



# San Diego Ship Modelers' Guild

VOLUME 9 NUMBER 10

OCTOBER 1985

POST OFFICE BOX 6725

SAN DIEGO, CALIF. 92106

## NOMINATIONS

Lets have a good turn out for nominations for staff positions for 1986...The old crew is tired and we do need some new blood in the Brass section. The Positions of Master, Mate, Purser and Logkeeper are open. (You could nominate someone for Mayor also) So lets share some of the fun and work. I will continue with the newsletter end of things, so don't think you will be stuck with that. (Unless you want it). None of the above posts require all that much time or effort, and the pay is great....

You will take note of the cover sheet...A membership application for the comming year. Please fill this out for renewal as soon as possible as it will help us with record keeping as well as give us an early start on the club membership roster. (When I say please fill out the application, I that is if you want to join the guild again) Also note that the application is printed on one side only so you will not have to destroy any usefull info in your newsletter.

For those clubs who correspond with us, please address it to LOGKEEPER, /redacted/...Bill Kelly-Fleming says his home mail box will not handle the traffic...THANK YOU.

As of last count we have 79 paid up members in the Guild...I have heard we are becoming a RADIO CONTROL CLUB and that maybe some members feel that we do not have enough STATIC information pas ed around. Well crew, my R/C tug is static for 6 days a week and I don't see much difference in modeling technics of one or the other, however I do notice some of the static people don't come to the meetings. Only you can change this trend, (if there is one) by giving us your input...get up and give a talk on some phase of modeling that applys...so don't drop out, drop us a line. The back of the application form has ample room for suggestions or

### SHOW & TELL by Nilson

pass on to the staff.

#### WELCOME NEW MEMBERS

PETER J. GLOR, /redacted/

WESLEY MAGNUSON, /redacted/

HOWARD NEWMAN, /redacted/

Mr and Mrs Fred DeWolfe and David DeWolfe are visiting San Diego from Vancouver. David is President of the WEST COAST MODEL BOAT CLUB, and his mom and dad are also active model boaters. They will visit us on Saturday to look over our pond. They brought news re: our friend Bob Wormald (visited with us this last summer) who had a heart attack but is happly on the mend



"WAIT FOR MY SIGNAL".

# FROM THE



# CROWS NEST

by BILL KELLY-FLEMING

A cargo ship by the name of FLORIA will be calling in San Diego every 2-3 weeks for the next year. It will be bringing cement from Mexico and carries European officers and a Philipeno crew.

The situation on the tunaboat JO ANN, the German crew member was allowed to return home on October 10th. It looks like the other two will stay with the vessel a while longer while things are woorked out.

LOG of the September meeting:

Master Roy Nilson welcomed four visitors on board (3 became members) Wesley Magnuson, Pete Glor, Howard Newman and Mark Patterson. Also welcome to David Endert, from Upland Ca. Dave has been a member of the Guild for a number of years but finds it difficult to drive that distance to a meeting.

In his opening remarks he announced that club hats were again available.

We have at least 2 of the crew who would be willing to run for Master. Remember, donations for campaigning can not be over \$250. from any one supporter. (a little humor there)

## SHOW AND TELL:

Bill Benson--Napolean's Royale Barge in  $\frac{1}{2}$ "=1' scale from drawings in the Paris Museum. It still has a few carvings to go. Excellent carving work and beautiful castings for trim. He' building this model for his wife.

Royce Privett--SMUGGLER, about 375 hours have gone into this Bluejacket fit he some times calls "DESMUGGLER". Currently he is trying find a source for a 1877 American flag, house flag, and the SMUGGLER flag...can anyone help? call Royce..

Bill Kelly-Fleming--Riverboat Robert E. Lee from a Scientific Kit. The balsa deck has been replaced by full length aircraft ply, supported by bass beams which were inset into the solid hull. The decks being planked with scale lumber. Bill also brought the original sails on a restoration of the clipper ship TAEPING. All sail rigging is being replaced and attached before replacing the yard and sail to the mast.

