



San Diego Ship Modelers' Guild

P.O. BOX 6725, SAN DIEGO, CA. 92106

VOLUME 10 NUMBER 2

FEBRUARY 1986

★ TO SAIL IN MAY

The sailing ship Star of India will celebrate Memorial Day with a one day voyage in the ocean. The Star's departure at 9:30 a.m. (Sunday, May 25 th) will be marked by a short ceremony and band music. Thousands of spectators are expected to line the Embarcadero and to watch from Point Loma as the ship makes the voyage under full sail.

The Maritime Museum Association said it will be the third time the Star has gone to sea since 1923.

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Some of the members have asked to have a pond schedule for the coming month on the front page of our newsletter. Mr. Gordon Houvener has in the past provided xerox copies (at his expense) and handed them out freely to all hands. Some of us do need an extra reminder (including me) so it will be a part of future issues. The month of February is clear. The Argonauts have sent me the schedule for the year which indicates 8 Saturday mornings are closed to us.

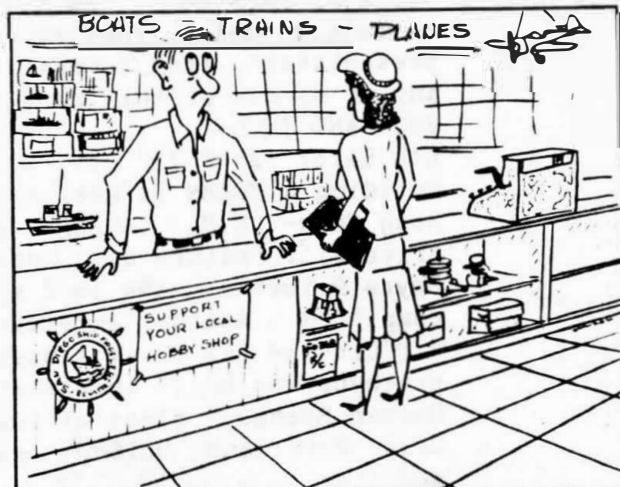
Mr A. Bullen from the Valley Boat Club, British Columbia, called me a few nights ago to inquire about our regatta date...June 21 & 22 in case you have forgotten. (Bob O'Brien has volunteered for that position of Commodore) Information will be sent to him with a map and locations of hotels etc.

Master McFarland has been calling around for a speaker for the next meeting with little success...so if we have a speaker it will be a surprise. As past master I noticed that the members were quiet till we ended the meeting and then they would talk up a storm on modeling technics and other related subjects that could have been shared with all. Give us some of your knowledge people.

A nother fine mess...some members have paid their dues but did not fill out the re-application form. We do ask new members to fill out the entire form, but upon re-application you need only fill out name, address, zip and fone number. This info will help to put out a roster with current addresses and telephone numbers. Your dues goes to the Purser but due to "Old timers disease" we forget who gave us the money. Help us keep our records in order, won't you.

SHOW & TELL

by Nilson

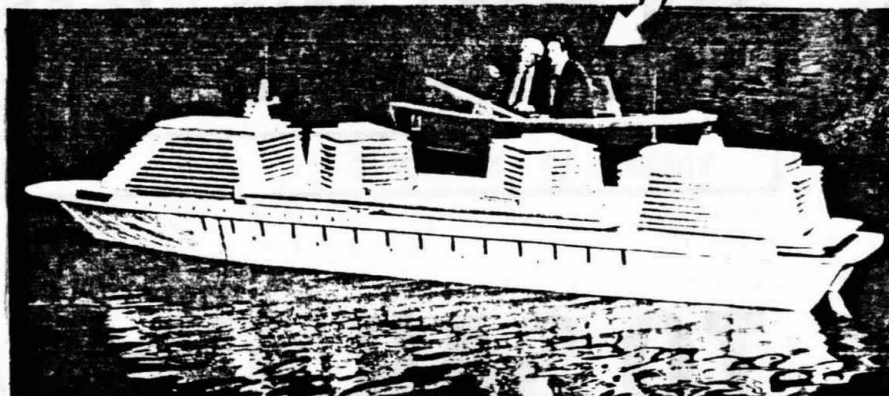


" I WOULD LIKE TO BUY \$20 WORTH OF SCRATCH".



BY BILL KELLY-FLEMING

Two men in a rowboat



NCL's owner Knut Kloster (right) inspects model of 500,000-ton "Phoenix" with designer Tage Waaborg

A few issues back I accused Bill of rowing his dingy with one oar in the water because he wrote about a 500,000 ton cruise ship to be built. Bill provided a picture of a model of the proposed ship (above) which is big enough to go to Catalina in...we will never see that at the "B" Street Pier.

