



San Diego Ship Modelers' Guild

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

VOLUME 10 NUMBER 4

APRIL 1986

SERVO POWER

MAY						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	●
25	26	27	28	29	30	31

SERVO POWER....no, not a new political splinter group but a good way to power small craft. Our next meeting will feature Roger Smith who will tell us how to convert a servo to a main drive unit which also serves as a speed control. His 39" WW I destroyer operates with two of these units.

Coming events you may be interested in are as follows.

WW II AIRCRAFT SHOW at Brown Field on Friday, Saturday and Sunday, May 2, 3 and 4 1986. Admission \$5.00 per person and children under 12 free with adult.

Theatre Organ Society of San Diego and the Maritime Museum Association of San Diego Present A FESTIVAL OF SILENT MOVIE COMEDY with Buster Keaton in "Steam Boat Bill, JR" and Harold Lloyd in "All Aboard!" with Chris Elliot at the Wurlitzer Theatre Pipe Organ, Saturday, May 3rd California Theatre, 1th and "C" St. Curtain time 7:30 pm. General admission \$6.00..Museum members and seniors \$5.00. Children under 12 free.

CALIFORNIA EARLY DAY GAS ENGINE & TRACTOR ASSN., INC. at the Gas and Steam Engine Museum, 2040 N.Santa Fe Ave. Vista on June 21, 22, 28 and 29 1986. This semi annual show will feature a number of working machines and they ask for donations of \$3.00, free under 15.



FOR SALE OR TRADE... 19" Tashiba color TV remote control video recorder ready. Almost new asking \$400.00 or trade for wood or fiberglass R/C model electric powered-boat. Call Steve Smith, 477 0077 after 5 pm.

FOR SALE..DUMAS "Lumba Lumba" R/C boat 39" long, 2 channel FUTABA (mod FP-T2GS 72.960 MHZ) Dumas 12 V motor and Dumas speed control as well as Astro-flight 12 V Gel-cell

(4 amp hr) battery included. Ready to run. If interested call Fred Fraas at /redacted/ for a pond demonstration. All for \$150.00.

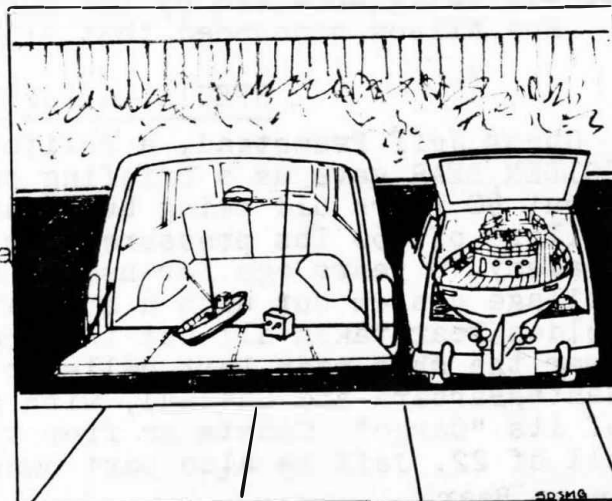
FOR SALE.. Binks look alike spray gun, new. \$30.00. Call Bob Cornell /redacted/.

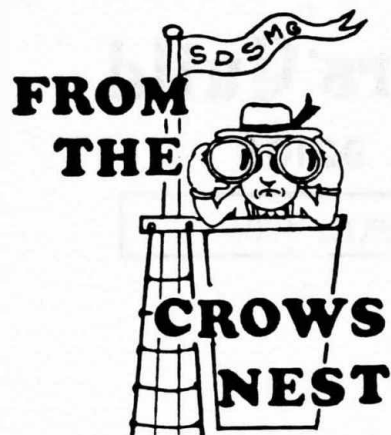
Joe Hash who is being transfered to the Great Lakes still has some 1/96 quad 40 mm (\$3.50 ea) 20 mm (75¢ ea) and ammo boxes at 30¢ ea. see Nilson if interested.

