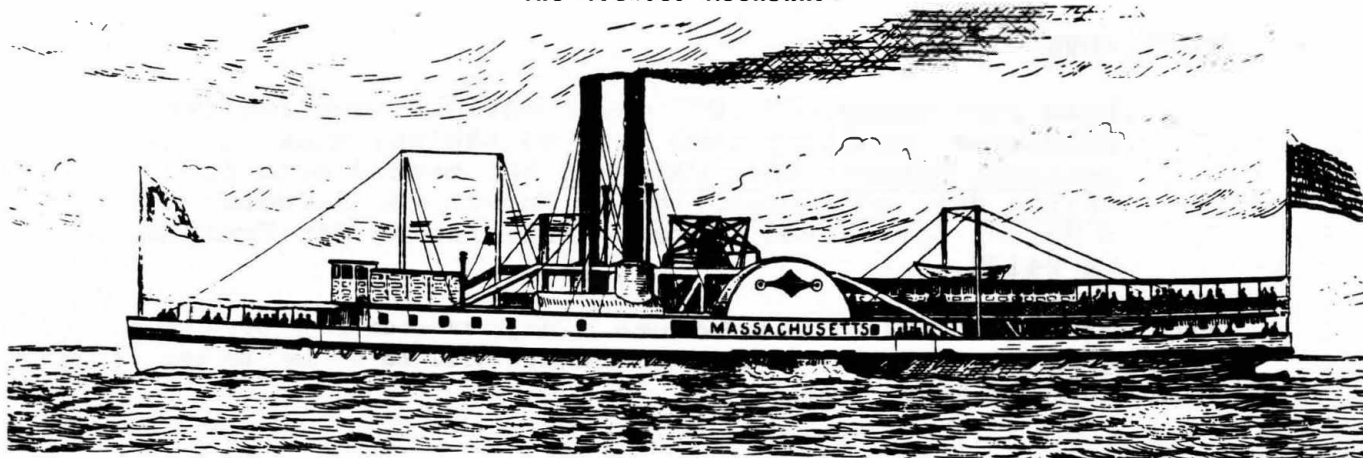
He likes building RC kits of pleasure power craft. He is working on **USS CROCKET**, and has done the **BLUENOSE**, **AMERICAN SCOUT**, a tuna boat, and **YAMATO**.

Edwin Myseth
/redacted/

Also likes to build RC kits of pleasure craft. Has built a **USCG 41'** utility boat.

Robin Fuller
/redacted/

Prefers scratch building plank on frame fiberglass boats for RC, with particular interest in military and civilian craft. He is working on a 40' Chris Craft **ESTHER**, and the **RABALO**, a '42 fleet sub. He has built the trawler **NOORDKAP**.



There was much variety among walking beam steamers. The Massachusetts of 1836 was one of many that used twin engines to get adequate power. Imagine watching two walking beams working at once! Boilers ahead of paddleboxes were well removed from the passenger area aft.



NATIONAL LIBERTY SHIP MEMORIAL

SS JEREMIAH O'BRIEN

ADVANCE INFORMATION FOR PROSPECTIVE PASSENGERS

MAY 1985 SAN FRANCISCO BAY CRUISES

Itinerary

Cruise west, passing under the Golden Gate Bridge and continuing as far as vicinity of Mile Rock...proceed back along the San Francisco waterfront and under the Oakland Bay Bridge to sail up the Oakland Estuary and turn around at Jack London Square...thence passing east of Treasure Island and rounding Angel Island to transit Raccoon Strait and return to Fort Mason.

Description

The Saturday, 18 May 1985 cruise will include a Seamen's Memorial Service (with color guard in attendance and floral wreaths cast upon the water) and a program of commemorative speeches.

The Sunday, 19 May 1985 cruise will follow the same itinerary but include no ceremonies.

Both cruises will include a full buffet luncheon served on board and run approximately five hours, with departure from Fort Mason at 10:00 AM to return about 3:00 PM.