LOG OF THE JANUARY 1986 MEETING

-Bill Kelly-Fleming, Logkeeper

Guild Master Doug McFarland began his term of office by welcoming 32 modelers to the meeting, which was held topsides on the BERKELEY since we once again got bumped from the STAR by another group.

Announcements included that of an air show in Holtville on February 1-2, and a highlighting of newsletters from other clubs. Also passed around was a catalog from Dockyard Models. Albert shared a letter requesting help in restoring a model. Bill K-F will follow up. Under new business it was moved, seconded and passed that the Guild join the Argonauts. This will help in the coordination with our use of the pond with the other regattas that are scheduled throughout the year. Normally either the Guild Master or Regatta Commodore represents the Guild at Argonaut meetings. It was also announced that Bob O'Brien has agreed to serve as Regatta Commodore for 1986. Bob Wright invited members of the Guild to join the Nautical Research Guild which meets four times a year on the STAR. Bob is that group's president this year. Meetings are on the fourth Friday of January, April, July, and October, and includes a catered supper.

We had two presentations this meeting. Albert Lheureux passed around his pictures and told about his visit the prior Saturday aboard the PACIFIC PRINCESS. He now has no excuse for inaccuracies of his model, currently under construction. Then Roy Nilson did a reprise of a presentation from several years ago on making railings. No excuses for any of us now on that part of modeling!

SHOW AND TELL

Bob Ellor- a 5"/38 cal. gunmount for his 1/96 scale USS BROWNSON. he is building a FRAMM II Gearing Class destroyer.

Doug Smay- N.S. SAVANAH, scratch built in 1/96. Hull in progress. Prop drive will feature ball bearings.

Royce Privett- the 1877 mackrel seiner SMUGGLER in 1/4" scale, and just completed. Another excellent job by Royce.

Vic Crosby- the steam schooner EDNA CHRISTON, pof in a quart bottle. The prototype was built in Washington in 1912 and was lost off SE Alaska.

Herman Boehme- plans of the U.S.C.G. Cutter BEAR.

Doug McFarland- HOTSPUR with the mizzen topmast shroud as its latest addition.

A boom is a long pole built of steel. The lower end is fitted with a gooseneck, which supports the boom step bracket. The upper end is raised or lowered and held in position by topping lift. Booms range in capacity from 5 tons to 75 tons. When they are used in pairs, the boom lifting cargo from a hold is called a hatch boom. the boom that positions cargo over the side to lower dock or boat is called the yard boom. Booms are used singly, or in a combinations as follows:

SINGLE SWING BOOM: This arrangement is generally used to hoist or lower landing craft on LPDs and LKAs. The topping lift is led to a winch that can raise or lower a boom with a full load. The boom is swung over the sides by vang and the cargo hook is attached to the boat's lifting bridle. Another winch takes up the cargo hoist lead line to raise the load. The boom is swung over the side by the vang and the boat is hooked on. Then the hoist winch raises the boat clear of the railing, after which the vang on the side opposite the boat swings it on the deck. Cargo, in nets or pallets, can be handled the same way.

YARD AND STAY (OR BURTONING): Two booms are used, a hatch boom and a cargo boom (Figure 21-16). The hatch boom is centered over the working hatch. The yard boom is rigged out with its head over the pier or receiving boat. there are two cargo whips—a hatch whip and yard whip—rove through their respective heel and head blocks on the hatch and yard booms and both shackled to the same cargo hook. Each whip has its own winch. With the hatch boom centered over the open hatch and the yard boom rigged out over the side of the ship, the cargo hook is dropped into the hold for a load. The yard whip hangs slack while hatch whip hoist the load clear. Then the yard whip heaves around and the hatch whip is payed out, and the load is racked (swung) across the deck and over the side. When the load is under the yard boom, the hatch whip is slackened off, and the yard whip lowers away. In loading cargo, the procedure is reversed.

