



# San Diego Ship Modelers' Guild

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

VOLUME 10 Number 3

MARCH 1986

## GLUE IT HOW ?

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If you would like to know how to glue styrene, plex and other plastics you will not want to miss the next meeting, March 21 st. Our inhouse expert BRUCE JAMIESON (see cartoon below) will demonstrate some of his technics for this mysterious material. Bruce, who owns American Design, a plastics fabre-cation co. knows what he's talking about, so listen up if your interested in building models with plastic. Bruce can't bring his dempsy dumpster however he promised some informative handouts.

Received a note and pictures from Lester Hughes from El Paso, Texas. Les joined our guild recently as they don't have any scale clubs in his area. You've all heard the joke about everything being bigger in Texas...well it's true. Les sent pictures of his Navy tug (3/8"=1-0") and mentioned a 34' long aircraft carrier being modeled by one of the other fellows in his group. Lester is an artist by profession and the pictures of his model indicate museum quality workmanship. (see foto in this issue)

**Radio Shack**® has some hobby motors on sale. I picked up 6 of them requiring 1.5-3v, 1.5-4.5v, 3-4.5v and the last one is a12v motor attached to a gear box containing 1 brass gear and 6 plastic gears. This last item was \$1.98 and worth that price for the gear box alone. Total price for all of the above was \$5.25 + tax. Do take a look if your in the market for DC motors.

SICK CALL...by the time you read this CDR Bill Benson will be resting at home after a two week stay at the VA Hospital. Bill has been feeling poorly for about a year and now they are getting to the bottom of the problem. Drop him a note or card to let him know we're thinking about him and hope for a quick recovery. His address is /redacted/.

The Guild has gone International.....

W. Robert (Bob) Wormald of White Rock, B.C. Canada signed aboard the Guild. Bob, a member of the Valley Boat Club back home spends the winter months with wife Joan in Southern sunny Calif. He finished a Laughing Whale fire boat which he was working on last year when in this area. Now working on a 1930 vintage tug and future plans call for building a Waverly Life Boat. Can't build to big when in a motorhome. Welcome aboard Bob, and sorry about the lack of sunshine.

Let's welcome other new members since the first of year...Bob Willis(Colorado), Lester Hughes (Texas), Bob Dannewitz, Richard McCarthy, Frank Millward, Dick Bein, Ted Petitt and Steve Smith. My records indicate 83 members at this writing.

### SHOW & TELL

by Nilson



"I'M GOING TO TALK ABOUT THE HOLDING POWER OF CRAZY GLUE"



BY BILL KELLY-FLEMING

This month's Crows Nest information comes from Bill Kelly-Fleming by telephone, so I hope I can read the notes I quickly wrote down. The best news of all is about the Port Commission plan to build a floating pier for the Medea and the Berkley. The pier will be built aft of the Star in a Westerly direction, the cost to be \$500,000+.

The Pacific Princess will arrive on March 22 and then every Saturday till May 10 th.

The Calif. Maritime Academy training ship GOLDEN BEAR will tie up at the "B" Street pier on March 20 th. Unknown at this time if visiting will be allowed, however the vessel will be here till Monday the 24th. Bill may have more info about this at the meeting.

Phil Millett called last week to inform us of a new club forming in the L.A. area called the "R/C SKIPPERS"...good luck to the new group who sports approx. 40 members already.

Gordon Jones sends along the following info from the Marine Digest, Tnx Gordon.

# From British Columbia

BY ALAN DANIELS  
Phone: (604) 980-5968

## Bluenose II to Call West Coast



VANCOUVER, B.C. — The Nova Scotian, two-masted schooner *Bluenose II* will call at Los Angeles and San Francisco enroute to Vancouver, B.C. and a starring role at

the Expo 86 world's fair.

The 18,000 mile round-trip voyage will be the most ambitious ever undertaken by the 161-foot long schooner, a replica of the original *Bluenose* that was undefeated for 17 years in the International Fishermen's Races between the ports of Lunenburg in Nova Scotia and Gloucester in Massachusetts.

The first competition in 1920, following an elimination series in each port to chose a contender, saw the Gloucester schooner *Esperanto* take the trophy to New England.

*Bluenose* was launched the following year, regained the trophy, and never lost it until the races were ended in 1938.

