



# San Diego Ship Modelers' Guild

2960 Chicago Street, San Diego, Calif. 92117

Volume 13 Number 3

March 1988

**March Meeting: Friday, March 18, 1988**  
**7:30 PM Social 8:00 Meeting**  
**Orlop Deck of the *Star of India***

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This month's meeting will feature a presentation by A.J. Neubower on repairs to *U.S.S. Stark*, FFG-31 following the incident in the Persian Gulf in which 37 crew members were killed when the ship was mistakenly attacked by an Iraqi Mirage jet and received hits from two Exocet missiles.

## February Feature Presentation

Stuart Malkin made a very entertaining and informative presentation on kit bashing the whaleboat from the whaler *Charles W. Morgan*. Stuart's talents as a professional speaker were clearly evident in his presentation as he mixed humor with his insights into building a quality model of the Morgans whaleboat.

The starting point for Stuart's project was the Artesania Latina kit, which he readily concedes is not a bad kit at all, particularly with regard to the use of authentic woods. Generally the instructions were clear and easy to follow although some of the fittings could have been better. As Stuart pointed out, all kits contain certain compromises. The idea of "kit bashing" is to overcome these shortcomings in order to produce a more lifelike model. The impetus to do this particular model was supplied by a visit to the *Morgan* at Mystic, Conn. The whaleboat is on display inside one of the museum buildings together with two replicas in 1:1 scale, built by the museum staff. Stuart was amazed to find that the full size replicas were themselves not entirely accurate. Drawings of the original were available in the museum shop, as was the Artesania Latina model, both of which Stuart purchased. With these and a number of photographs of the actual whaleboat he was ready to make a truly authentic scale model.

During construction a number of seemingly inexplicable differences between the kit and the prototype were discovered. For example the rudder in the kit did not even come close to resembling the actual rudder. Considering that the kit supplied rudder was simply routed from a sheet of wood, it would seem that the manufacturer could just as easily have shaped it accurately as not. Similarly the mast hinge supplied with the kit was in the form of a simple door hinge, so a proper hinge had to be manufactured from brass stock. Other items that had to be replaced or added included accurate harpoons and oars. None of the six oars supplied with the kit were of the correct length.

(over)

Upon completion it became clear that the simple stand provided in the kit just didn't do justice to the model. Consequently Stuart build a small section of the *Charles W. Morgan* including accurately scaled davits from which to hang the whaleboat. The finished project was indeed impressive. Truly a model that Stuart can be proud of - and to think this was only his second serious modelling effort.

Our thanks to Stuart for a fine presentation and for sharing his model with us. We look forward to seeing the results of his future efforts. A seven page summary of Stuarts presentation, complete with photos and sketches will be added to the guild library and will be available to guild members for reference.

Ed.

## **Notes from the February Meeting - Tim Petitt**

### **Announcements**

The Maritime Museum's ferryboat *Berkeley* will be out of the yard following repair of storm damage by this writing. She will be temporarily moored at the Broadway pier until the new finger pier is completed in July. The Guild voted to donate \$200 to the museum emergency fund to help offset repair costs. This amount will be matched by the Parker Foundation.

The regatta commodore asked for volunteers to assist in the building of new docks, judging and setting up for the regatta. Please contact Dan LePage (571-3307) if interested.

Doug McFarland has been contacted by the Argonauts regarding a joint picnic after the regatta. Doug will follow up on arrangements and other possibilities for the two organizations to get together. This could be great fun. (See note on page 4 - Ed.)

Suggestions were made to modify this years regatta to include more classes and place more emphasis on model operation. Also it was suggested that a half model be built with basic RC gear installed to illustrate radio controlled operations to the public, and to build a variety of objects to be placed in the pond, such as lighthouses, islands, derelects, etc. to define the course. Anyone with additional thoughts on this should contact Dan or Mike.

Bill Kelly-Fleming suggested that the Guild consider delaying its proposed Ship Model Conference by a year, or possibly two to provide greater time to prepare and to avoid conflicts with similar events.

The call has gone out to those with schooner models to participate in the Schooner Festival on March 26/27. A place will be set aside on the *Berkeley* for display. Also volunteers are being sought to work in the model shop that weekend.

An early farewell was given to our recently retired skipper, Bill K-F. Bill was presented with a book entitled Down to the Sea, about Gloster fishing vessels.