Bill Benson is back in the hospital at this writing (Scripps) so if you have a minute you may want to drop him a note or card. Send it to his home as we can't keep up with him.

SHOW & TELL

by Nilson





LOOKING ASTERN

Been some interesting sights around the bay in the past month. In the "Log" you heard about the Golden Bear, but a few sailing vessels have snuck in as well. A 3-masted square topsail Baltic schooner from Denmark showed up at Shelter Island one day in March. The Jaqualine is about 140' long, built of wood, and was on her way with her Danish crew to Oakland. She was built in 1942. The following weekend an American Enterprise class boat was seen buzzing around the bay, but I have no word on it other than a rumor about a new service to be offered linked to this boat or one like it. On March 27th, three schooners arrived at Broadway Pier.

Two got away before I could get a good look or any info, but the third was impressive enough, BLUENOSE II, which you will find an

BY BILL KELLY-FLEMING

article elsewhere.

San Diego has also recently seen several Japanese long line fishing boats stop for a few days at Broadway Pier. Their agent tells me we should see them from time to time now.

LOOKING AHEAD

May 17 to 25 will be a busy time at the Port, observing National Maritime^{WEEK}. I will move a cot into the cruise terminal as we have 4 cruise ships in 4 days. 17th STARDANCER (27,000 ton), 18th PEGUSUS (ex Sundancer which sank in Vancouver) 27,000 tons, 19th NIEUW AMSTERDAM (32,000) and the 20th, the AZURE SEAS (21,000 tons) on her usual Tuesday visit. Also about the 20th we should see the Bluenose II again on her way back to the East coast for the Statue of Liberty celebration. There will be several events during the week around the waterfront, capped on Sunday by a minor traffic jam on the bay and throughout Point Loma as the museum takes its sailboat out for a Sunday drive, but when your sailboat is the Star of India I guess you have to expect a little coos!

The latest word on the above mentioned American Enterprise...Yes, that is the original AMERICAN ENTERPRISE seen buzzing around the bay a few weeks ago. Now known as the LOUISE, she is undergoing refurbishing at Offshore Marine in Coronado, including returning her to her original color scheme. On May 1, she will be used on the new Ensenada Express daily run.

LOG OF MARCH 1986 MEETING BY BKF

Guild Master Doug McFarland called the meeting to order with 36 members and guests present. Welcomed were Charles Fife of the SMA of Fullerton, Jeff Fermstead, a Cadet from the GOLDEN BEAR and Steve McCormick.

A unique "get well card" for Bill Benson was passed around for members to sign. When put together and delivered to him it "represented the quality of models being accepted by the museum in his absence.

Roy Nilson announced that club hats are once again available...see Doug.

SPECIAL SPEAKER

Guest Jeff Fermstead, a California Maritime Academy cadet aboard the T.S. GOLDEN BEAR gave us a briefing on the school and ship. The GOLDEN BEAR is about 50 years old being built as a troop ship. She is powered by two steam boilers of 450 lbs pressure with a GE generator. She was purchased by the Academy 10 years ago for use as a training ship. The CMA is part of the State Collage system but with a separate Board of Trustees. Based in Vallejo, the Golden Bear takes all but the freshman on a three month cruise each year. This year the ship made Port calls at Hawaii, Tonga, Sydney, Fiji, Samoa, San Diego Santa Barbara and Oakland, with promotion of California agriculture as part of its "Cargo". Cadets are from 18-29 years of age with an average age overall of 22. Jeff is also part owner of a lee board gaff rig 52' sloop named Group Bear.

SHOW AND TELL: Models present

Bob Cunningham-Latina Model of 1815 Revenue cutter USS Dallas. A plank on bulkhead (double planked) with the hull complete.

Doug McFarland- progress on Hotspur..has the fore topgallent mast rigged.

Roy Nilson- 1/72 life boat and 1/96 motor whale boat vacu-formed in styrene.

BOOKS AND PLANS

Richard McCarthy has scale plans of the SEAFORTH JARL, an offshor supply boat from Aberdeen, Scotland.