So proud were the Canadians that

they stamped her image on the Canadian dime, but the Second World War brought an end to the era of the sailing schooners and the *Bluenose*, sold to a West Indies trading company, eventually was wrecked on a reef off Haiti in 19

But the town of Lunenburg never forgot. In 1963 thousands cheered when *Bluenose II*, built by the government of Nova Scotia, glided out from the builder's yard in Lunenburg Harbor.

Built of oak, mahogany and Douglas Fir, she weighs 285 tons and carries 12,500 square feet of sail. Her mainmast towers 125 feet above the deck and her foremast is 118 feet high. She has been clocked at 18 knots under sail.

As a goodwill ambassador for Nova Scotia, she has been to almost every port on the U.S. and Canadian East Coast, and the Great Lakes, but this will be her first voyage through the Panama Canal to the West Coast.

She will be in Los Angeles March 31 to April 4, and in San Francisco from April 6 to 10.

Arriving in Victoria, B.C.'s capital city on April 16, she will commence a 21-day visit to British Columbia ports, including Vancouver from April 25 to May 7. □

## CREW OF LANGLEY REUNITED

# Life aboard 1st aircraft carrier recalled

By Robert Dietrich  
Tribune Military Writer



**T**OASTS AND JOKES alternated with moments of silence at news of the passing of a shipmate as former crew members of a ship named Langley checked in at their Mission Valley reunion.

They marveled that some of the tactics and procedures they frequently risked their lives to develop are still in use aboard the latest nuclear-powered supercarriers in the U.S. Navy.

The Langley was America's first aircraft carrier.

It was built to carry coal for the World War I fighting fleets and, when it died two decades later in an inferno of exploding Japanese bombs, the naval aviators who learned how to fly from its tiny flight deck in the 1920s and 1930s were senior officers plotting the strategy for victory in the Pacific.

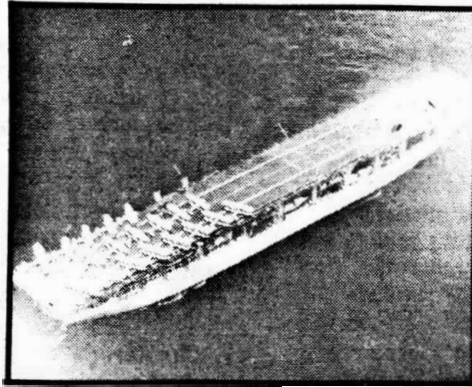
St. Pierre called her the 'Covered Wagon,' said St. Pierre of North Grafton, Mass., a Langley signalman from 1935 to 1939 who came to San Diego for the weekend reunion.

"She got that name because they put the flight deck over the hull — it even covered the bridge, which was near the bow — and there was another reason: By the time I reported aboard, everyone in the ship considered himself a naval-aviation pioneer."

St. Pierre, who serves as the Covered Wagon Association's historian, said the 542-foot-long ship started out as the Navy collier Jupiter. In 1920, Congress voted the then-substantial sum of \$22 million to convert it to a flattop.

That was after Army Air Corps Gen. Billy Mitchell demonstrated how bombers could destroy battleships, St. Pierre explained.

When St. Pierre reported to the Langley, it was based at North Island Naval Air Station, using the same piers now used by the supercarriers Ranger, Kitty Hawk and Constellation.



THE USS LANGLEY  
First aircraft carrier

"San Diego was a beautiful little city in those days, a nice port for sailors," he said with a wink and a grin. "This is the first time I've been back in 40 years, and I'm impressed."

San Diegan Charles Bolcka, who retired after World War II as a lieutenant commander, was flight-deck chief petty officer during the pioneer years.

The arresting-cable system on today's carriers, designed to snag the tailhooks of landing aircraft, traces its ancestry to cables attached to sandbags. Sometimes, he said, an aircraft coming in too fast would jerk the sandbags into the air, cutting wood-and-canvas biplanes in half.

"We soon developed hydraulic arresting-gear systems," Bolcka said. "We eventually learned that taking off and landing into the wind while the ship was steaming was the way to do it — that's the way they do it today — and we developed the landing-signal officer system that gives incoming pilots instant information on what they may be doing wrong."

Retired Chief Warrant Officer Blake Barton,

also a San Diegan, was a Langley photographer in the late 1930s. His flight-deck assignment was making motion pictures of crashes for later safety-board study.