**Hints**

Use Jiffy Tape (AKA Stitch Witch) for making sails instead of sewing. This material, which is usually used to make or repair clothing, can be easily cut and is applied with a clothes iron.

**Show and Tell**

- Norman Hiatt brought his model of the *Merriville*, a 1/96 scale riverboat made from wood, paper and plastic, based on plans from Abe Taubman. The model is approximately 80% complete.
- Stuart Malkin showed off his "kit bashed" *Morgan* Whaleboat. (See preceding article about Stuarts very entertaining and informative presentation).
- Doug Smay brought his 1/96 scale, scratch built model of *NS Savannah*. After nearly three years of work this model is about 70% complete.
- Doug McFarland displayed his beautiful model of the fictional sloop *Hotspur*, which after more than three years of work is nearing completion.

**Newport News (CA-148) to become Museum Ship**

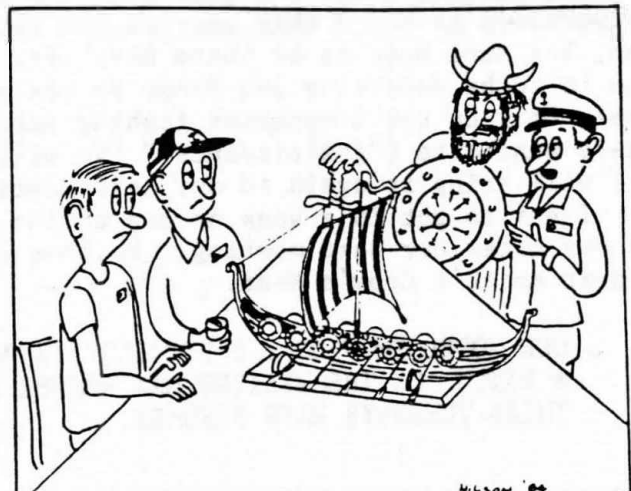
The Historic Naval Ships Association (HINAS) has announced that *U.S.S. Newport News* (CA-148) is scheduled to be taken out of mothballs at the Philadelphia Naval Shipyard to become the latest museum ship, in Duluth, Minn. later this year. No information was given relative to whether or not the middle rifle will be replaced in "B" turret.

*Newport News* was the worlds last active heavy cruiser, seeing extensive service in Viet Nam. She was decommissioned in 1975 and stricken on 31 July, 1978. Two sister ships, *Des Moines* and *Salem* remain on active reserve at the Philadelphia Naval Shipyard. These three ships, commonly referred to as the *Des Moines* class, represent the final heavy cruiser (8 inch gun) design to be constructed by any navy, and they are the last three heavy cruisers in existance as well as the largest non-missile cruisers afloat. They were constructed too late for WWII, but were employed extensively as fleet flagships during their active careers. Ed.

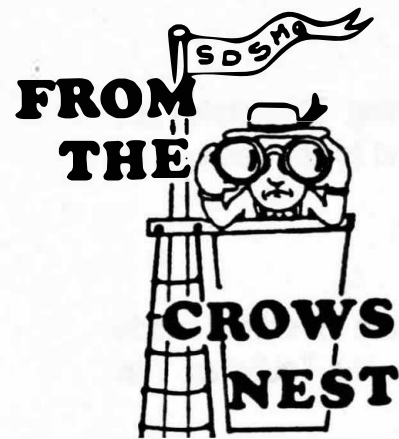
**Wanted** Bob Elder is looking for a servo to go with his old (1960?) Micro Avionics RC system. Bob is planning to use the RC gear in his 60" tug *Stormking*. Anyone knowing of the whereabouts of a Micro Avionics servo can contact Bob at /redacted/.

**SHOW & TELL**

**by Nilson**



"HE'S MY DOCUMENTATION."