Dave Endert--brought pictures of the schooner DOVE.

Doug McFarland-- HOTSPUR. He has finished the rig onthe fore top mast and has started on the spars.

In the sharing sesssion it was announced that there is a new store for figures which has opened in La Mesa, and the flags can often be obtained from Flagship Distributors, 3767 Albatross, in the Hillcrest section of S.D. Zip 92103, Phone 298 3857. The meeting concluded with the sale of used tools courtesy of Doug, since there were no items for auction.

Bill Kelly-Fleming has a ship's engineer who will translate Dutch plans for anyone who has the need.

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## Soapbox

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A dog is a creature that digs holes everywhere but where you want to bury something.

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Few things are more intellectu-  
tually stimulating than a  
burned-out picture tube.

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It must be the caffeine that  
makes people more lively during  
coffee breaks than when they're  
working.

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ATTACHMENT FOR  
MORTISING

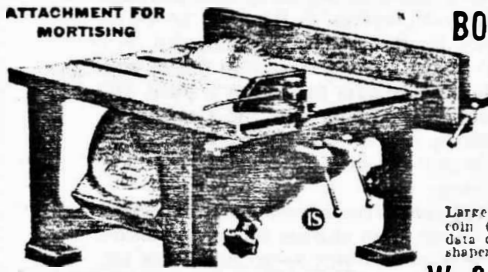


Table 15" x 17½", or 20" x 27½".

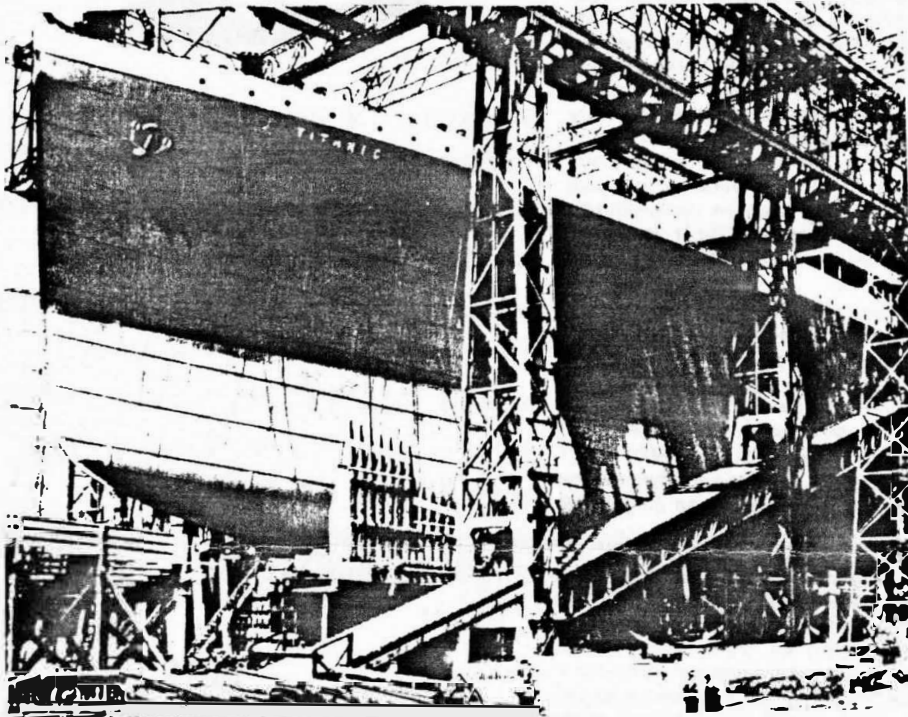
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W. & J. BOICE. DEPT. P.S.-6H TOLEDO, O.



11.40 p.m. April 14th 1912  
JUST a small bump – "an unpleasant ripping sound – like someone tearing a long, long strip of calico". "A sort of rumbling scraping noise", "... as though somebody had drawn a giant finger along the side of the ship". Frederick Fleet, one of the two lookouts in the crow's-nest considered it a very close shave.

