



San Diego Ship Modelers' Guild

2960 Chicago Street, San Diego, Calif. 92117

Volume 13 Number 2 February 1988

February Meeting: February 19, 1988

7:30 P.M. Social 8:00 Meeting

Orlop Deck of the Star of India

This month's meeting will feature a presentation by Stuart Malkin titled "Morgan's Whaleboat - A Kit Bashing Summary". Stuart will be discussing modification and customization of the Artesania Latina model of Morgan's whaleboat.

Notes from the January Meeting - Tim Petitt

Presentation

John Fluck of Offshore Technology Corporation (OTC) gave a talk about the type of testing his company is involved in. OTC has three large basins for various types of testing. The deep water basin is ideally suited for investigating vessel motion in open sea conditions. Typical tests include offshore drilling rigs, towed vessels, station keeping characteristics and even hull drag characteristics such as those performed on the 12 meter Stars and Stripes. The shallow basin is used to test moored vessels, submersible platforms and bottom founded structures. This basin can simulate multidirectional seas and wind.

The outdoor coastal basin can be configured to simulate any coastline features including breakwaters and near water structures. Irregular wave patterns and wind can be generated to simulate various storm conditions. OTC builds and instruments the models that it tests using various construction techniques. Many models use frame and stringer construction covered with polyurethane foam and fiberglass. The models range from 8 to 23 feet in length and include fully instrumented, data linked vessels which are free running and radio controlled.

What a great job! Job? How many people get to have this much fun and get paid for it too?

New Business

Our Master, Bill Kelley-Fleming will be leaving us soon to continue his work in Boston. Bill will be missed by all as a good friend and Master of our Guild. Our best wishes go with you Bill! The steering committee presented a list of members willing to serve as officers for the next year. The membership carried a motion to elect those presented. The list of new officers is shown on the masthead of the newsletter. Please note that there are still requirements for commodore of the proposed conference (static models) and mates for both the conference and regatta commodores. Anyone interested should contact Mike or Roger.

Announcements

Bob Crawford is looking for anyone who would like to participate in the building of a model of the carrier Wasp. Bob is also still looking for modelers who would be willing to work on their projects in the model shop, particularly on Fridays and weekends. He will be available on Tuesdays to open the shop, but should be contacted first because he is in the middle of preparations for the Berkeley move. Bob also asked for continued donations of reference material for the Guild library.

Models

The following models were presented at the meeting:

- Mike Rivera Thirty inch model of the Media. The model is scratch built of wood and fibreglass and is 90% complete. The model was built using photographs of the prototype and is radio controlled.
- Doug McFarland Progress continues on Dougs 20 gun sloop of war, Hot Spur. The model is near completion after more than three years of work. Doug also brought pictures of his visit aboard the Atlantis II, mother ship to the deep submersible Alvin, which was involved in the recent exploration of the Titanic.
- Mike Pettitt Brought his 12" plastic model of the 38' Wellcraft "Scarab", which he converted to R/C using two servo motors.

Helpful Hint

Mast light wires can be hidden in hollow brass or grooved wooden masts. 26 to 32 AWG wire can be used with micro bulbs for small scale applications. Another effective method uses fine magnet wire (copper wire with varnish insulation) to serve as mast stays and conductor for the lights at the same time.



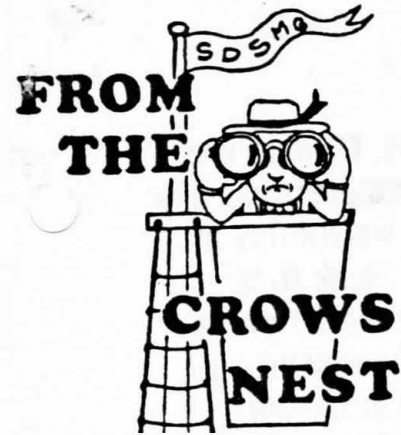
Probate sale: A beautiful Pan-Art kit of the Italian training ship Amerigo Vespucci is being offered for sale for half of the original price. The kit originally retailed for \$799.95 and is being offered for \$400. When completed the model of this three masted sailing ship measures 50" long and stands 29" tall. The hull is double planked with lime wood and walnut and the kit contains over 3000 fittings, many in brass. Even the eleven small boats onboard are individual plank on frame models! If you are interested in this fine kit, which has never been opened, contact Bob Hanley at /redacted/, or see Bob at the next meeting.