BY BILL KELLY-FLEMING

She Blows, Aye but she be northbound already. This year's whale migration has been a little off the usual pace. Not only where whales traveling farther off shore, but the southbound trip seemed to dwindle down early, and by mid-February all that was being seen were northbound whales. One report has regular northbound sightings 20-30 miles off the coast. I have picked up two southbound close in, fairly small ones. Then I had a report from one of the boats of a couple of humpbacks spotted four miles off Mission Beach on Saturday, March 5. I've put in a few trips on the RED WITCH as crew, and the spotting all season has been poor. One trip was a little eerie, on January 16. We headed out, and no whales being immediately seen we started sailing north off Point

Loma, almost the identical course taken seven years to the day ago by another sailing vessel. While to the north remained clear but hazy, to the south a fog bank developed this time, and we came about. Suddenly it moved fast and obliterated Point Loma and the harbor entrance, but then reappeared as the fog moved through. INVADER later got caught in a second bank, but the entrance cleared up for them. The captain and I at the time were all too well aware that this was the seventh anniversary of the wreck of the CALIFORNIA! (For those of you unaware of the story, I have the only known model of the CALIFORNIA, and she was the first ship I sailed upon, and which was a party ship for the Guild. She wrecked in similar conditions off Point Loma when fog came in from the north.)

Another sailing ship has been lost, The REGINA MARIS of Massachusetts sank. I can not remember the details and cannot find them at press time. As a recall neglect played a major role.

Aye mates, I have a lot of masts on the horizon, all schooners they be... The fleet race for the Schooner Cup is on Saturday, March 26 in the bay, with match and championship races on Sunday. I will be blessing the fleet from the MEDEA, and unfortunately had to turn down an offer the crew on the RED WITCH. When I was first mate on RED WITCH on Feb 21 we had a preview as dueling alongside of us were BAGHERRA and DAUNTLESS. It was quite a sight of three classic schooners in a row all keeping up with each other. You won't want to miss this Schooner festival.. We will need a few of you to be a part of our display, and perhaps work on models. We want sailing ship models please... and we especially want models of schooners for the display. I have a request that if possible, have some form of period costume if you can help. Other artisans of nautical craft are desired.

I've had my eyes peeled for any larger sailing craft heading north from Australia, but still no word. Some of my best information is that EAGLE will bypass San Diego this time. The T.S GOLDEN BEAR (cargo type vessel) will be here March 16-19.

The various clubs and guilds in the Northeast will have their annual get together and workshop on May 7 this year in New London, Conn. I doubt I'll be back there by then, but sure hope to be there next year. My plans are still incomplete, but our hope is to be departing San Diego by the end of May. I do want to thank you for the lovely book on the Gloucester fishing schooners. Some of you signed a greeting, and others wanted to ("good riddance," "We will pray for the USS CONSTITUTION Guild..." etc.), so I will bring it again to our next meeting.

I get to put in a week at sea on the BERMUDA STAR as ship's chaplain beginning the day after our next meeting. Maybe a report on that experience will make up a part of next month's Crow's Nest.

OUR MODEL SHOP ON THE BERKELEY IS BACK IN OPERATION. THOSE SCHEDULED TO TAKE A WATCH ON THE WEEKEND MAY RESUME THEIR ACTIVITIES! WORKSHOPS ON FIRST AND THIRD TUESDAYS HAVE RESUMED...

Overheard at the February meeting - "The new editor must be a real old guy, just look at the size of the print he's using." "Yeh, but I'm sure glad. This is the first issue I've been able to read without a magnifying glass!" (OK guys, unless there is further comment, the larger print is here to stay. Ed.)

**Joint Event with Argonauts** On Tuesday, Mar. 1, Mike Rivera and your editor were guests of the Argonauts at their monthly meeting. At that time the possibility of a joint event with the sailors and power boat drivers from the Argonauts on the Sunday following our regatta was discussed. Members of the Argonauts seemed enthusiastic about such an event as a means of developing a greater appreciation and understanding of each others hobby as well as a way of improving relationships between our two clubs. Some alternative dates were discussed for this joint meeting, but because of a very crowded calendar, the Sunday following the regatta would be the best date. Mike will open this topic for discussion at the March meeting. The basic idea would be to hold the event in the morning with a barbeque or pot luck lunch. Each type of model would be represented and demonstrated, and any out of town visitors to our regatta would be invited to participate. Mike also invited the Argonauts to attend one of our meetings to tell us about their club, their models (possibly bringing some examples for us to see) and the various types of events they hold and participate in. This could perhaps be a reciprocal event with some of our members making a similar appearance at an Argonauts meeting. More about this in future issues of the newsletter.