But for the firemen many decks below in the forward boiler room, it was more than a mere 'close shave'. In No. 6 boiler room, the sea was gushing through the buckled plates like a ruptured hosepipe, while in No. 3, it was pouring through tons of bunkered coal. The starboard plates gave way completely. High up on the bridge, First Officer Murdoch had already ordered, "Hard a 'port, engine full astern," but it was too late to prevent the inevitable. Captain Edward J. Smith joined Murdoch on the bridge where there was a brief exchange: "Mr. Murdoch, what was that?"  
"An iceberg, Sir."

And so it was that the 46,328-ton *Titanic*, the latest addition to the White Star fleet struck an iceberg which ripped a 300 foot gash below the waterline on her starboard side. As a result, six of her sixteen watertight compartments were holed – two compartments too many.

At 2.20 a.m. on Monday April 15th, barely two and a half hours after she struck the iceberg, the biggest and most luxurious liner in the world went to the bottom, taking over 1,600 passengers and crew with her. The cold sea into which she plunged was as calm as a millpond, there was not a breath of wind, nor even a moon, just myriads of stars sprinkling the cloudless sky as the "unsinkable" sank. A few of the lifeboats that had been launched from the doomed vessel, rowed back to pick up some of the struggling unfortunates in the water, but most ignored the cries of the drowning – fearing that extra weight would swamp them – they rowed on. The 711 who survived the sinking were eventually picked up at dawn by the Cunarder *Carpathia*, the nearest ship to receive and act upon the SOS distress calls.

When the news broke to a stunned world, there were angry outbursts, and tirades against the White Star Line. The press had a field day. The American newspapers attacked the British Board of Trade over the number of lifeboats aboard, for although the *Titanic* carried 2,346 passengers and crew – the lifeboat capacity was revealed to be only for 1,178.

The leader writers also had a ready-made scapegoat in the form of Mr Bruce Ismay, managing director of the White Star Line. The American Board of Enquiry held days later, charged the *Titanic's* owners with neglect, for ignoring iceberg warnings, and failure by the crew to inform the passengers fully of the situation after the collision. The captain of the *Californian*, Stanley Lord, was also criticised for failing to assist the *Titanic*, even though his ship lay a bare ten miles away from the sinking vessel. Lord denied all charges, although certain members of his crew testified to seeing the *Titanic's* distress rockets and remarking that: "her lights looked queer".

At the British Inquiry, both Captain Smith, who went down with his ship in the time-honoured tradition, and the White Star Line were exonerated. It was the British Board of Trade who were censured for retaining outdated regulations in regard to the number of lifeboats carried. The 1894 rules stated that sixteen lifeboats were sufficient for "vessels over 10,000 tons" – these rules were obviously hopelessly out of date in 1912. Further criticism was levelled at the practice of maintaining high speed through ice fields, but why shouldn't Captain Smith speed across the ocean at 22½ knots? After all, wasn't the *Titanic* unsinkable?

One good reason for high speed was to keep to schedules. Naturally ships had to

arrive at their destinations on time or they would lose business, and White Star had stiff competition in the Cunard Line. The *Titanic* was also on her maiden voyage and it was therefore essential to cross the Atlantic in record time if possible. A rapid passage would doubtless impress the rich clientele of this crossing as the *Titanic's* more important passengers had total assets which have since been tentatively valued at £120,000,000. Endorsements from such patrons would be invaluable for the prestige of the White Star Line, and no expense was spared in providing opulent quarters and dining areas for the 1st and 2nd class travellers.

Although the *Titanic* had been radioed as early as 9 a.m. on the 14th about the ice field which lay in her path, only a handful of these warnings got as far as the bridge. Indeed, the *Californian* sent a message barely hours before the collision, but was tersely told to 'shut up' by *Titanic's* Marconi operators, Bride and Phillips, who were working non-stop receiving congratulatory telegrams and sending personal messages to shore. However, Captain Smith was experienced enough to impress upon the crows-nest lookouts, the need for constant vigilance, which they undertook despite the lack of binoculars. But even as Frederick Fleet saw the submerged iceberg early next morning, it was too late.