"We had hand-cranked cameras in those days," Barton said. "Pilots on a landing approach would look at the landing-signal officer and then you could see their heads swing in your direction — they knew that if they saw you cranking the camera they were really in trouble."

Retired Lt. Cmdr. George Dougan, another San Diegan, said the Langley once had a chief petty officer in charge of homing pigeons that delivered messages if the rudimentary radio system went out.

St. Pierre said that among the famous Navy leaders who served aboard the Langley was Ernest King, who became a five-star admiral in World War II.

With more modern carriers such as the Saratoga and Lexington beginning to join the fleet, the Navy ordered the Langley converted to a seaplane tender, and it was rigged to support the then-new PBV Catalina patrol seaplanes.

It was on station in the Philippines when the Japanese attacked.

"The Langley was ordered to Freemantle, Australia, in February 1942 to pick up a load of Army Air Corps P-40 fighters for delivery to U.S. forces gathering in the China-Burma-India war theater," St. Pierre said.

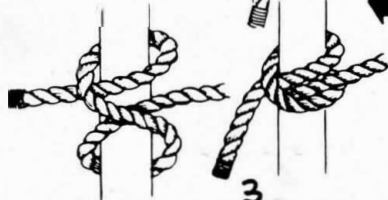
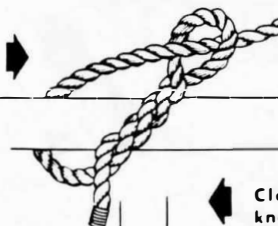
"Japanese Betty bombers attacked in the Indian Ocean off the Java coast. She fought off two attacks with guns and evasive maneuvering. A string of five bombs exploded along the flight deck from stern to stern.

"The escorting destroyers Edsall and Whipple rescued crew members and Army passengers, then fired nine 4-inch shells and two torpedoes into her because she wasn't sinking fast enough.

"She didn't die easily."

## KNOTS MITCHES & SPLICES

Timber Hitch: Very useful for hoisting spars, boards or logs. Also handy for making a towline fast to a wet spar or timber. Holds without slipping and does not jam.



Clove Hitch: Also known as Builder's Hitch because of its wide use by builders in fastening staging to upright posts. Another common use is for making a line fast to a wet spar.

This knot, suggested by Ray Beals can only be tied by the Rev. Bill Kelly-Fleming.



# Three-masted Barque to be Built in Canada

VANCOUVER, B.C. — The first Tall Ship to be built in Canada in modern times will be constructed at the West Coast Manly shipyard, a division of Vancouver towboat company RivTow Straits Ltd., its sponsors say.

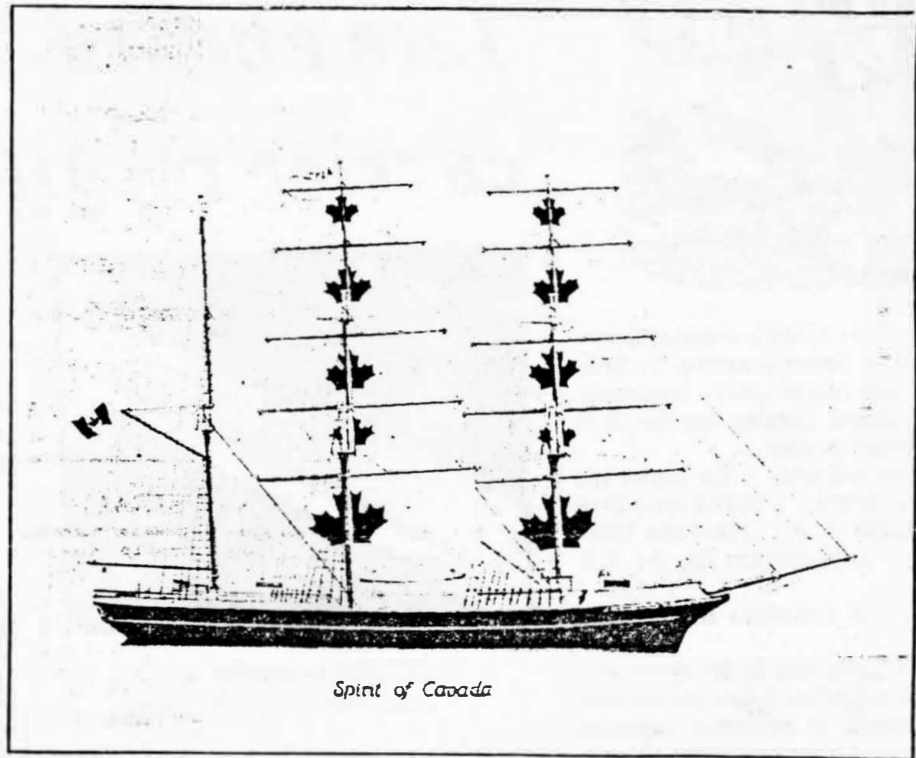
The ship, to be called *Spirit of Canada*, will be a 140-foot square rigged steel Barque, carrying sails on three masts. According to the Tall Ship Association of Vancouver, it will join the world fleet of 220 such vessels.