Jay McMaster had book on War Stories on the Wasp (CVS-18) and Coral Sea(CVA43)

Technical section:

Bruce Jamieson demonstrated the use of adhesives with plastics. The best type of adhesive is WELDON #3 which is a derivative of THF, used by professional companys. Because THF evaporates so fast, it is treated to slow down evaporation to make WELDON #3. For working in styrene (plastic model kits) use a #2 brush to lay a bead of Weldon #3 at the joint. To hold parts together, Bruce suggests pipe cleaners instead of the usual rubber bands. To fill holes, take a tree "spru" and soften until paste like, and with a dental tool fill in void and shave smooth.

ABS (plexeglas) is cut with a special 60 to 80 tooth blade. For gluing, run a bead as was demonstrated and if you should slop some on the plastic just let it evaporate. A dull spot will be left however this can be polished out. Automotive polish can be used. Polish edges with #600 wet or dry paper. Make sure acrylic is labeled as such as polycarbonates will not glue with most adhesives. Good show Bruce.

After the above demonstration, Bruce unveiled his new product, an outstanding pre-colored paper model airplane kit of a 727. This has been 4 years in development and now about ready for distribution. Congrats Bruce on an excellent kit. (ed note model looked like a cast or injected plane) can't believe it was paper.

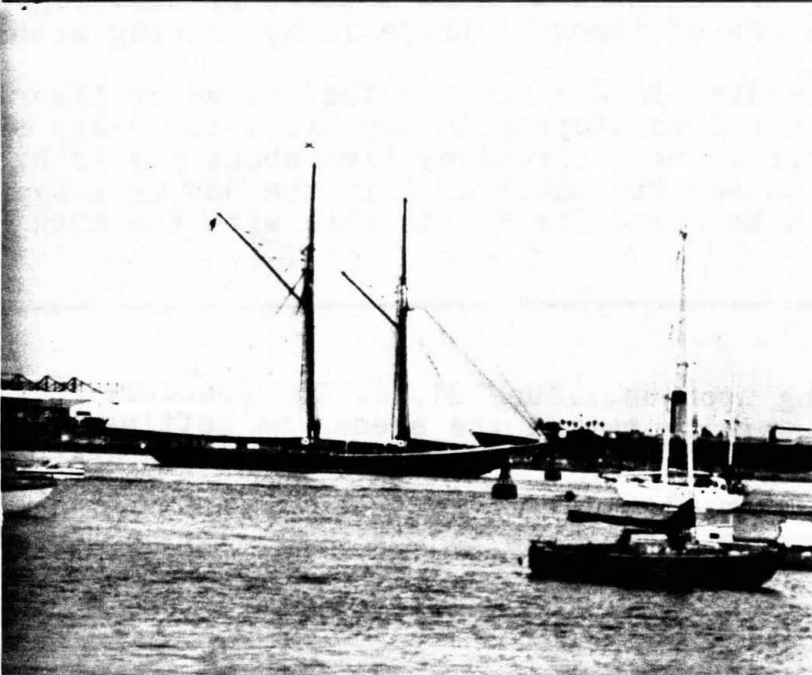
Do you have plans or a kit in a foreign language? I have a copy of Yachtman's Eight Language Dictionary purchased at Seabreeze Books on Scott St. near Shelter Island. Contains diagrams with words for all parts of a vessel in English, French, German, Dutch, Danish, Italian, Spanish and Portuguese.

BLUENOSE II

8 Sails---12,550 sq. ft.
Main Sail-4,100 sq. ft.
LOA 143'
LWL 112'
Beam 27'
Draft 15'10"
Displacement 285 tons
Foremast height 114' above deck
Mainmast height 125'10' " "
Main Boom 83'

Bluenose II recently made a four day stop in San Diego for fuel, provisions and maintenance work. She made stops in L.A. and San Francisco in route to Expo 86 in Vancouver, B.C.