*Titanic's* design was such that if four of her watertight compartments were breached she would still float, but the sea was pouring into six. Despite a total of sixteen compartments, the remaining transverse bulkheads did not reach up to the deck-heads, and as each compartment flooded it overflowed into the one behind it, and as the bow angle became more acute, the water flooded into the next compartment, and then the next . . .

Thomas Andrews, Managing director of Harland and Wolff, the firm who had built the *Titanic*, surveyed the damage and he knew - the ship could not live. The Captain after having quietly inspected the rising water level and conferring with Andrews, ordered the lifeboats swung out, and passengers to each don lifejackets just as a precautionary measure. There was complete lack of panic or sense of impending danger after the collision. People returned to their card tables, retired early to bed, listened to the ship's band playing ragtime, resumed drinking in the plush saloons, or the braver element continued to take the night air. Some even played football with the chunks of ice that had mysteriously appeared on the fo'c'sle deck.

But sometime later, the lifeboats were ordered to be filled, "women and children first" became the watchword, though many preferred the "security" of the *Titanic* - and

stayed behind. The passengers' initial blasé reaction to the Captain's "precautions" began to dissipate as the first white rocket soared high over the brilliantly lit decks, followed by another, and yet another . . .

Many of the lifeboats left their davits half empty, and doors from which passengers could have escaped from the lower decks were kept shut. Class distinction was still very much in evidence. Steerage passengers, for example, were virtually imprisoned on their decks by the gates which separated them from the Second Class areas. These gates were eventually rushed and broken down - but by then, the last lifeboat had gone.

While the boats were being lowered, lookouts spotted a ship on the horizon, hence the loosing off of the white distress rockets, and *Titanic* also sent further radio messages and attempted signals by morse. The "mystery ship" did not answer any of these messages, and obviously ignored the

rockets, for she made no move whatsoever. Other ships much further away had picked up *Titanic's* calls, but the nearest, *Carpathia*, was four hours sailing away, and although her Captain, Arthur H. Rostrum broke all records for the small Cunarder, she only reached the scene an hour after the icy waters had closed over the *Titanic's* stern. The "mystery ship" that was the *Californian*, eventually arrived on the scene only after the *Carpathia* had rescued all the *Titanic's* survivors.

Earlier, when his attempts at warning the *Titanic* had been sharply rebuffed, *Californian's* radio operator switched off his set, and prepared to turn in for the night, which he should never have done. He never heard the *Titanic's* SOS. On the deck, a few members of the *Californian's* crew saw the rockets, but none thought to deal with the situation, thinking them to be signals intended for another ship, or a mere firework display. No great effort was made to arouse Captain Lord from the chart-room either, he only sleepily asked the colour of the rockets - but did nothing. The crew did not dare disturb him further, for they were in slight awe of this rather fierce seaman. According to the *Californian's* Second Officer, the large ship in the distance eventually turned away and "vanished".

It was little wonder then that Captain Stanley Lord was made a scapegoat of the tragedy but despite public opinion, no action was ever taken against him over the matter. However, *Californian* was not the only vessel close at hand. At least two other ships were in the vicinity, one master turning his ship about, even though he saw the rockets, because he was on an illegal seal hunting operation.

As a direct result of the sinking of the *Titanic* call TOU-HIL-BRAND /redacted/ guarantee safety in future transatlantic sea travel. Eventually ships would carry enough lifeboat space for all, there would be organised lifeboat drills, twenty-four hour radio watches and proper ice patrols for the shipping lanes. But these measures came altogether too late for the 1,635 passengers and crew that went down with the mighty *Titanic* on that cold April morning sixty-four years ago.

The plan on the last page is similar to the TITANIC.

This plan courtesy of Abe Taubman, I think he still carries a number of plans to this scale. I'm working out of an old Taubman catalog so I will not quote price as they have probably gone up like every thing else... Tnx Abe.



