



San Diego Ship Modelers' Guild

2960 Chicago Street, San Diego, Calif. 92117

September Meeting: Friday, September 16, 1988

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

Orlop Deck of the *Star of India*

Bring a model !!

Notes from the August Meeting

Bob Hanley

Mike Rivera began the meeting by showing a book he picked up at Mike's Hobby Shop in El Cajon. It is called 400 Great R/C Modeling Tips and sells for \$9.00. Looks like a real good book. Mike and Bob Hanley displayed some ventilators to be used on Bobs steam picket boat. These ventilators were made using a simple jig that Mike made, and then silver soldering a brass tube to the top of the vent that had been formed in the jig. The units were then plated at Lemon Grove Plating. Caution - for plated parts be sure not to use soft solder as it will not take the plating.

Good news! Bob Crawford and Doug McFarland have agreed to be Co-commodores of our 1989 Regatta! With this much lead time and these two experienced former commodores in charge, we can look forward to a real solid event next year. There's even talk of making it a two day event. Lets hope we can get a lot of the members to commit early to help Bob and Doug. We did talk early about asking members to volunteer four (4) hours each year to some sort of club function.

Which brings us to the next item. Some time ago Mike mentioned the idea of forming a work party for the Maritime Museum. This might be an interesting experience as well as providing the Museum something back in exchange for their hospitality. Bob Crawford mentioned that the brightwork on the Media is in rather sad shape and cleaning and polishing it might be a good project for us. Bob indicated the Museum can furnish all the equipment and materials required, with the exception of an air brush - which Bob Hanley has volunteered to provide. Perhaps we can discuss this further at the next meeting and maybe pass around a sign up sheet for the next Saturday after the September meeting that the pond is closed.

Modeler of the Month. It was decided to have a modeler of the month, with the first nominee being Jay McMaster. Bob Crawford has indicated that the Museum would like to provide a place each month to display the work of the honoree. (Ed. Note: Your editor begs to be allowed to begin this feature next month. Having just arrived back from vacation and only learning of the plan a few days before the publishing deadline for the newsletter I have not had time to give this new feature the attention it deserves.)

Show and Tell

Doug McFarland
Phil Matson

Mike Rivera

Hotspur

Pacific Star Now 1500+ hours into the project and looking beautiful.

A new steam yacht

Guest Speaker

Our guest speaker for the evening, Art Howarth provided a very interesting display of about 30 steam engines and two internal combustion engines, all of which were made from scrap metal. Art hopes to make a working model of every engine he can find.

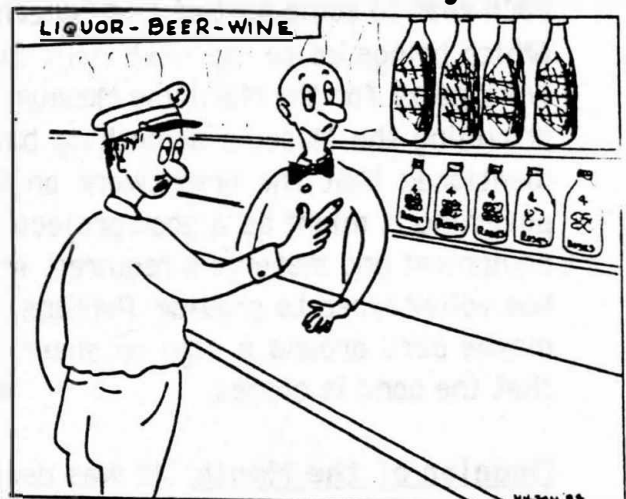
Red faced editor admits major faux pas

Humble apologies to any who showed up on the *Star* on August 12. I guess it was the excitement created by the first vacation I have been able to take in nearly three years. The date of August 12, my last day of work before leaving on vacation, was on my mind. It was a mad rush to get the newsletter out a week early and delivered to Bob Hanley, who had graciously agreed to help with the distribution. In all the uproar I mistakenly printed my vacation date as the meeting date. On Friday when I got home from work, the first call pointing out the error had already come in from Howard Newman, but with only an hour to catch a plane there was nothing I could do except hope that others would recognize the error. For those of you who were misled - my humble apologies (and "walking the plank" went out with Captain Blye!).

