



# San Diego Ship Modelers' Guild

VOLUME 8 NUMBER 12

DECEMBER 1984

## MERRY CHRISTMAS

Our special presentation was a first hand report on the sailing of the STAR OF INDIA. Our Guild was duly represented both in support staff on the dock and aboard the STAR. Dockside, providing security support were Roy Nilson, Fred Fraas, and George Oliver. Meanwhile aboard the STAR were working crew members Bob Wright and Gordon Jones, "special crew" Bill Benson, and museum video-taper Bill Kelly-Fleming. Bob, Gordon, and Bill K-F took turns telling "yarns of the high seas"! They described some of the details of the handling rigging, sailing principles involved in sailing a large square-rigger, and anecdotes of the many events of the day. They told of the thrill of seeing all the people lining the shoreline and the large number of escort vessels. While we started out slowly due to the channel being in the lee of Point Loma, we eventually got clipping along at a reported 9 1/2 to 10 knots, and with a light ballast the STAR was heeling quite noticeably, in fact we had to start reducing sail. The only maneuvering problem encountered was on the second tack when the wind shifted just after the fore yards were braced around, causing us to be caught in irons. Quick action by the captain and the response of the crew, and about 15 minutes of patience got us back on the right tack. All the other tacks were smooth and without flaw, showing the results of the days of practice by the crew. Bob Wright told us that it was a thrill to sail on her this second time, perhaps more so than the first in 1976, because only five months earlier he was able to visit the yard where the then EUTERPE was built in 1863. Gordon cited the high point of the day as being when the wind finally picked and we could feel that the STAR had "got up and stepped out." Bill said he was tempted many times to set down his video equipment and join in hauling on lines. He noted the effects of the extreme list at the end of the

first tack when he almost got caught off balance at the edge of the deck house with his 30 pounds of video equipment and looking down at the action at the pin rails. This was the second trip on the STAR for both Bob and Gordon, but it was Bill's first. Bill's thrill was finally living out a dream of sailing on such a ship, a dream he has had since he, as a young boy, first saw three tall ships in New London, Conn.

Bill is working on a video project for the museum which concentrates on training to be a crew member of a square rigger. He shared that in the process of taping the training sessions and the sailing, he was able to pick up even more details of the rigging and construction which will be invaluable in his model work. Since this video project is a volunteer effort, it will be many months before it is edited and ready for viewing.

To celebrate the adventures of our sailors, and more so to celebrate Fred Fraas' birthday, we cut a cake with a beautiful image of the STAR OF INDIA on the frosting and we popped the cork on a couple bottles of the bubbly.

### SHOW & TELL

by Nilson



"AIR POLLUTION CONTROL MADE HIM TAKE IT DOWN LAST YEAR."

# FROM THE



# CROWS NEST

## LOG OF THE NOVEMBER 16, 1984 MEETING

The STAR OF INDIA was nestled back at her berth, still relishing her day of sail the previous Sunday, as our Guild quickly moved through the business portion of our meeting in order to hear yarns of that fabulous day from a few of her crew.

The Ship Modelers' Guild was well represented at the Maritime Museum Annual Meeting on November 14, the STAR OF INDIA'S 121st birthday. Not only did we have over a dozen of our members present, but our own Bill Benson gave an excellent talk on ship modeling featuring many slides of models by our own members. It was reported back to the Guild that the most impressive statement made by Bill was that we should not be fooled by the labels "professional" and "amature" when it comes to the quality of the model. In fact, he said, the best models are often made by the so-called "amateurs" who can take the time to work in extreme detail.

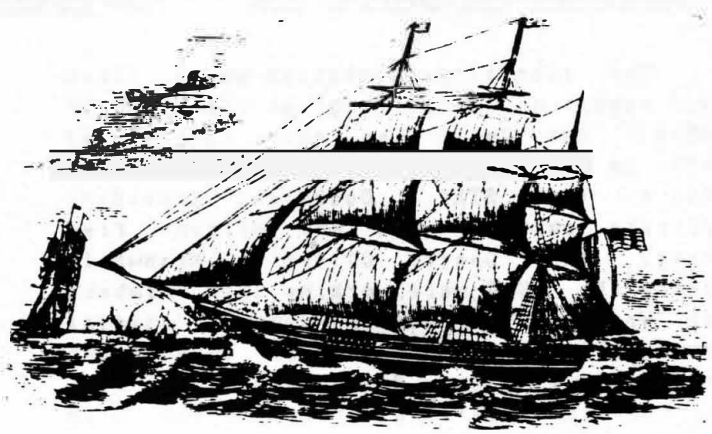
It is the time of serious business, dues and elections. It was moved, seconded, and unanimously passed to raise our dues for the first time in three years to \$10 and \$20 a year. The \$10 rate is for those who are members of the Maritime Museum and those living outside of San Diego County. The \$20 rate is for those who are not Museum members. It was also decided that this year we will take nominations for officers at our meeting/party on December 21 with balloting in our January Newsletter.