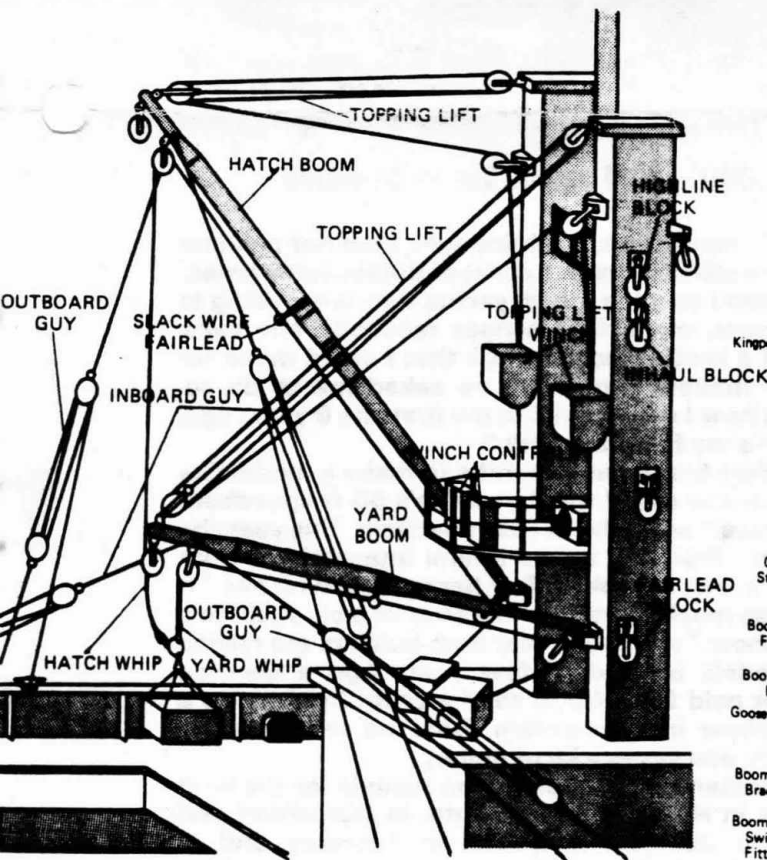


Figure 21-16 Details of burtoning or yard-and-stay rig, used for medium-weight cargo of up to 3,500 lbs.

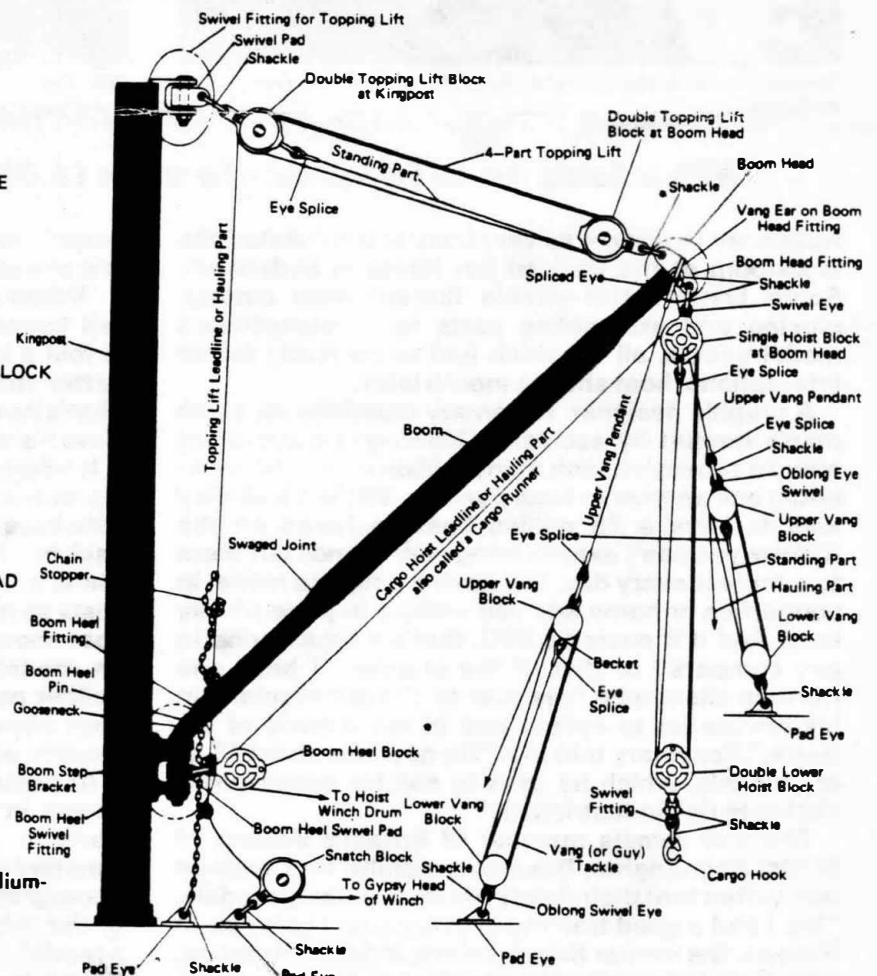


Figure 21-15 Rigging detail for single swinging boom.

Thanks to Mark Moldenhauer for the above information.



Working on one of the 15 model yachts she has made for one German millionaire



With her model of a Fisher 30 British yacht, the first one she made, 8 years ago, which steered her into a new career

William Spicer met an English girl who makes £5,000 model yachts for millionaires

Rosemary Claxton was very busy when I visited the workroom at the back of her home in Sydenham, South London. Her nimble fingers were cutting, glueing and assembling parts for 7 complicated model yachts, all of which had to be ready for an international boat show a month later.