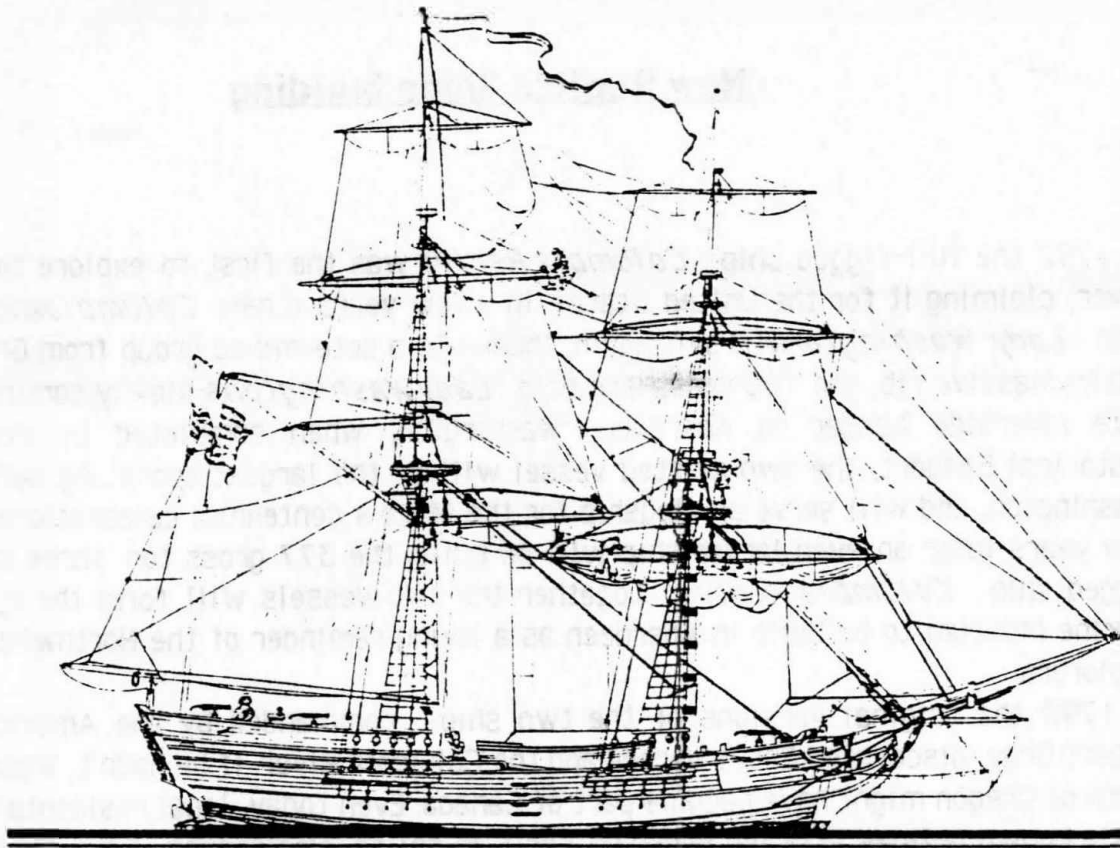
The Victory Ship *SS Lane Victory* has been transferred to the U.S. Merchant Marine Veterans of WWII to serve as an active memorial in the Los Angeles harbor area. Like the *S.S. Jeremiah O'Brien* in San Francisco, the *Lane Victory* will be restored and will participate in harbor cruises on Memorial Days. She will also be open to the public as a floating museum once restored. The USMMV WWII is a non-profit organization dedicated to preserving historical information of and for WWII Merchant Marine veterans. They are actively seeking mariner veterans and encourage support from interested parties. They may be contacted at 6475 Pacific Coast Hwy., Suite 396, Long Beach Calif., 90803