Cont next page



BKF Photo

As Port Chaplain, I had a chance to visit with some of the crew on this exact (exterior) replica of Bluenose and welcome them to our port. On Easter Sunday two of the crew came to my sunrise service, and later that afternoon I bid them farewell and helped cast off her lines. Then she set sail out of port as the sun set behind Point Loma. I've gathered a few tid-bits on the historic vessel and her namesake.

THE ORIGINAL BLUENOSE

Built in Lunenburg, Nova Scotia in 1921 as a fishing schooner, she was especially designed to challenge for the International Fisherman's Trophy, won the previous year by the American schooner Esperanto. BLUENOSE won that first series and never relinquished the cup in her 20 year racing career. She defeated not only Canadian boats designed to beat her, but also the American schooners Elsie, Henry Ford, Columbia and Gertrude L. Thebaud. Because of her accomplishments, her image has graced the Canadian dime and has become as familiar a symbol of Canada as the maple leaf. Captain Angus Walters of Lunenburg brought her to fame, but was unable to keep her in Canada, and she ended up sold as a freighter sailing in the West Indies. She foundered on a Haitian reef in 1946.

BLUENOSE II (picture on pg 3 by Bill Kelly-Fleming)

Several times Capt. Walters and the people of Lunenburg tried to generate interest in building a replica when finally Oland's Ltd undertook the task in 1963. She was built from the same plans, in the same yards and by many of the same men who built her predecessor. All details of the hull, rigging, and sail plan are the same. Instead of a fish hold and quarters for 29 fisherman's below, BLUENOSE II has quarters for 18 crew and passengers.

Two days out of Nova Scotia on her maiden voyage, she encountered an 80 to 100 mph winds with gusts to 120 mph. Capt. Walters was aboard for that run and compared the storm to the worst he had ever experienced.

In 1971 BLUENOSE II was transferred to the province of Nova Scotia for \$1.00. Now she serves summers in Nova Scotia on charters and sightseeing tours, while winters are spent as a good will ambassador. She does not race like her predecessor, in order not to tamper with the fame and laurels won by the famous racing schooner. However boats have been known to alter course to test speed only to be left in the wake. The log does show 18 knots for one and one half hours with all sails set in a 55 mph wind.

Many of her current crew of 18 are related to crew members of the original BLUENOSE, and there was a clear sense of deserved pride in my talking with them.

After Vancouver they will be heading to New York to the Statue of Liberty extravaganza. They are looking forward to stopping in San Diego for a day or two on their return. Watch for her to be at Broadway Pier about May 20th. Maybe if we are lucky, we'll get to see her under sail in the bay as I saw her on Easter evening. Wouldn't it be great for her to sail with the STAR on May 25th. (ed note)



REGATTA time is coming upon us...June 21,22. Our Comodore Bob O'Brien has been working behind the scenes and getting a lot accomplished.