A graphic designer, Rosemary stumbled on a rich man's market by accident. Ocean-going boats are now an obsession with many millionaires, who try to outdo one another in luxury yachts. While it's all very well to have a £5 million boat anchored on the Riviera, you can't exactly bring your friends out there to admire it every day. But having a replica model in your office or home lets you wallow in pride all day long. And if it costs £5,000, that's a small price to pay compared to that of the original. "I have one German client who flies over to London regularly in his private jet to collect one of my models of his boats," Rosemary told me. "He now has about 15 of my models, which he uses to sell his ocean-going yachts to rich industrialists."

The only female member of Britain's Society of Model Shipwrights, Rosemary admits that women don't often turn their dainty hands to making models. "But I had a good training in carpentry. I grew up in Guyana, the former British colony in South America, where my father was a sugar planter. The plantation carpenter taught me his trade, so that I was able to make a model aircraft when I was only 14." At 18 she came to London to study art and later became a

graphic consultant. Yachting was then her pastime and she sailed round the coast of Britain many times.

"When I saw the model yachts they were using to sell boats, my artistic senses rebelled," she says. "I told a leading boat-builder that I could make far better models myself, so he asked me to do so. That's how I came to make my first one 8 years ago. Now it's my full-time work."

It takes her about 2 months to make a model like the one she did of the Aga Khan's 60 ft speedboat "Shebaza," which he keeps in Sardinia. This year she paid her first visit to the Miami International Boat Show in Florida, taking 6 of her models with her. "It costs so much nowadays to transport a big yacht to a boat show," she says, "that boat-builders are relying on models instead. A few years ago a German builder paid £30,000 to send a yacht by canal to a boat show in Amsterdam. Now he relies on my models, and saves a lot of money."

At present she is working on models for the boat shows in Hamburg next month, in Düsseldorf and Paris in January, in Miami in February and in Amsterdam in March. When she recently examined photographs sent to her by Mrs Anne Mackintosh, of the toffee family, of her luxury yacht, for making a model, Rosemary recognised Queen Elizabeth and Prince Philip among the passengers sunning themselves on deck. So although Rosemary Claxton has given up sailing herself, her model yachts are making quite a splash in very exclusive circles ●

Association Of Marine Modellers



HOSTS
THE 1986 PACIFIC-RIM INTERNATIONAL

MODEL SHIP REGATTA

TO BE HELD IN VANCOUVER, CANADA.

JULY 19, 20, 21, 1986

ENTRY FEE PER ENTRANT, [MAXIMUM OF TWO ENTRIES] \$20.00
INCLUDES PRIZES AND SOCIAL FUNCTION.
GUESTS AT THE SOCIAL FUNCTION \$12.00

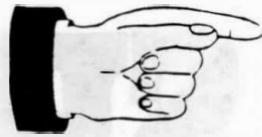
CLOSING DATE FOR ENTRY SEPTEMBER 30th 1985.
LATE ENTRIES WILL BE ACCEPTED IF SPACE IS AVAILABLE.

EARLY REGISTRATION IS RECOMMENDED,
AS THE INTERNATIONAL EXHIBITION 'EXPO 86'
IS BEING HELD AT THIS TIME AND ACCOMMODATION
WILL BE DIFFICULT TO OBTAIN.

CLASSES FOR NAVAL SHIPS, FREIGHTERS, TUGS, PLEASURE BOATS,
FISHING AND WORK BOATS, PASSENGER CARRYING COMERCIAL VESSELS
AND FREELANCE MODELS OF ANY CLASS
DOCUMENTATION WILL BE REQUIRED FOR SCALE ENTRIES.

IN ADDITION A FUN SAIL WILL BE HELD IN CONJUNCTION WITH
THE VANCOUVER SEA FESTIVAL ON JULY 27th 1986.
ALL ARE WELCOME. NO ENTRY FEE.

SAN DIEGO SHIP MODELERS' GUILD
BILL KELLY-FLEMING
/redacted/



FRED FRAAS
/redacted/

SAN DIEGO SHIP MODELERS' GUILD
OFFICERS FOR 1986

MASTER	Doug McFarland	/redacted/
MATE/LOGKEEPER	Bill Kelly-Fleming	/redacted/
PURSER	Herman Boehme	/redacted/
EDITOR	Roy Nilson	/redacted/
STEERING COMMITTEE	Al L'Heureux	/redacted/
	Fred Fraas	/redacted/
MEETINGS:	3 rd Friday of each month, 8:00 P.M. aboard the bark STAR OF INDIA on the Orlop Deck.	
MEMBERSHIP:	Dues are \$10.00 yearly. After July the dues are $\frac{1}{2}$ for the rest of the year. We highly encourage all to join the S.D. Maritime Museum.	