



# San Diego Ship Modelers' Guild

2960 Chicago Street, San Diego, Calif. 92117

Volume 12 Number 4

April 1988

**April Meeting: Friday April 15, 1988**

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

**Orlop Deck of the *Star of India***

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This months meeting will feature a slide presentation by Gordon Jones on the sailing delivery of the schooner *C.A. Thayer* from Puget Sound to San Francisco in Sept. of 1957. Gordon served as the ships carpenter during this passage.

Also on this months agenda will be a brief presentation by Albert L'Heureux on photo etching brass fittings.

## Notes from the March Meeting - Tim Petit

### New Business

Roy Nitson volunteered (there's one born every minute folks!) to be Radio Officer for the next indefinite period.

There will be a swap meet next Saturday, i.e. the first Saturday following the March meeting. (See note later in the newsletter.)

Regatta Commodore Dan LePage told us about changes planned for this years regatta, to be held on Saturday, June 18. The announcers stand and operation area will be at the west, wind protected end of the pond. This will provide smooth water for the the miniature craft as well as better crowd control, and allow improved visitor viewing along the north and south sides of the pond. An anchorage area as well as a new dock, islands and other effects will also be provided. In addition new courses will be designed. Sail skippers are asked to share their ideas with Dan to optimize the sailing course. Competitive classes will remain the same as last year. A night run is also planned. Dan is asking for volunteers to help with the judging and set up.

There will be a joint power/sail/scale demonstration event on Sunday, June 19, the day after our regatta. Everyone, including any out of town regatta participants who decide to stay over are invited. There will be a picnic following the demonstration, for which the Argonauts have graciously agreed to provide the main course (hot dogs, hamburgers ?) with the trimmings being provided "pot luck" by the other participants. This will be a great opportunity to learn more about each others hobby as well as to provide the public with a good overview of what each club does. It may also prove to be a good platform from which to highlight our common goals for the benefit of city park officials and provide public awareness through TV coverage. It also should be a lot of fun!

A suggestion was made that the Guild join forces with the Argonauts to publish an 8 X 10 handout for distribution at the pond, describing the two clubs and our various activities and stressing proper frequency control, display of frequency flags, etc.

## Guest Presentation

Bob Cornell and Dick Davis from the Argonauts shared their hobby of power boating and sailing with us. The Argonauts are made up of these two very distinct groups, both having ties to national organizations; the power boaters to the North American Model Boat Association (NAMBA), and the sail group to the American Model Yacht Association, (AMYA). The power boats are not considered models - they are miniature boats. There are no full size boats that are just like the miniatures. They are unique. They are divided into several classes each having sub-classes. The main classes are Monohulls or Deep V's, Hydroplanes and Outboards, all of which run on glow plug engines burning nitro/alcohol fuel. The classes are further divided according to engine size. Engines range in size from .2 to .9 cubic inches displacement. These are two cycle engines which develop as much as 10 hp per cu. in. at up to 28,000 RPM full load. The boats can attain speeds approaching 50 miles per hour, but 35 mph is more common for closed course racing. Some club members build their own engines, but most purchase the engine and the hull. The tuned exhausts on these engines are extremely important, adding as much as 30% to the engines power. The exhaust pipe must be tuned for each boat and usually before each race! Having a properly tuned exhaust is called "being on the pipe". Other critical areas of tuning the boat include the depth of the propeller in the water and the angle at which the propeller enters the water as well as the angle of the trim tabs. A great deal of trimming, tuning and adjusting goes into making a boat ready to race. Water tight receiver boxes are a must since these boats tend to be rather wet. The hobby definitely appeals to competitive types. Races are very much the same as with full size boats, with flying starts just like the unlimited hydros. Heat races are six laps each. There are also endurance type races. Speed is not the sole criteria for winning closed circuit races. It takes a good driver who knows exactly how close he can cut the bouys. Striking a bouy means being penalized a lap. Racers travel all across the country to compete. A very basic boat with engine costs approximately \$400, and insurance, which comes with NAMBA membership costs \$35 per year.