Show and Tell was brief as the heavy rain storm discouraged many from bringing models. Lew Harmling had small models of an experimental rowing rig which would use a set of oars he picked up at a swap meet.


The best way to describe his ideas is that he wants to have both oars in the water without a boat!

Bob Ross managed to cut through the hawser that has been tying him to his desk and brought a nice little static model of a Sunfish sailboat made from a Dumas kit. His mast was made from aluminum tubing rather than from the material supplied in the kit.


Doug McFarland's HOTSPUR now has its boom rigged. Doug has put in 700 hours so far on the project, which means you're getting how many pennies per hour Doug?!



## KNOTS to you



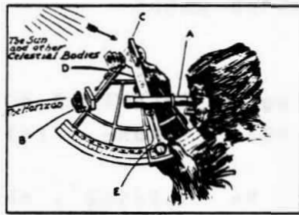
**SQUARE KNOT**



**LARK'S HEAD**

No, this is not becoming a railroad magazine....but it is steam.....

**GRAND CANYON RAILROAD:** In the spring of 1985 you'll be able to do something no one's done for twenty years—take a train ride to the Grand Canyon. Pulled by an antique steam engine, you'll travel through lush pine forests and high plateau country on the same narrow-gage track that carried thousands of the Canyon's first visitors from Williams, on Interstate 40, to the Canyon's South Rim. The historic sixty-three-mile-long line, operated by the Santa Fe Railroad from the turn of the century to the mid-1950s, shut down due to falling profits. But last year, Railroad Resources Incorporated of Phoenix bought the track, and in conjunction with Del Webb Corporation's Recreational Properties Division will feature daily train travel to the Canyon. For information call (602) 264-8481.



**Polar measurements**

Tenth-century Arabian astronomers invented the sextant. But it took on a new significance in 1909 as several groups announced plans to survey the North Pole. The region was well-mapped within the next decade and the sextant took part credit. **PM 1909**

**Bring on the canal**

Plans were announced in December 1909 for a 1915 San Diego World's Fair. It would mark the opening of the Panama Canal. Both were successes. **PM 1909**

**First aircraft carrier**

Other vessels had been retrofitted to carry airplanes, but the *Ranger* was America's first ship designed as an aircraft carrier. She carried 126 planes and had a 765-ft. flight deck. The *Ranger* could cut through the water at a fast 28 knots. **PM 1934**



**MARITIME MUSEUM ASSOCIATION OF SAN DIEGO**

*This document will attest that*  
**Robert Wright**  
*was a member of the crew of the bark*

**STAR OF INDIA**

*On the occasion of her sail to commemorate her 121st birthday and continuing preservation on Sunday, November 11, 1984.*

**E. G. Booman**  
Captain, U.S.C.G. *Ret.*  
Master, *Star of India*

**John C. Hamrick**  
President, Maritime Museum  
Association of San Diego

Had you sailed the "STAR" as a crew member you would have received a certificate such as above. I watched the crew training for the big event and it looked like hard work. (RTN)

**SHIP MODELER'S ASSOCIATION (Fullerton)**

Craig Coleman announces the Grand Opening of COLEMAN'S MODEL YARD at Fountain Valley Plaza, 18120 Brookhurst St., #21 (just off I-405). Phone (714) 964-8998.

**SHIP MODEL SOCIETY OF NORTHERN NEW JERSEY** will be holding a show of ship models in March 1985 at the Bergen Museum in Paramus, New Jersey.

**South Bay Model Shipwrights** will hold a model show on February 9 and 10, 1985 at the Wood Tool Center, 2524 Showers Drive, Mountain View, CA. The hours will be 10-5 on Saturday, and 11-3 on Sunday. They will have their monthly meeting that Friday night at the Center at 7:30 pm. Call Jean Eckert (415) 964-0561 for more details.