Association spokesman Gene Zizzy said the cost will be \$5.2 million. A total of \$2 million has already been donated by prominent Canadian companies, such as state-owned Petro-Canada and Algoma Steel, which is providing the steel for the hull. He said General Motors has offered two marine diesel engines.

Zizzy said the *Spirit of Canada* will operate on a self-sustaining basis and will be used to train 1,000 young Canadians a year.

“Training will not be for the armed forces or even for the sea, but rather for life in the 21st century,” the association says. “At last Canada will join the other major nations of the world which have long realized the value of such training.”

Zizzy said a keel-laying ceremony at West Coast Manly will take place



within a few weeks.

One of the people behind the project is Stanley Burke, a former CBC news anchorman and now publisher of the “Nanaimo Times” on Vancouver Island.

Burke said the tall ship project is only now being announced because the organizers wanted to make sure there was a solid base before going to the public for donations.

The public is being asked to buy

\$20 memberships in the association as a way of donating. He said some of the corporate sponsorship is dependent on there being a satisfactory fund-raising campaign in place.

The Tall ship Association believes that training at sea in a new and sometimes hostile environment teaches young people to learn quickly, to be adaptable and to be part of a team. The ship, which should be completed in about 12 months, will accommodate 48 students at a time and will have a crew of 12 to 15.

The barque will cruise both Canadian coasts and the Great Lakes during the summer months, and is expected to go offshore to other countries at other times during the year. □



Above from Marine digest sent in by one of our real sailors Gordon Jones.

Lester Hughes' tug model. Les may be to our regatta in June, better get your boats shipshape if your going to compete.