The Argonauts are seeking permission from the Park and Recreation Department to build a permanent concrete "drivers platform" on the shore of the pond. This platform would perhaps be 10 to 15 feet wide and two or three steps high. It would be well back from the edge of the pond and intended to provide boat drivers with an unobstructed view of the pond during their power boat races. Might be a nice thing for us too!

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**Ten years ago this month** Al L'Heureux gave a presentation on our proposed First Annual Regatta, describing the entry rules, various classes, objectives and judging. Al had volunteered to act as our first regatta commodore.

## ***Help !***

Our longtime, hardworking purser is leaving us for northern climes. Herman Boehme is moving to Travers City, Michigan in a few months and we need a new purser. (Has anyone checked lately to see if Herman has all his oars in the water? Trade San Diego for Travers City ?) It seems of late that the only way to avoid being reappointed to a position in the Guild is to leave town! We're going to miss Herman, and we're going to be out of business unless someone steps forward to take over the pursers responsibility. Any erstwhile bookkeepers or CPA's out there?





February 22, 1988

Mr. Mike Rivera  
San Diego Ship Modelers Guild  
Post Office Box 6725  
San Diego, California 92106

Dear Mr. Rivera:

All of us at the Maritime Museum want to thank you for your generosity in contributing to the Emergency Fund. We have a high goal to meet to rescue the ships, but with support like yours, we will meet that goal.

The STAR has been moved a short ways north to enable the dock to be repaired. The BERKELEY's repairs are moving along rapidly, and she'll soon be moving to her new temporary home on the south side of the Broadway Pier, hopefully by next Tuesday, February 23rd.

We deeply appreciate your help in this time of special need, and hope to see you onboard soon.

Sincerely,

ARTHUR DeFEVER  
President  
Board of Trustees

## "Good grief Lois, Kryptonite III"

The U.S. Naval Institute Proceedings reported in the February Issue that Unisys has recently completed a 100-foot test-model of the U.S. Navy's latest nuclear powered attack submarine, the *Seawolf*, SSN-21, at the Southwest Research Institute in San Antonio, Texas. The battery-propelled, computer-controlled, free-swimming, large-scale vehicle (LSV), will be used to simulate high-speed maneuvers and measure the expected flow field over the submarine to an accuracy unattainable with tethered models. The LSV is reportedly the largest autonomous (self-controlled, or robotic) submersible in the world, and is probably the first such test vehicle to be used by the U.S. Navy. As such it is reminiscent of the *Albacore*, authorized in 1950 as a control test vehicle for future high-speed submarines. At that time it appeared that the Navy could build a very fast submarine, but it was much less certain that such a craft could be controlled at high speed. Tests at the David Taylor Model Basin in Washington, D.C. showed that a short, relatively wide hull form was most efficient, and this hull form was given to the *Albacore* to make a battery powered submarine with the speed expected of future nuclear boats.

The SSN-21 represents a return to the *Albacore's* length to beam ratio. Published drawings suggest that it will have unconventional control surfaces that will require special tests. Moreover, given the continued emphasis on silencing, it is important to measure not only the efficacy of control but also the noise created by control-surface movement at high speed. Similarly the flow of water around the hull will presumably influence the placement of sonars.

Now thats a modell

Ed.

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### **Flash I**

Belay my last (preceeding page). We have a new Purser. Bob Hanley has volunteered to take over from Herman!

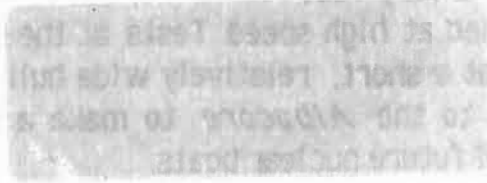
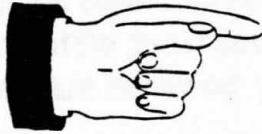
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### **Next month in the Newsletter:**

**"A Reunion of Cape Horners"**  
by Gordon Jones





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

**Master**  
**Mate**  
**Purser**  
**Logkeeper**  
**Newsletter Editor**  
**Steering Committee**

**Mike Rivera** /redacted/  
**Roger Smith**  
**Herman Boehme** /redacted/  
**Tim Pettit** /redacted/  
**Doug Smay** /redacted/  
**Norm Hiatt**  
**Doug McFarland** /redacted/  
**Roy Nilson**  
**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.**