SHOW & TELL

by Nilson



"I'LL TAKE A FIFTH OF CUTTY SARK PLEASE"



Lady Washington

☆ Length Overall ... 105 Ft.	☆ Maximum Beam .. 22 Ft.
☆ Depth of Hold 9 Ft.	☆ Sail Area 4,443 □ Ft.
☆ Gross Tonnage .. 170 Tons	☆ Crew 5
☆ Passengers (Day) 35	☆ Cadets 12

The sloop *Lady Washington* was a ranging tender and consort to the *Columbia*

Rediviva, the first American ship to circumnavigate the globe. While in command of the *Columbia*, Capt. Robert Gray later discovered Grays Harbor and the Columbia River. The two ships left Boston for the lucrative fur trade of the uncharted Northwest on Oct. 1, 1787.

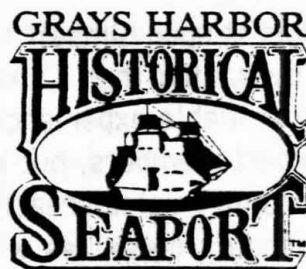
During a stormy voyage around Cape Horn, Gray in the *Lady Washington* and Capt. John Kendrick in the *Columbia* became separated. Gray, clearly more decisive, arrived at first at Nootka Sound on Vancouver Island, and after Kendrick arrived they swapped ships. Kendrick engaged the *Lady Washington* in the fur trade with China. At Macao he had her re-rigged from a sloop to a brig, a two-masted ship with both masts square-rigged. Under Kendrick's command the

Lady Washington was the first ship flying the Stars and Stripes to visit Japan, and

logged eight years of trading between Macao and Canton and the Pacific Northwest.

Built primarily of old-growth Douglas fir, the recreation of the *Lady Washington* will be the largest sailing replica built on the West Coast. The new vessel will be as close to the original *Lady Washington* as historical records and the Coast Guard regulations allow. She is being built with the same tools and techniques that wooden ship builders have been using for thousands of years.

When she is launched in September 1988 she will be licensed as a passenger-carrying school ship and will be part of the Seaport's sail-training program. The *Columbia* is scheduled to join the *Lady Washington* as a sail-training vessel when she is launched during 1990. ⚓



New Replica Ships Building

In 1792 the full-rigged ship *Columbia Rediva* was the first to explore the Columbia River, claiming it for the United States. In a few years a new *Columbia* and companion ship *Lady Washington* will sail again, thanks to a determined group from Grays Harbor. Rib by massive rib, the 160 gross-ton brig *Lady Washington* is slowly coming alive in a bare riverside hangar in Aberdeen, Washington. When completed by Grays Harbor Historical Seaport, the two masted vessel will be the largest operating sailing ship in Washington, and will serve as flagship for the state's centennial celebrations in 1989. A few years later an even larger ship will be built, the 377 gross ton, three masted, full rigged ship *Columbia Rediva*. Together the two vessels will form the nucleus of a marine museum to be built in Aberdeen as a living reminder of the Northwest's earliest explorers.

In 1792 the original versions of the two ships, commanded by the American Captain Robert Gray, discovered Grays Harbor and the Columbia River. If he hadn't, Washington and much of Oregon might have become part of Canada. Even today, local residents celebrate a little known holiday in Grays honor on April 26 called "Undiscovery Day". That is the day in 1792 when Gray's fleet encountered Captain George Vancouver's ship near Destruction Island, off the Washington coast. The two met and discussed a purported river to the south, which Vancouver had been unable to find. Instead of continuing the search, Vancouver decided to proceed north to circumnavigate Vancouver Island, while Gray sailed south, discovering Grays Harbor and the Columbia River, and claiming them for the United States.

Grays benefactors now gather in a tavern on the Washington coast for the holiday. When sufficiently inebriated they place a long-distance telephone call to a pub in Vancouver's home city in Great Britain, and chide whoever's there for Vancouver's missed opportunity.

