



San Diego Ship Modelers' Guild

2960 Chicago Street, San Diego, Calif. 92117

Volume 12 Number 5

May 1988

May Meeting: Friday May 20, 1988
7:30 P.M. Social 8:00 P.M. Meeting
Orlop Deck of the *Star of India*

Notes from the April Meeting

April Presentations

Albert L'Heureux gave a presentation on brass photo etching in connection with fittings being made for Bob Crawford's contract model of *U.S.S. Wasp*. Among the parts that were shown were a number of platforms and antennas for the very complex mast together with wheels and propellers for aircraft, parts for deck vehicles and even a potato bin! Albert explained some of the different ways in which photoetching is done - for example single sided etching versus etching from both sides. For the maximum in detail this seems to be the wave of the future. It is quite expensive to have photoetched fittings custom made, but these are becoming increasingly more readily available by mail order or even over the counter in 1/96 scale. However, as Al pointed out, for those who can not find what they want and decide to have custom fittings made there are articles about how to do it in some of the model magazines in the Guild library - or talk to Al!

Gordon Jones presented an excellent slide show and talk about his adventure in making the lumber schooner *C.A. Thayer* ready for sea and sailing her down the coast from Puget Sound to San Francisco. The *C.A. Thayer* was built in 1895 and is 156' between perpendiculars, and displaces 467 tons. She has a cargo carrying capacity of 500,000 board feet of lumber, half of which is carried on deck. During her long career she also worked as a cod fishing schooner at various times. Her last fishing trip before the war was in 1931. During the war the U.S. Army used her as a lumber barge, but after the war she returned to fishing and was used in that capacity as late as 1950. In 1954 she was sold to a small circus empresario who towed her to Puget Sound and promoted her as a pirate vessel. She was purchased by the State of California and dry docked for repairs in 1957. After partial restoration, on Dec. 15th of that year she set sail in light winds for what would eventually be an 18 day trip to San Francisco. A good passage time for this run was normally 3 to 4 days, but this was not to be a normal run! After experiencing calm seas and virtually no wind for a number of days the weather changed suddenly and dramatically for the worse. The storm that hit was said to be the worst in 18 years. It struck at midnight and by 5:00 AM the crew did not know where they were, but were sure of one thing. They were going aground! Excellent seamanship by a veteran crew saved the ship however, and she was met by Coast Guard tugs when still 190 miles out and was towed in to San Francisco, where she still lies today, restored as a lumber schooner. If you haven't seen her be sure to do so if you are ever in San Francisco. Many thanks to Gordon for a most interesting talk!

New business Bob Hanley reported that although we still have a positive bank balance, it is shrinking rapidly due to increased costs, particularly involving the news letter. (New postal rates went into effect with the April issue.) It was suggested that it may be time to increase the dues, but this idea was set aside at least for the time being because our biggest fund raising event, the annual regatta is yet to be held, and this may bring enough revenue to tide us over. In the interim a motion was made to eliminate the half price option for dues paid after July 1. The motion was seconded and approved on a hand vote. Dues will now be \$10.00 per year regardless of which part of the year a member joins except that if a new member joins after Nov. 1, no dues will be due for that year.

Bob Crawford reported on National Volunteer Week and on service pins being awarded to Guild members for service to the Maritime Museum. The close relationship between the Guild and the museum has been good for the Guild and for the museum and other members are strongly encouraged to participate. (See Bill Kelley-Flemings "From the Crows Nest" column for details on awards to Guild members.) Bob also suggested that if any members have tools that are not being used they might consider bringing them down to the model shop aboard the Berkely where they could be used by other members. We might even be able to start a sort of "tool library".

Dan LePage reported on progress for the upcoming regatta, and reiterated his request for help the morning of the regatta to set up. Dan Has lined up a number of gifts to be given away in addition to the normal trophies.

Doug McFarland reported missing a blue pen from the March meeting. Anyone finding that they ended up with a pen they had not brought to the meeting is asked to contact Doug.

Four fine model ship kits were donated to the Guild by Chris Mathews to be sold with proceeds going to the treasury. Included was an Armed Launch (sailing vessel), a Pilot Boat (*Phantom*) by Model Shipways, a Bluejacket Harbor Tug and a US Navy launch by Glen Staubitz. These gifts were very much appreciated.

Tip of the month By placing scotch tape across the back of brass port holes and filling them with casting resin very realistic glazing can be simulated. Mike Rivera

With this installment of "From the Crows Nest", Bills long service to the Guild comes to an end. Our loss is the U.S.S. Constitution Model Shipwrights gain. If there is anyone out there who would like to start a new regular column for our newsletter please let me know. I will continue to fill in empty spaces with information of a nautical nature gleaned from a variety of maritime periodicals that I subscribe to, but my interests cover a rather narrow range, so it would be a welcome addition to have another Guild member contribute material on a regular basis. How about it, its your newsletter, and its fun!