Futabua 2 ch 72.320  
 Dumas Tuna Boat partly planked  
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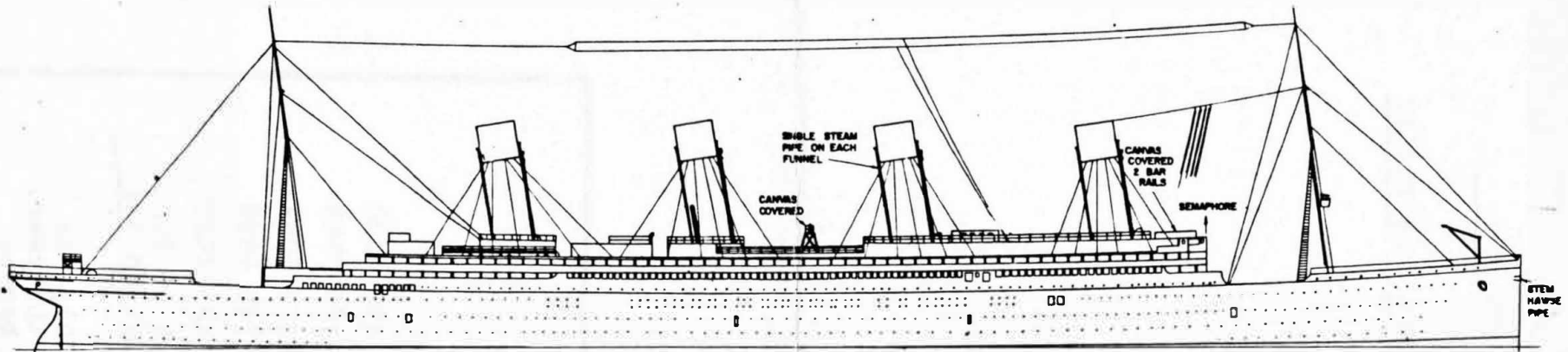
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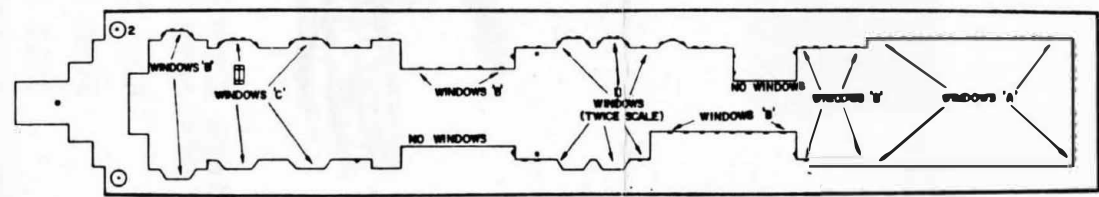
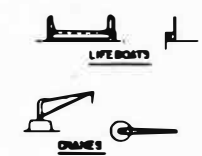
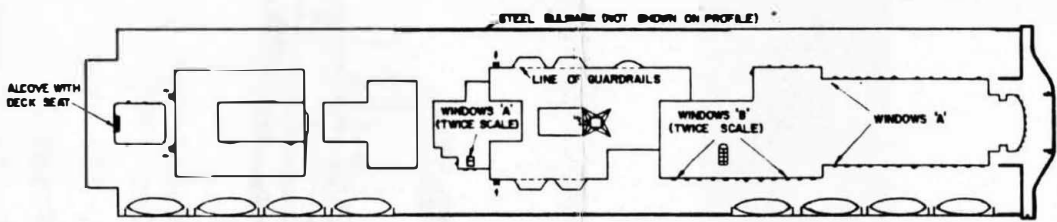
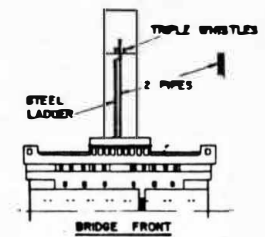
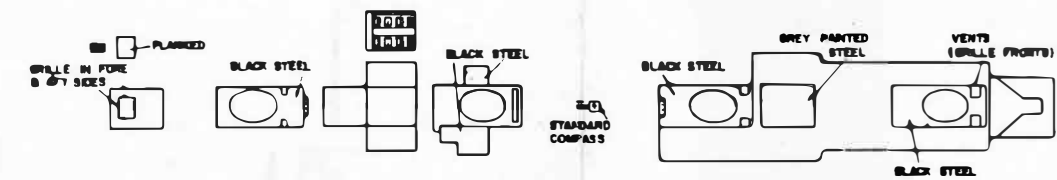
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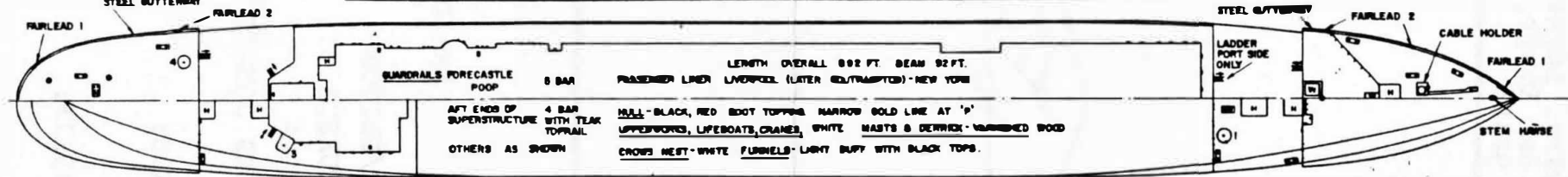