Dick Davis talked about the sail boat group, who are perhaps not quite as competitive as the power boaters, but who are racers just the same. Like the power boats, the sail boats are not scale models, they are miniature boats, each having its own class designation. There are no full size versions of these boats. (Hey guys, if these are not models why are the organizations called the North American Model Boat Association and the American Model Yacht Association???) The four classes recognized by AMYA are the One Meter Sloop carrying 600 sq. in. of sail and weighing 6 lbs., the Marblehead at 50" in length, 9 lbs. and 800 sq. in. of sail; multihull boats, also with 800 sq. in. of sail area and the Santa Barbara sloop, the largest class with 1200 sq. in. of sail. Weight and sails are the critical factors in these boats. The sails are the engines, and are in fact air foils. Sail shape is so critical that the air foil shape is constantly checked with wooden form blocks, several different blocks being used depending on wind conditions. Sails are made of materials such as mylar, dacron and kevlar because of their strength, light weight and resistance to stretching. Racing rules are very similar to full size yacht racing. Courses are set up to include down wind, broad reach and close-hauled operation. Masts can be made of wood or sometimes more exotic materials such as carbon fibre. A carbon fibre mast can cost as much as \$60. Hulls are sometimes scratch built, but more often are purchased as kits or ready formed. Some of the lightest and best hulls however are scratch built. A basic boat with two channel radio costs approximately \$400.

### Hint of the Month

An HO gauge model train smoker can be used to simulate smoke from steam or diesel powered ships and boats. (Mike Rivera)

### Show and Tell

Bill Kelley-Fleming

Lift construction (bread and butter) model of the *SS Azure Seas* being built for the staff captain of the ship from fir left over when the ship was re-decked. Bill is in the process of shaping the hull, working mostly from photographs and the ships safety plans. Scale is 1/200

Doug McFarland

The *Halspur* is cruising along with the fore tack sheets now complete. Doug is also back in production on his solid state speed control.

Gary Conratty

Showed off a very nice kit bashed version of Midwests trawler, conceived from his memory of sailing on a similar vessel. This very nice model is 7/16" to the foot, radio controlled and lighted for night operation, with a high degree of deck and cabin detail.

Royce Privitt

Brought his cross section model of the *USS Constitution* now complete after a year of work. A typically excellent Royce Privitt model.

Bob

Displayed his half hull model by Jay McMaster of the chinese vessel *Chung Fung* at 1/2" to the foot. The model is from teak taken from the original boat.

Wanted Bob Hanley is looking for a small vertical mill. Anyone having such an item they would like to sell, or knowing of where one might be obtained is asked to contact Bob at /redacted/

### SHOW & TELL

by Nilson



"IS THAT SCRATCH OR KIT, BOB?"



BY BILL KELLY-FLEMING

Aye, 'twas a fine day when the schooners came to town a few weeks ago. Yer chaplain blessed the fleet over channel 70 to wkich came back a hearty "Amen," and the 20 or so classic vessels headed for the starting line in a hot Santa Ana wind. Yer former purser joined me aloft just off the first mark to watch the final match races on Sunday. Our wives were wanting to hide as we were identifying each vessel as it approached! In the championship race KELPIE had several lengths over defender DAUNTLESS as they rounded the first mark. By the time they were heading back on the other side of the bay, KELPIE had about a mile lead. Making a final appearance in San Diego and taking a surprizing second in her class (the largest group) was the vessel I have been crewing on, RED WITCH. She has now headed for Hawaii and a new owner. There are plans to secure a replacement for her, perhaps a larger square topsail schooner.

On that Sunday I had to perform a wedding off the Kona Kai just as the schooner fleet was getting under way, and was able to extend personal greetings to several of the vessels.

It took a while, but on April first I finally spotted the man-o-sail I had been looking for, heading down the channel. The Bark EAGLE showed up around 4 pm and motored around the harbor while several dignitaries were taken off by a small cutter that was serving as a tender. Finally around 7 pm under a rising full moon she went back past Shelter Island to begin her voyage back home to New London, Connecticut (my home town). Here squares were in the bunts, and the stays all furled, but still an impressive sight.

Just prior to the schooner weekend, I spent a week on the S.S. BERMUDA STAR (ex. VEENDAM, ARGENTINA) as the resident chaplain. Much of my time was spent with the crew learning more about the life of a seafarer today: long duty hours, short port time, hassels by federal officials, etc. I had some interesting discussions with the Captain and the Safety Officer, both of whom had spent time before the mast on sailing ships.

Admiral Cruise Line with the AZURE SEAS and STARDANCER is now a division with Royal Carribean Cruise Line, making the joint venture the largest cruise line. (RCCL has the largest of them all with the new SOVERIEGN OF THE SEAS). As for the recent news splash about difficulties on board the AZURE SEAS, much of the issue was overplayed and false information was presented. On the other hand, as was pointed out at our last meeting, my prediction in this column of a few months ago about the GALAXIAS proved true and she was in the news as a front page disaster story.. There is still is no word on the whereabouts of the ship or her crew.

Congratulations to Fred Fraas and Tom Wells who each earned a 50+ volunteer hours pin from the Maritime Museum on March 30 for their work in the library and as a docent respectively. Apparently the model shop time didn't count as no awards were issued for time given there. Hour totals were for a two year period.