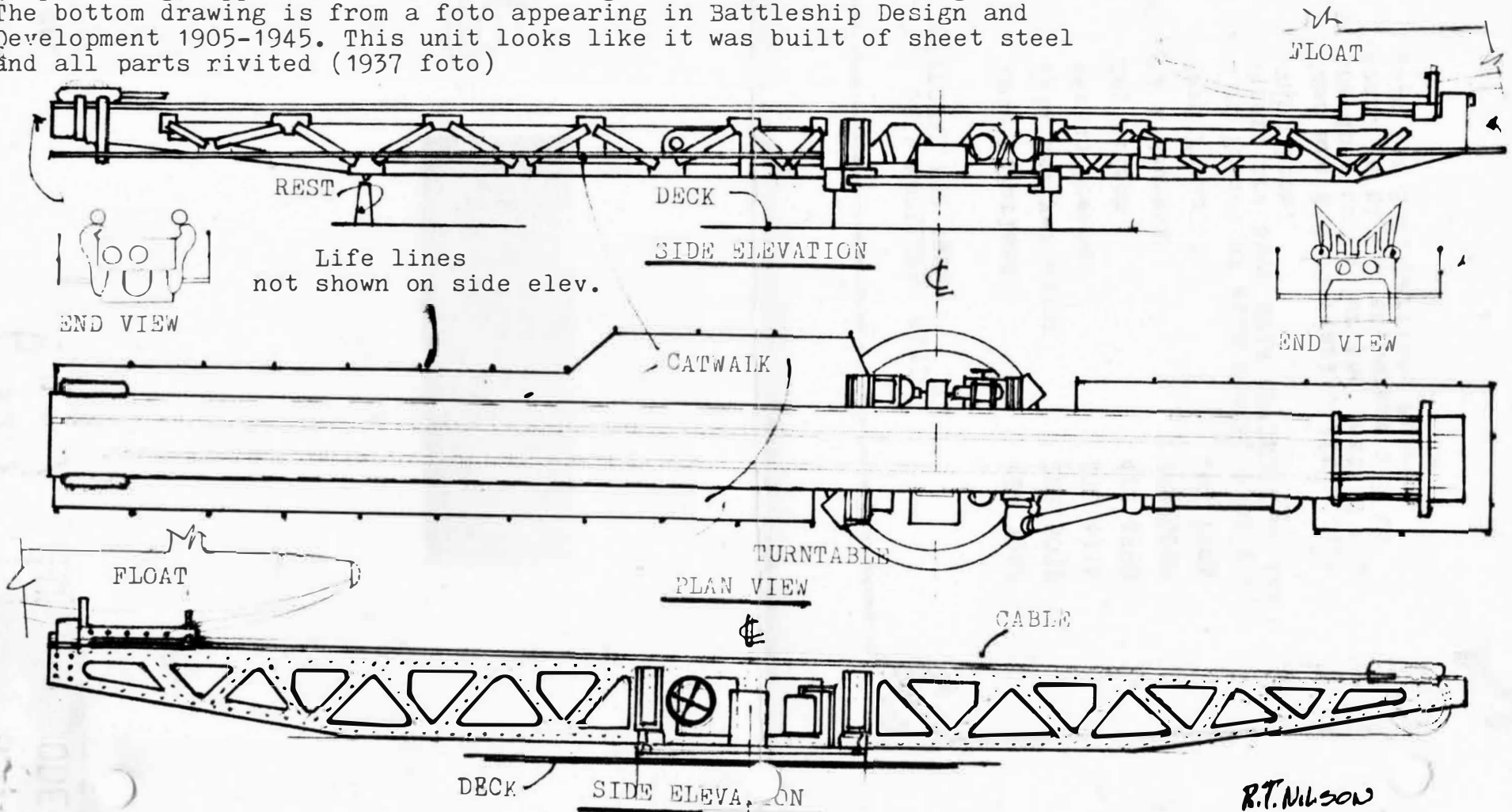
Vacation Village has been alerted and is looking forward to the night run which has been done in the past. They promised to let the night manager know about it this time. More information at the next meeting which is on the 18th.



PLANES OF THE PAST

Catapults were first used on Nov. 1915. The first launch of aircraft from a ship underway was on July 1916. This was from a fixed track that ran from the main mast to the stern. (Armored cruiser North Carolina)

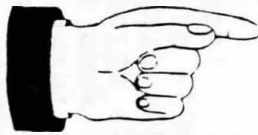
The Navy first used aircraft in a spotter roll during the April to June 1914 Vera Cruz operation. The Curtiss sea plane aboard the USS Mississippi ~~and~~ was lowered into the water for take off. 1920 found the Naval Aircraft Factory in Philadelphia designing the catapults as we know them. The units cost \$21,000 + \$3,000 for installation and were operated by compressed air. Most battle ships and cruisers were fitted with catapults by 1926. I started these drawings with a Wiswesser drawing (W-7) and added details as I found them in the many pictures I examined. The later models (top drawing) appeared to be built of angle steel and welded together. The bottom drawing is from a foto appearing in Battleship Design and Development 1905-1945. This unit looks like it was built of sheet steel and all parts rivited (1937 foto)



5

R.T. NILSON

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	
EDITOR	Roy Nilson	
STEERING COMMITTEE	Al L'Heureux	
	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.	