This plan by Reg Carpenter drawn to the 'standard' ship modeller's scale of 1/1200th represents *Titanic's* sister ship, *Olympic*. Apart from the forward promenade decks windows being left open on this vessel, and a few other details, the two sisters were identical at the time of the *Titanic* sinking.

Photographs of *Olympic* are often passed off as the *Titanic* in many instances, but the informed will always be able to tell them apart despite the efforts of over-zealous photo retouchers. A dyeline of this plan (MM 838) is priced at 30p and is available from MAP plans service to 1/600th scale.



- |          |   |                |
|----------|---|----------------|
| 1- 20 FT | ▲ | DOOR           |
| 2- 27 FT | ◀ | WINDOW         |
| 3- 32 FT | ▬ | LADDER         |
| 4- 32 FT | ▬ | DOWN           |
|          | ▬ | UP             |
|          | ○ | CRANE          |
|          | ⊞ | ELECTRIC WINCH |
|          | ⊞ | STEAM WINCH    |
|          | ⊞ | VENTILATOR     |
|          | ⊞ | MATCH          |
|          | ⊞ | BOLLARD        |



# R.M.S. OLYMPIC

1908-1937

SCALE 1:1200

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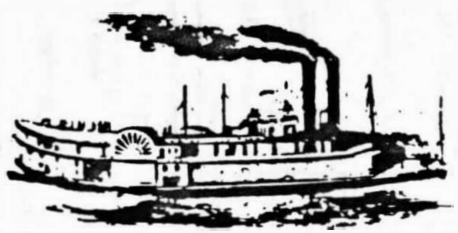
San Diego Ship Modelers' Guild  
Bill Kelly-Fleming, Logkeeper  
/redacted/  
92106



FIRST CLASS PLEASE



/redacted/



San Diego Ship Modelers' Guild  
Officers for 1985

MASTER/EDITOR	Roy T. Nilson	/redacted/
MATE/PURSER	Fred Fraas	
LOGKEEPER	Bill Kelly-Flemming	
STEERING COMMITTEE	Al L'Heureux	
	Doug McFarland	
MEETINGS:	3 rd Friday of each month, 8:00 P.M. aboard the bark STAR OF INDIA on the Orlop Deck.	
MEMBERSHIP:	Dues \$10.00 yearly. After July the dues are 1/2 for the rest of the year. We highly encourage all to become San Diego Maritime Museum Members.	