BY BILL KELLY-FLEMING

I think I've been aloft here too long and I should come down, for my eyes must be playing tricks on me. Could it be those are pilings going into the water where we are told the museum pier is to be placed? Couldn't be, after all it is only three or four months behind the latest announced schedule for the pier. That is just too soon for our port district. But then again, the crane is just off the bow of the STAR OF INDIA and it is pier pilings which are going in place.... I may lose faith in our Port yet!

Meanwhile, I've "listened in" on some signals and the proposal around the Port is to eventually place our museum ships on Broadway Pier after it is refurbished. More details are in the issue of MAINS'L HAUL just released.

No, Albert's "Love Boat" didn't grow to full size and appear recently at the Cruise Terminal, it was one of the two prototypes, the ISLAND PRINCESS as she called here on April 23 and May 7. I showed some of the crew pictures of the model and they were impressed.

The new PRIDE OF BALTIMORE II was scheduled for launching on April 30. A model kit of this new vessel is available from Pride of Baltimore, Inc.

Also just received a signal from the North from the Columbia River Maritime Museum in Astoria, Oregon of their annual ship model competition and show on May 21. A phone # for more info is (503) 325-2323.

A few weeks ago I was meeting the AZURE SEAS and looking down the channel appeared to be a small steamer. I said to myself, "If I didn't know any better I would say that is the COLONIAL EXPLORER." Well sure enough that is who it was, as she was repositioning from the Northeast to do cruises this summer on the Columbia River.

The ATLANTIS II is due in again about May 22 for a few days.

Whether my eyes are playing tricks or not, it is time for me to climb down from this lofty perch from which I have been sending these monthly tomes. In but in a few weeks time I will be navigating one of the U-Haul fleet on a coast to coast voyage. It has been a pleasure serving the Guild, and I have had fun writing this column every month, even if I often wrote it in the middle of the night with the newsletter deadline already astern. Luckily as both logkeeper for the Guild and as Port Chaplain I have been able to keep up with scoops about ship modeling around the country and about happenings in our port in which most of us are interested.

There are several projects I had hoped to complete for the Guild. Perhaps I will still accomplish some of the archives and historical review, but the rest will have to wait until someone else takes an interest. We do have a wealth of resources in the Model Shop, once they are indexed so they can be accessed. If you guys want to host a conference, someone will have to pick up the ball on that one as well. For now that idea is sitting on a back burner.

MODELERS HONORED FOR VOLUNTEER TIME TO MUSEUM

Bob Crawford has recently announced awards for volunteer time given to the Maritime Museum by ship modelers working in the model shop or on Museum model projects.

250 Hour Pin		50 Hour Pin	
Bill Kelly-Fleming	767 hours	Al L'heureux	62 hours
		Roy Nilson	58 hours
100 Hour Pin		Jack Klien	56 hours
Chuck Hill	227 hours	Herman Boehme	50 1/2 hours
C. A. Stern	102 hours		
George Oliver	122 hours		
Dick Johnson	116 hours		

THANKS TO ALL!

Welcome aboard new members Bob Hanley has received dues from the following new members of the Guild. (Sincere apologies to anyone we may have missed. We have not been as diligent in this area as we can be, but Bob and I are both getting used to new jobs, so we'll improve!)

H.G. Hannekamp
Gary A. Emery

Eric Ledin
Robert Taggart

Alan Rodel
Jay Brunberg

Tom Fordham

Name Tags Bob also has name tags for the following members. Please see Bob at the next meeting to claim your tag.

Ralph Arruda
Jay Brunberg

Ken Foster
Chris Gilmartin

Tom Gilmartin
Al Rodel

Earl Schweizer
Bob Taggart

Largest Liner

M/S *Sovereign of the Seas*, largest cruise ship ever built and flagship of Royal Caribbean Cruise Line has just entered service. Built in France at a cost of \$187 million, the 74,000 gross register ton ship has a passenger carrying capacity of 2,282 in 1,141 cabins located on 14 passenger decks. Four miles of corridors are served by 18 elevators. There are six lounges, 16 shops, two 150 seat theaters, a casino, library, health club, two dining rooms and two youth centers. More than \$1.7 million in original art was commissioned.