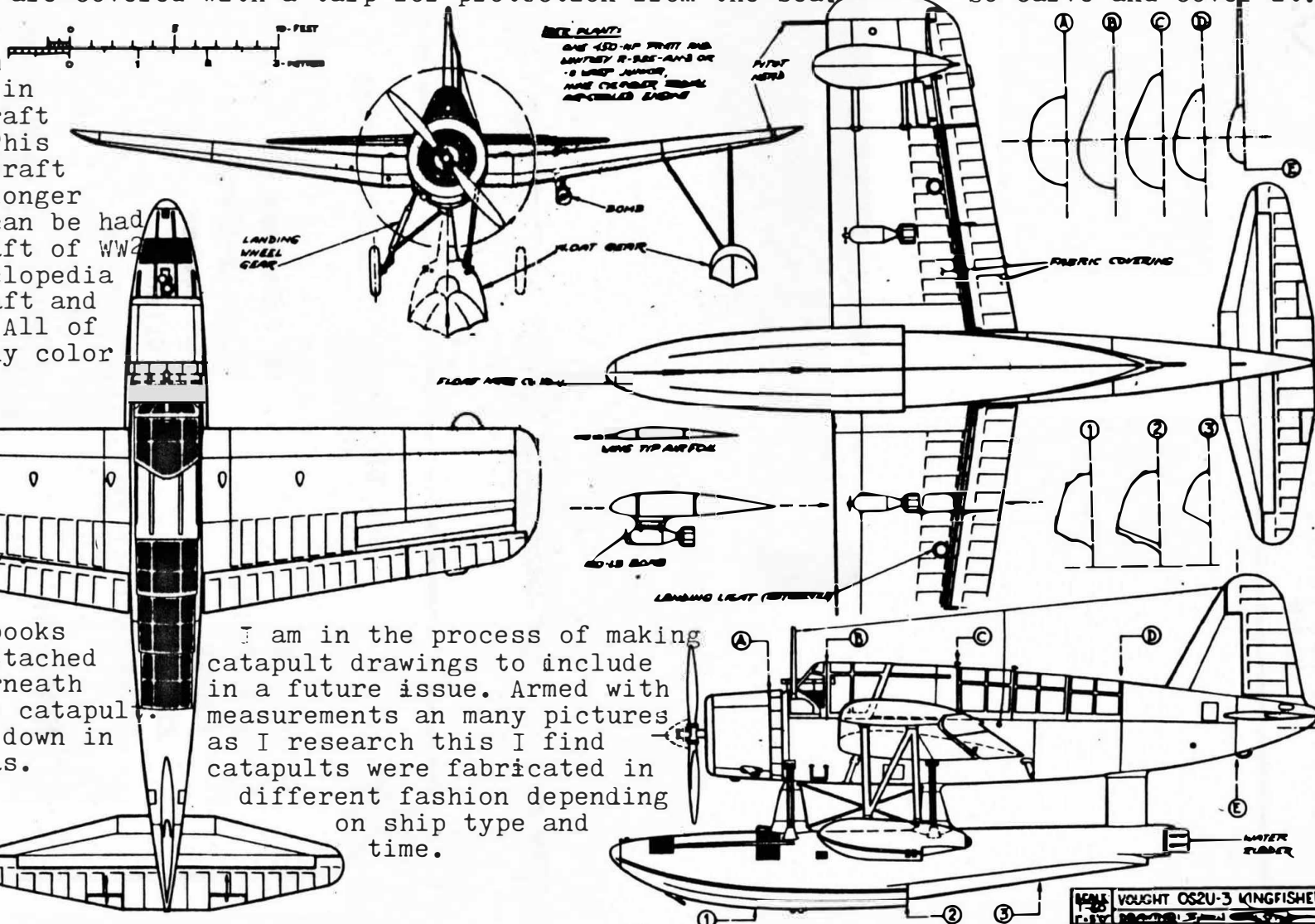


# PLANES OF THE PAST

The Vought Kingfisher was flown for the first time on July 20, 1938 and attained a max speed of 177 m.p.h. The Navy took delivery in 1940 and the first ship to be equipped with the new planes was the U.S.S. Colorado. Operating from catapults of battle ships and cruisers, this plane became known as the "workhorse" of the U.S. Naval fleet. Built as an observation

scout, but also used for anti-sub patrol, shipping attack, gun fire spotter and on one occasion served as a dive bomber. This aircraft saved many downed pilots and was responsible for the rescue of Capt. Eddie Rickenbacker and his crew from the South Pacific in WWII. It taxied 40 mi. in open sea to bring the men to safety. A total of 1,519 aircraft built. Canopies for aircraft models are a problem, however in many pictures they are covered with a tarp for protection from the sea. So carve and cover it.

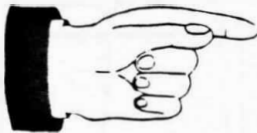
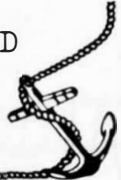
This drawing was by Bjorn Karlstrom in 1950 and found in a number of air craft model magazines. This from American Aircraft Modeler which no longer exists. Mor info can be had from Combat Aircraft of WW2 Rand McNally Encyclopedia of Military Aircraft and Aircraft Profile. All of the above have many color renderings.



I am in the process of making catapult drawings to include in a future issue. Armed with measurements and many pictures as I research this I find catapults were fabricated in different fashion depending on ship type and time.

Many pictures in books show two cables attached to each wing underneath and secured to the catapult to hold the plane down in wind and rough seas.

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



Fred Fraas  
/redacted/

SAN DIEGO SHIP MODELERS' GUILD  
OFFICERS FOR 1986

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PURSER	Herman Boehme	/redacted/
EDITOR	Roy Nilson	/redacted/
STEERING COMMITTEE	Al L'Heureux	/redacted/
	Fred Fraas	/redacted/

MEETINGS: 3<sup>rd</sup> 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 1/2 for the rest of the year. We highly encourage all to join the S.D. Maritime Museum.