**SHIPCRAFT GUILD OF NEW YORK**

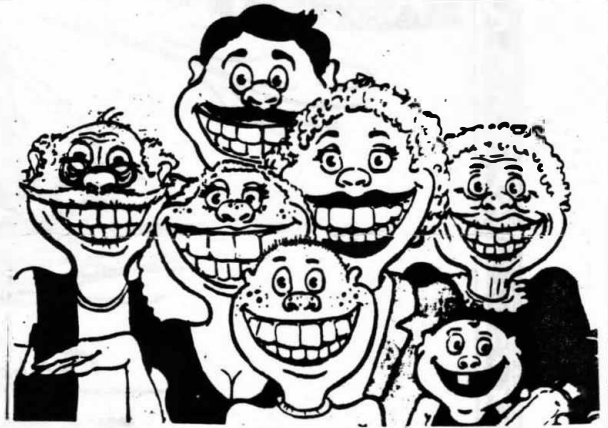
Congratulations to the Shipcraft Guild of New York, celebrating their 30th Anniversary. They are in the process of finding a new meeting site as the Seaman's Church Institute building where they have been meeting is being sold.

I had a note from Abe Tubman advising us that he now has a wonderful and authentic set of plans of the WASA as a result of her restoration. The set consists of 8 sheets, 4 photos, and a 47 page booklet describing the history of the WASA. He will also soon have a complete set of plans consisting of 31 sheets of a French Gunship taken from the 4 set volume LA VAISSEAU DE 74 CANNONS by Jean Boudroit.

# CHRISTMAS Party

Join us at the annual Christmas party, Dec. 21, aboard the "STAR". Bring some snacks to share and we will furnish the "BILGE WATER" and ice cubes.

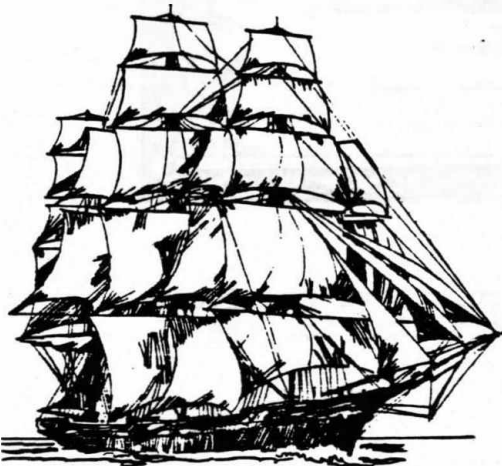
Hope to see your smiling faces. Merry Christmas and Happy New Year from the Guild Staff.



Madam," he said, "will you please get off my foot?"

"Put your foot where it belongs," she replied shortly.

"Don't tempt me, Madam. don't tempt me, he countered.



Cutty Sark

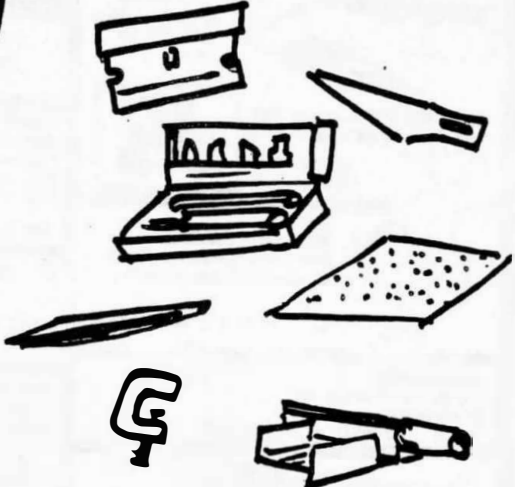


THE DOW CHEMICAL CO. PLANT in Indianapolis has a softball team called the Callous Dow Boys.

● THE NAVY is studying proposals for a radically redesigned nuclear-powered attack submarine that will run faster, deeper and quieter than any ever built by a Western power. The SSN-21 would carry twice as many weapons as today's attack submarines with an unspecified arsenal of torpedoes, mines and nuclear missiles, senior Navy officials told The Day newspaper of New London, Conn. Each of the first four of the new subs is projected to cost \$1.6 billion and the rest, \$1 billion each. They would replace the Navy's \$600 million attack submarine, the nuclear-powered 688 — or Los Angeles — class. By contrast, each of the Navy's Trident nuclear missile-firing submarines costs \$1.2 billion.