SHOW & TELL

by Nilson



"I CAN'T READ YOUR NOTES BILL!"



BY BILL KELLY-FLEMING

Ah mates, I'm back aloft here taking a look around the bay after that wild storm that blew through just after our last meeting. As Port Chaplain I had my hands, or should I say my ears, full for many days following the storm. While there were many small boats washed upon the rocks, it was some of our bigger and historic boats which caught my eye. The Cruise ship POLARIS left in the height of the storm on Sunday and later ran into serious trouble off Ensenada, losing radar, satnav, several bridge windows and the bow lounge windows when a large wave hit them head on. Then they lost steering and had to get help. All the crew and passengers of the AZURE SEAS got seasick in the rough weather on Sunday, including about a dozen crew that had just signed on,

this being their first ship, two days earlier. The cruise ship GALAXIAS, in a yard here broke her pier then adrift rammed two other piers damaging them. She slipped out of port without a pilot last week, and probably without a Coast Guard inspection. Pray we don't hear of her in a disaster story, as in my judgement she was far from seaworthy.

If you pick up a copy of the LOG, you will know that we almost lost our PILOT boat and our chief pilot on Monday afternoon. Capt. Silva had gotten off the USNS HESS as it headed out past Ballast Point, since the seas looked a little wild. They followed the HESS somewhat in case they found it too rough and had to turn back. They watched as the HESS started to get blown out of the channel and then run over buoy 5. The swells were getting steep, and then Capt. Silva looked to starboard, thought he was in a filming of the Posidon Adventure as a 30' wave was boring down on them. He pointed into the wave and it crested as it hit them. They came out the other side, were fully airborne for a second or two then fell 10-15 feet into the trough. The boat swamped as it came down, and about 40 seconds later they were hit by a second wave. They were able to get pumps going and returned safely to the dock, minus the skylight and the raft dangling by a line, and the cabin full of water. I'm glad I am not the modeler of the former PILOT, and that my client is still around to enjoy the model I delivered to him on Christmas Eve!

Of course of concern to all of us is the Museum ships. The STAR OF INDIA survived the storm with a few scratches, although her camel managed to get under the pier and take out a number of wood and concrete pilings. The BERKELEY did not fare so well, although we are very lucky she is still afloat. She came up over the pier, tearing out a good portion of the wharf, demolishing the utility connections, taking off the whole rub rail and the service entrance landing platform. The gangway went into the drink (later recovered) and the side accommodation ladder lost her supports and winch. There was some structural damage and weakening, and so she was removed to a shipyard on Monday morning. The displays are ok, although I saw a lot of paint which got knocked off, and one case which was cracked. I was able to evacuate current Guild records and models under construction by Herman Boehme, Jack Klien, and myself. While I have no official confirmation, I understand that the BERKELEY will be returned to Broadway pier as her temporary berth until the finger pier is completed in June. Needless to say there are still many uncertainties as to the overall future of the museum... The BERKELEY is coming out of the yard in good shape. I just got a holler up to me that there was some minor damage to a few of the models, and a lot of dust bunnies have appeared in Albert's MISSOURI model. At Broadway pier, there will be no sewer hook-up and so there are interesting times ahead.

Finally, on March 26-27 there will be a Schooner Cup regatta with a festival at Broadway pier on the Saturday. Our Guild has been asked to participate with some displays alongside the BERKELEY. More at our meeting and in the next newsletter.

Editorial

It must be spring, nature's time of change. Buds are appearing on the trees, flowers are poking their heads through the soil, the Ship Modelers Guild has ~~strategically~~ elected a new slate of officers! Why there is even a new editor for the newsletter! Can we survive all this change? No doubt! But before going too far with the idea of change, I think it is appropriate to talk a little about the past. I'm certain you will agree that we all owe a great debt of gratitude to Bill Kelley-Fleming for his stalwart service and unstinting support of the Guild. He has truly been a mainstay of our club and we will miss him. Fortunately Bill will remain in San Diego a while longer, until around the first of May, and although his primary concern will be his ministerial responsibilities I think we may still be able to impose on him for another installment or two of "From the Crows Nest". In discussing Bill's stewardship as newsletter editor I would be remiss indeed if I did not also mention the contribution made by Bill's wife, Aurora. Her efforts "behind the scenes" have been indispensable in making our newsletter one of the finest of its kind. This will be a hard act to follow folks, and your editor will need all the help he can get! I hasten to add that I am encouraged by the calls I have received so far offering assistance - offers which I fully intend to accept. Recently I held a meeting and took a vote, and it was unanimous, 1 to 0, that henceforth all active members of the Guild are now Reporters at large for the newsletter! It's your newsletter and it can be as good as you want to make it. Here are a few ideas for the type of items I'm looking for:

□ **Helpful hints.** Tips and ideas on how to make things or perform tasks more easily. Include simple, clear illustrations if appropriate.