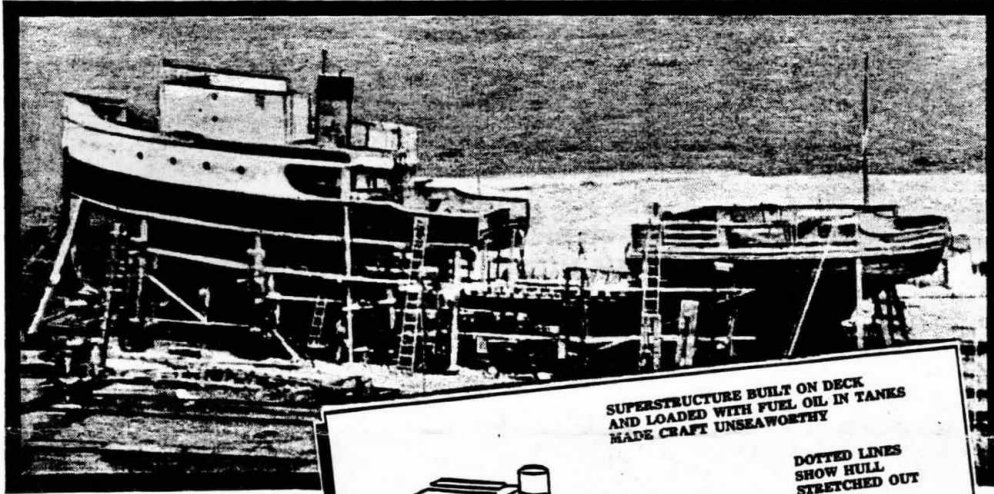
TO RESERVE:

Send your check (\$75.00 tax-deductible donation per passenger; children same rate as adults) made out to National Liberty Ship Memorial and marked with the cruise date of your choice to Purser, SS Jeremiah O'Brien, Fort Mason Center - Building A, San Francisco, CA 94123.

Your reservations will be recorded upon receipt of your payment. Your boarding/luncheon passes + further information will be mailed to you after the first of the year.

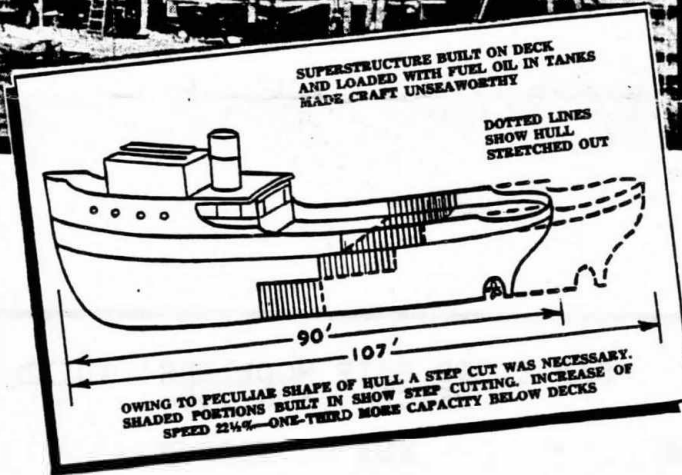
7/84

Boat Is 'Stretched' to Increase Size and Speed



The "Rainbow" During "Stretching" Operations and Diagram Showing How It Was Cut in Two and Lengthened

By "stretching" a ninety-foot fishing clipper, a California boat builder added seventeen feet to its length, increased its cargo space by one-third and added more than twenty per cent to its speed. The craft, the "Rainbow," capsized after a superstructure had been added to increase her cargo space. After being raised the craft was sawed in two and a new hull



section inserted in the step-like cut amidships. The boat, lengthened to 107 feet, thus was given more buoyancy and better balancing to counteract the added weight.

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



FRED V. FRAAS

/redacted/

SAN DIEGO SHIP MODELERS' GUILD
OFFICERS FOR 1984

MASTER	ROY T. NILSON	/redacted//
MATE and PURSER	FRED FRAAS	redacted//
LOG KEEPER	BILL KELLY-FLEMING	redacted/

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 $\frac{1}{2}$ for the rest
of the year.