Son of Largest Liner or Bigger is Better

Not to be outdone by a mere 74,000 tonner, Indian-born shipping tycoon Rudi Tikko, who made his fortune in the 70's with a vast tanker fleet, has announced a \$500 million contract with Harland and Wolf shipyard to build one of the world largest ships. As yet unnamed, the ship is being referred to as the *Ultimate Dream*. At 1,132 feet in length and 160,000 gross register tons the behemoth will be far and away the worlds largest luxury cruise liner. The liner is planned for the American tourist market and will feature 12 swimming pools, a 1500 seat theater, eight resturants, the worlds largest floating casino, tennis courts and cabins for more than 3000 passengers arranged on eight decks. The monster liner is expected to be completed in 1992 and begin cruises to the Bahamas and Caribbean. In awarding the contract to Harland and Wolf, Tikko selected the same yard that constructed the *Titanic*, which at 882 feet in length and 46,328 tons, was the largest and most luxurious vessel afloat when it sank on April 14, 1912 off Newfoundland after hitting an iceberg.

Tonnage Figures

Before you go running for your copy of Janes to compare the size of either of the above two liners with your favorite aircraft carrier, be advised that the tonnage of the two types of ship are not directly comparable. The following brief discription on tonnage measurement is taken from Ships, part of the Time/Life Science Library series.

"The basis of modern tonnage measurement for volume began in the 13th century, when merchant ships carried large cargoes of wine in giant casks called tuns. The number of tuns a ship could carry was a rough guage of her capacity. By the 15th century England had established standards for the wine-filled tun: capacity, 250 gallons; volume, about 57 cubic feet; weight, 2,240 pounds. In the 17th century - long after wine had ceased to be a major cargo - usage brought about the modern spellings, 'ton' and 'tonnage'. The 2,240 pound ton - sometimes called the long ton - was retained. As a new means of measuring a ship's carrying space and her total volume, a space ton of 100 cubic feet was adopted in the 19th century. Over the years, the measurements became increasingly complex. Although the subject bristles with technicalities and exceptions, tonnage figures today generally describe the vessels interior volume, or her actual weight calculated from the weight of water she displaces. Deadweight tonnage is the designation of the number of tons a vessel may carry in cargo, stores, water, fuel, passengers and crew. Gross tonnage is the measure of volume in units of 100 cubic feet of a ships total inclosed space minus certain exempted areas such as ballast tanks and galleys. Net tonnage is gross tonnage minus space allotted for machinery, engine rooms, officers' and crew's quarters and similar uses. In general, passenger liners are described in terms of gross tonnage; naval ships in terms of displacement tons, and freighters and tankers in terms of deadweight tons."

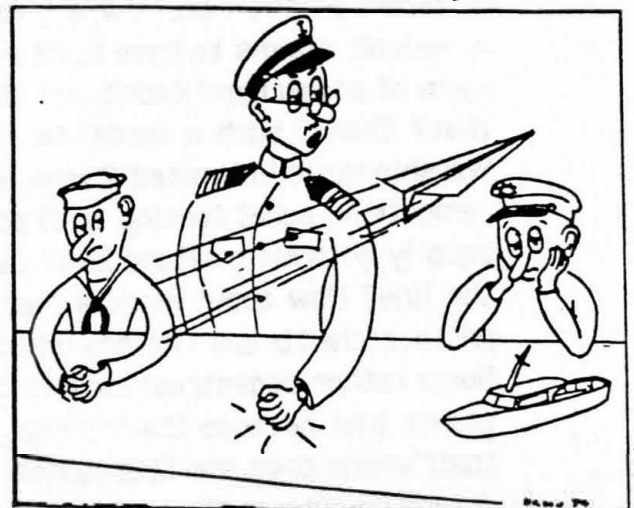
Even though the weight figures for the above two ships are not comparable to the displacements figures given for warships, you can bet that both these puppies are BIG! At 1,132 feet - more than the legth of three football fields - the *Ultimate Dream* will compare very closely in length to the U.S. Navy's newest carriers or any of the Ultra Large Crude Carriers.

Announcement

Friends of Bill Kelly-Flemming will be gathering on the "B" Street Pier, inside the cruise ship terminal, near "Buddies", on Tuesday, May 24th at 4:00 PM for a fairwell get-together. Many of Bills friends from the maritime community will be there, and members of the SDSMG are welcome to join the throng and provide Bill with a warm send off. Chips, dips, cookies or other munchies would be appreciated but are not a prerequisite for attendance.