□ **Letters to the Editor.** What's on your mind? Let me know. I'm not saying I'll answer your letter necessarily, but perhaps others will and the newsletter can become a vehicle for a dialog.

□ **News Items.** Found a new source for tools or supplies? Know of an upcoming event that would be of interest to Guild members? Learned some interesting information you wish to share? How about a good cartoon, (Roy, are you listening?).

□ **Help Wanted.** Ever notice at the meeting when someone describes a problem there is almost always someone who says "I've got one of those, or I can get that for you", etc., followed by "Will you be at the pond next Saturday? How about next meeting? Maybe we can get together some evening". Why not state the problem in the newsletter before the meeting, then if anyone can help they can be prepared to do so at the meeting!

How about a name for our newsletter? In the ten years that I have been a member of the Guild it has always been called just "the newsletter". Maybe that's as it should be, but I'd like to hear your thoughts. Got any other ideas? I'm open to suggestions. How about if after every meeting we check to see which member has driven the furthest to get there, and throw him overboard??!!

Did you know.....

That one of our members sailed "round the horn" on a working windjammer? This member recently attended a reunion of the crew of the bark Star of Finland, and wrote an article about it for Marine Digest. Permission is being sought to reprint excerpts from this fascinating article in an upcoming edition of the newsletter. Have you guessed the identity of our "Old Salt". He's none other than Gordon Jones. Gordon was kind enough to supply a variety of items dealing with sailing ships for inclusion in future newsletters.

Ed.

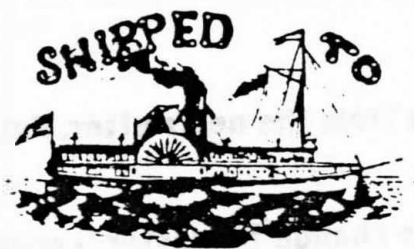
Ten years ago this month.....excerpts from the newsletter, Vol. 11, No. 2, Feb. 1978

Bill Benson, Guild "Captain" (when did the title change to Master?) opened the meeting and called for nominations for new officers. Following the nomination of Doug McFarland for Captain it was moved and seconded that nominations be closed and Doug was voted in unaminously. During his acceptance speech Doug wondered out loud if he had perhaps stumbled into the wrong meeting, since this one seemed to be more concerned with railroading than ship building. Bill Benson replaced Doug on the steering committee. Fred Fraas and Bob Becker were reelected (?) to their posts as Logkeeper/Editor and Purser respectively. The meeting was held aboard the Berkeley, with thirty eight persons in attendance, including eight wives. Ten members brought thirteen models.

Also in this issue Doug McFarland contributed an article reporting on a club whale watching ~~trip~~ drowning, aboard the barkentine California, attended by 49 members and their families in a torrential downpour. No whales were sighted but the ships bar did a brisk business! For those who could not make it or have never been whale watching, Doug offered the following pearl of wisdom; ".....a plume is when a whale comes up and blows its nose." Yuck!

Don Wesley contributed an article on sail making from balloon cloth.

We've received word that Patty McFarland is back home after successful back surgery. Our best wishes to Patty and Doug for a speedy and complete recovery.



**San Diego Ship Modelers Guild
Officers for 1988**

Master
Mate
Purser
Logkeeper
Newsletter Editor
Steering Committee

Mike Alvera /redacted/
Roger Smith
Herman Boehme /redacted/
Tim Pettit /redacted/
Doug Smay /redacted/
Norm Hiatt
Doug McFarland /redacted/
Roy Nilson /redacted/
Fred Fraas /redacted/

Schedule of Activities

Meetings - Third Friday of the month
7:30 PM social, 8:00 PM
meeting
Static Workshops - Every other Tues.
7:00 to 9:00 PM aboard
the ferry Berkeley
R/C Operations - Saturday mornings
Model Yacht Pond
Annual Regatta - Third weekend in
June

Membership

Dues are \$10 annually, \$5 after July

We strongly encourage all to join the
San Diego Maritime Museum as
an expression of appreciation for
the facilities they provide us.