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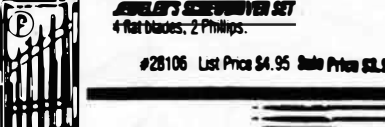
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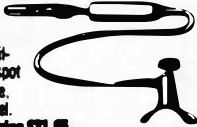


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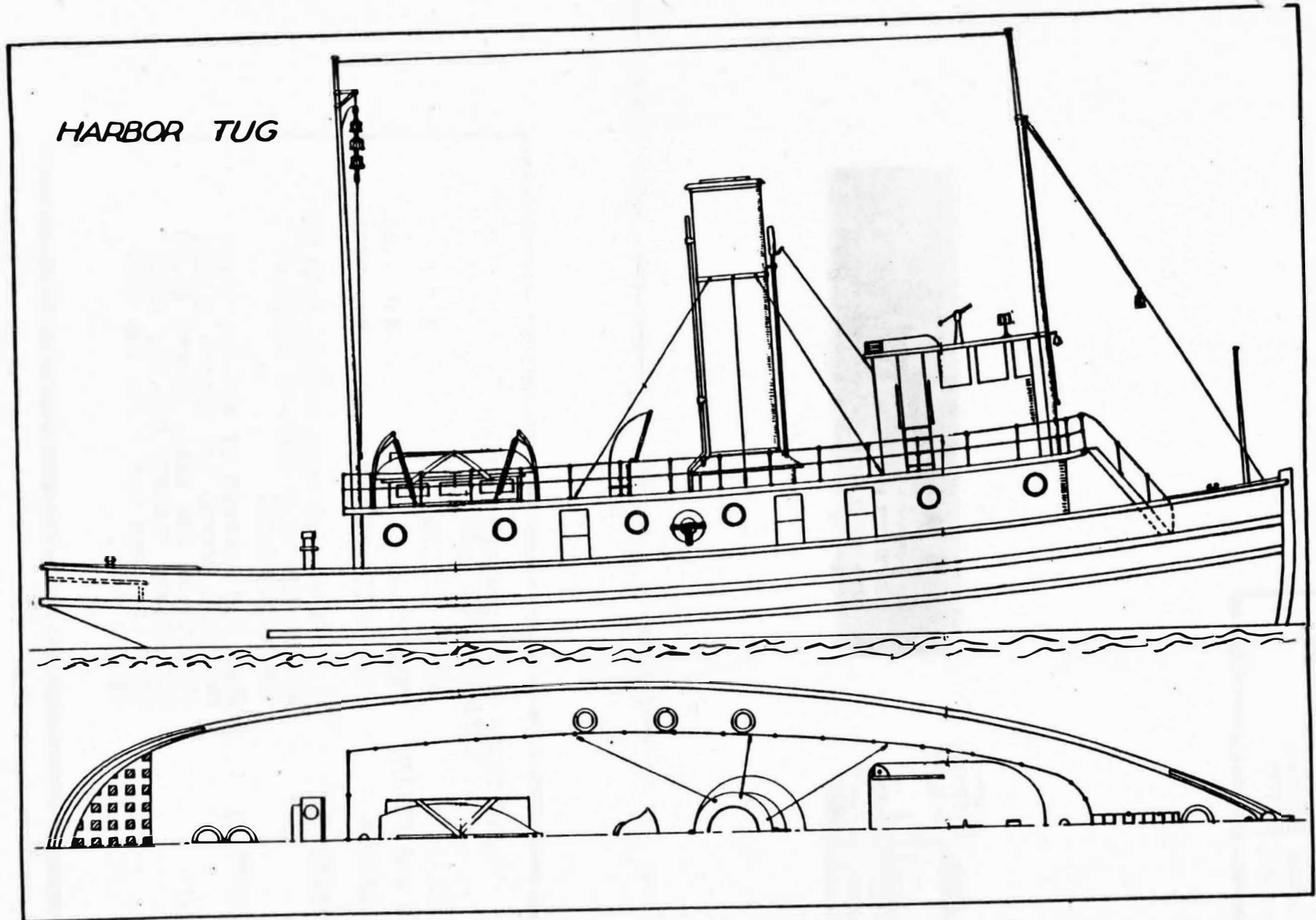
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HARBOR TUG



Thought I ran out of tugs? No way. This is a typical steam tug of the 20's and 30's. Could be almost any company in any harbor. I've had this drawing for years, don't know where it came from and I don't know the scale.

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

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