Ahoy on deck, I'm gettting several signals from other locations about shows:

- Coast Guard Museum/NW in Seattle, April 24      exhibition & competition
- Atlanta, GA, International Modeler Show (RC) April 30-May1      Show & cmpetition
- New England Joint Shipmodel Meeting, New London, CT, May 7,      Conference
- Columbia River Maritime Museum, Astoria, OR, May 21, Competition
- Oregon Model Yacht Club, August 14      Picnic and regatta.

Be sure to stop on the tween decks of the STAR to see Bill Brown's model of the EUTERPE (STAR OF INDIA) which was recently put on dislay.

It will be a busy two months at the cruise terminal with at least the following cruise ships calling:      AZURE SEAS (tues)      SOUTHWARD (Wed after May 2)  
NORTH STAR (5/15)      BERMUDA STAR (Sat till 4/23)      ISLAND PRINCESS (4/23 & 5/7)  
EXPLORER STARSHIP (5/17)      SOCIETY EXPLORER (5/15)

The BERMUDA STAR has confirmed another winter season for next year. MONTERY and SAGAFJORD are reportedly scheduled to come through, dates not announced.

## A Reunion of Cape Horners

by Gordon Jones

Excerpted from Marine Digest

In 1939 war had erupted in Europe, and any vessel capable of floating was soon pressed into service. By September 1941 ships were becoming scarce, and even aging windjammers were carrying war cargo. One of these was the Alaska Packers bark *Star of Finland*, which had originally been built in 1899 for the King of Hawaii, and named the *Kaiulani*. Purchased by a syndicate in 1941, the 225 foot vessel was given her original name, loaded with 1.5 million board feet of Douglas fir in Aberdeen Washington and sent on her way to Durban, South Africa. Her crew included a few weathered, whiskey-sodden sailors culled from the waterfront bars in San Francisco, and a larger group of youngsters, wide eyed with anticipation at the chance to sail on one of the last cargo barks. The youngsters had grown up on a diet of America's famous nautical writers: Herman Melville, Jack London and Joseph Conrad. Captain Hjalmer Wigsten called them "college kids with glasses."

Forty six years after the voyage around Cape Horn the eight surviving "youngsters" got together recently.....the first time in 21 years. There had been a total of 20 persons on the *Kaiulani* but only eight remained for this gam. They came from Portland, San Francisco, Vallejo, and the north fork of the Trinity River, 10 miles in from Hobo Gulch. Tom Soules, a member of the University of Washington crew, even came from Guayas, Ecuador. Together, the recollections equalled any sea story ever told. One of the best of the tales was of the struggle to save the life of Captain Wigsten, after an accident that badly injured his arm.

Although a veteran sailing ship man, the captain constantly worried about his ship and its green crew. His chief worry was the danger of getting set aback, with the wind ahead of the square sails, an accident which could quickly dismast a square-rigger. Asleep in his bunk one night, he felt a slackening in the close-hauled ship as she came up into the wind. Dashing up on deck he raced for the spanker halyard and untied it, to lessen the pressure on the ships stern so the helmsman could turn her head off the wind. As the heavy gaff-rigged spanker came crashing down, the halyard wrapped around Wigsten's arm, burning it severely. *Kaiulani* carried no radio, no refrigeration nor engine, neither did she enjoy the luxury of a doctor. Blood poisoning crept higher in Wigstens arm daily, and only boiling hot compresses gradually improved the condition. *Kaiulani* headed for a "second opinion" and medical supplies at Pitcairn Island in the South Pacific, where the visiting nurse declared the poisoning on the wane. From the islanders the crew picked up kerosene, fresh fruits and vegetables and chickens - "road runners" according to the crew.

After 17 days in the doldrums and a trip around Cape Horn, *Kaiulani* reached Durben with her lumber cargo 126 days out of Aberdeen. The vessel spent several months in South Africa, finally departing for Australia with a cargo of gunpowder. While in Durben the captain, at the suggestion of the crew, had purchased a cheap battery-operated AM radio receiver for entertainment. On this he heard a faint report of ship sinkings in Sydney harbor by Japanese midget submarines. Deciding he might be taking the gunpowder to the enemy if Australia was being invaded, Wigsten decided to head for Hobart, Tasmania. On that 42 day passage the afterguard consumed seven cases of whiskey. Captain Wigsten was not always careful to lock his licquor cabinet.