SHOW & TELL

by Nilson



"LET'S REMEMBER THIS IS A BOAT CLUB"

Editorial

(A few thoughts before our 11th annual scale regatta)

Several months ago at one of our meetings a member was describing his current project and mentioned that he was beginning with a purchased hull. He figured that by purchasing the hull he would save himself at least six months. As I thought about that I realized that he was surely correct. If I had been able to purchase the hull of my current project I could have saved more than a year. (And probably had a better hull!) Continuing with this line of thought, if a modeller could purchase all of his superstructure he could save another six months. Ultimately, if all the components could be purchased the "modeler" could save virtually all of his time! The idea of buying a major component of a model ready made just to save time seems odd to me. I have never thought of this hobby in terms of saving time. I think of it in terms of spending time. Isn't that what hobbies are all about? I hope that when I retire I can grow old spending many happy hours building ship models. If I let someone else build a major portion of my model in order to save time, I've lost something from the hobby! Many of us of course get help from fellow club members on some details of our models. I'm proud for example of the cast bronze propellers on my model of USS Long Beach. They were made especially for me by John Woodward. But I don't think I would get the same sense of pride in showing off a model for which a major portion, such as the hull, had been built by someone else. To me the hull is the most complex, the most difficult and the most rewarding part of a ship model to build. It requires real skill to build a good hull. Similarly, I think I would feel a little cheated if I had to compete in a contest against a model that had a purchased hull, because in that case I would not be competing against just the other modeler, but rather against the other modeler and at least one other person. This brings us to the central issue where regattas are concerned. Should contest judges base their evaluation solely on the quality of the model or is the object to evaluate the skills of the modeler? Clearly if the object is to evaluate only the quality of the model, then how it was created or by whom becomes irrelevant. It should be possible to enter a model purchased from a professional model builder, and if that model is the best it gets the blue ribbon - no questions asked. But all the contests that I have entered, including our own regatta, have required that the entrant shall have constructed the model himself. One can only conclude from this that what is really being judged is the skill of the modeler. This is a very different proposition. Now we have to be concerned with the authenticity of the model. If a modeler claims to have built a model, but the hull was actually purchased, isn't this a form of plagiarism? Didn't Joe Biden have to drop out of the presidential primaries for that? Should such a model be required to carry a tag reading "built by John Doe and Warship Hulls Unlimited"? How are such models to be judged? Should they be allowed to compete on equal footing with scratch built models? Should they be allowed to compete equally with kit built models? Do we need a third classification? And where do we draw the line? How about models that are loaded down with purchased fittings? H-R guns, or photo-etched brass fittings which are becoming increasingly available over the counter. Some rather pedestrian models can be made to look quite impressive, at least at first glance just because the fittings are so good, but the modeler had very little to do with that! Where does one find judges who can see through all these complications and really determine who is the best modeler? Are there any answers to these questions? It gives me a headache just thinking about it! But the questions are real - and the regatta is next month!

San Diego Ship Modelers Guild
Eleventh Annual Regatta

June 18 & 19, 1988
Model Yacht Basin, Mission Bay Park

Regatta Schedule

(Times are approximate)

0800-0930	R/C Registration
1000	First R/C Run
1300-1400	Static Registration
1400-1600	Static Judging
1500	"Favorite" Balloting Closes
1600	Awards Presentation
1700	Potluck Dinner (Grills & Charcoal provided)
2000	Night Run - Princess Hotels' Center Pond

Awards given as follows

<u>R/C Operation</u>	<u>Static</u>
Submarines	"Powered" Military
Steam powered	"Powered" Civilian
Sail powered	Sail
Tugs	
Electric - Military	
Electric - Civilian	
	Spectators Favorite
	Modelers Favorite
	Junior Modeler (under 21)
	Best of Show

Sunday Schedule (Joint Event with San Diego Argonauts model boat club)

0900-1200	Demonstartions of Sail, Scale and Power Boats
1200-1330	Potluck Picnic hosted by the Argonauts (Argonauts will provide hot dogs or hamburgers. Bring your own extras to share.)

In addition to the trophies for the winners there will be a variety of
Door Prizes!

Rules will be the same as last year. Copies of the regatta rules will be handed out to all entrants. Entry fees, \$3.00 per RC Model, \$2.00 per Static Model.

Out of town guests are invited to stay and participate in the Sunday event. This should be a great opportunity to observe and learn about two other major areas of our hobby, model sail boat and power boat racing. The Argonauts will put on several demonstration races, and there will be time allotted for scale modelers to operate there ships as well. We are expecting a lot of public interest in this event and perhaps some local TV coverage as well. It should be a lot of fun.

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 Rivers /redacted/
Roger Smith
Bob Hanley /redacted/
Tim Pettit /redacted/
Doug Smay /redacted/
Norm Hiatt /redacted/
Doug McFarland /redacted/
Roy Nilson /redacted/
Fred Free /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.