Eventually *Kaiulani* was towed to Sydney, where she was rigged down to a coal barge and used to coal Dutch vessels. The "kids with glasses" were thrown into an 1830's vintage jail because they had "mutinied;" they demanded 50 cents more per day for wages! But thats another story.

### Important Notice

Norm Hiatt has asked for volunteers to donate blood for his wives upcoming organ transplant operation. Please contact Norm at /redacted/ for details if you can help.

### Pond Closure Dates

For anyone who was not at the pond on Saturday, April 2, when Doug McFarland handed out schedules, the following dates are those when the pond will be closed for special events.

April 23	June 18-19*	Aug 6	Sept. 3	Oct. 22
May 28	July 23	Aug 13	Sept. 17	Dec 3

\* San Diego Ship Modelers Guild Annual Regatta

### Swap Meet

The Saturday following the April meeting (i.e. April 16) will be our first annual swap meet at the pond. Anyone having modeling items they wish to sell or trade bring them to the pond on the 16th.

### Justice for Merchant Seaman

More than four decades after the end of the conflict, the Department of Defense has agreed to extend veterans status to those who served in the U.S. flag merchant marine during World War II. The decision means that "the service of the group known as the 'American Merchant Marine in Ongoing Service during the Period of Active Conflict, December 7, 1941, to August 15, 1945', be considered active duty for the purposes of all laws administered by the Veterans Administration." Many are unaware of the fact that in WW II the U.S. flag merchant marine suffered a casualty rate second only to that of the U.S. Marines. It is estimated the 250,000 merchant seamen sailed under the U.S. flag during the war, but there is no estimate as to how many remain to benefit from their new status.

### Sheathing the Swordfish

After 29 years of service and 500,000 miles underway, the nuclear attack submarine *U.S.S. Swordfish* (SSN-579), last of the *Skate* class SSN's in the active fleet, has been decommissioned.

### Abraham Lincoln launched

The U.S. Navy's fifth *Nimitz*-class nuclear-powered aircraft carrier, *Abraham Lincoln* (CVN-72), was launched and christened on 13 February, 1988 at Newport News (Va.) Shipbuilding yard.

### Indian Navy goes Nuclear

The first nuclear-powered submarine to sail under the flag of a non-builder nation has left the Soviet naval installation at Vladivostok, bound for the Indian submarine base at Vishakhapatnam. (Try saying that three times real fast!) The submarine, a Charlie I class guided cruise missile submarine (SSGN) will be named *Chakra*. India thus becomes the sixth nation to operate nuclear submarines, after the United States, Soviet Union, Great Britain, France and China.

### From beyond the veil.....

Houdini couldn't do it, but Herman Boehme has succeeded where Houdini failed. Herman has contacted us from the nether regions! For anyone who wishes to communicate with our departed ex-purser, Hermans new address is:

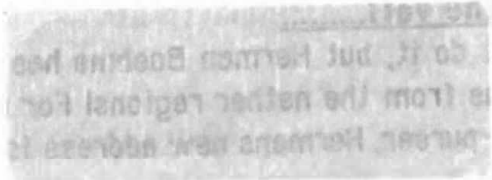
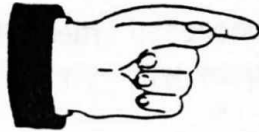
Herman H. Boehme  
/redacted/

### Missing Volumes

Bob Crawford reports the following volumes to be missing from the Clubs Library. Anyone having information on the whereabouts of any of these volumes is asked to contact Bob at the Maritime Museum.

<u>Title</u>	<u>Vol.</u>	<u>Issue</u>	<u>Title</u>	<u>Vol.</u>	<u>Issue</u>
<u>Model Ship Builder</u>		1 thru 8	<u>SDSMG Newsletter</u>	I	1,2,3,4
		11 & 12		II	1, 2
		16		III	9 & 11
		35 thru 44		IV	1
		47		V	12
		49 & up		VI	3,5,7,8
<u>Scale Ship Modeler</u>	1	1,2,4	VII	3 thru 11	
	2	1,2,4	VIII	3,6,7,10	
	3	1,2,3	IX	7,11	
	4	1,4	X	2,4,5,6,11	
	5	0	XI	5-present	
	6	0	<u>Model Ships and Boats</u>	I	1,3
	7	0		II	2
	8	6		III	0
	9	0		IV	2
	10	4,5			

San Diego Ship Modelers Guild  
Doug Smay, Editor  
/redacted/



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

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

**Mike Rivera /redacted/  
Roger Smith  
Bob Hanley /redacted/  
Tim Pettit /redacted/  
Doug Smay /redacted/  
Norm Hiatt /redacted/  
Doug McFarland  
Roy Nilson  
Fred Froese /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.**