(Excerpted from an article in Marine Digest by Steve Wilhelm. Submitted by Gordon Jones.)

Letter to the Editor

August 30, 1988

Dear Editor,

I'm not normally one who takes it upon himself to sound off, but in this instance I feel it is necessary. Let me begin by saying that I like our Guild for a number of reasons. These include not only the very valuable experience to be gained from the meetings and personal help from the many expert members; but equally important to me are the many friends I have met, whose friendship I value greatly. What prompts me to write is that I feel it is important for us to conduct ourselves with a certain degree of responsibility wherever we gather as members. Two separate incidents occurred on a recent Saturday

that concern me. The first involved a city employee who ran over and destroyed a club members property. Understandably this was a matter of concern to the member, but it also caused the employee a great deal of embarrassment and discomfort. I am certain that what happened was an accident, albeit an avoidable one and that there was no malicious intent on the part of the city employee. Even though the incident was apparently settled, it may not be as far as the club is concerned. The employee has been advised by his superiors that because the incident occurred during the course of his work, the city will accept the responsibility for the damage if the person suffering the loss will contact the city Risk Management Department and file a claim. I would hope this would happen as the city is also the holder of the keys to the pond. We are there at their pleasure and I for one would like us to be thought of as an asset to them rather than as troublemakers who they would just as soon not have to deal with.

The second thing that troubles me not a little is the ongoing unresolved controversy over who can and who cannot use "our" pond, and what kind of boat "we" allow or don't allow on it. At the August meeting it was brought up that the Argonauts had the pond for a period of some nine consecutive days. Bob Cornell was at the meeting and was good enough to explain that the reason for this was that the Argonauts had applied for and received a special permit for that period because they were holding a number of events including several international races. The point here being that the only way they were able to control the use of the pond during that time was that they had petitioned the city Parks and Recreation Department for this special event. Bob further explained that even though the clubs present a schedule of the times each would like to use the pond, this does not give them exclusive rights to the use of the pond, but rather shows the city fathers and others that there is reason for the pond to continue to exist. The particular gasoline powered boat that caused concern among some of the members is, to my eye, a nicely built example of a scale pleasure boat that does not detract from the clubs well deserved reputation as a group of very capable and serious modelers. While I share concern that fast models, whether gas or electric are a possible hazard to others, so are other modelers who do not operate their models in a responsible manner. I have personally seen electrics run into electrics, steamers run into steamers, electrics run into steamers and vice versa.

Another concern I have heard is that gas boats are heavy. The fact is that we have many electric and steam boats which weigh as much or more than this particular boat and which would inflict a great deal of damage to another boat if operated in an irresponsible manner. I feel that since we are all at the pond at the pleasure of its owner (the taxpayer) and the care taker for the owner, we probably need to find a way we can all use the pond in a spirit of goodwill. I believe this Guild I am proud to be a member of espouses to act in a mature manner when things come up at the pond, on board the Star, or the Berkeley or wherever we are gathered.

I hope this letter is read for what it is intended. Not a criticism of any individual or group, but rather a statement of the pride I feel as a member of this fine organization.

Sincerely,

Bob Hanley

Editorial

The Last Saturday In August was a rather eventful day at the pond. I was only there for about an hour myself, but a lot of things can happen in that short time. Frankly the events of the day were a bit unsettling. When I arrived at the pond there were quite a few people already there, and lots of models in the water. The thing that caught my eye however was a city Parks and Recreation truck on the grass near where a number of the models were. As I was walking around looking at the models I noticed a city employee also admiring the models. Not too long after that I recall hearing a crash, followed by some real verbal pyrotechnics. As I turned around it became instantly clear that our friend from Parks and Recreation had driven his truck over someones display case. Fortunately the model was in the water and not in the case! Now, there is no question that this was a real bone head play. To have had the truck on the grass at all seemed at the time unnecessary. To have driven it to within a few feet of so many valuable and delicate models was at best poor judgement. Nevertheless, what I observed next appeared to me to be a rather strong overreaction by a few bystanders. The man driving the truck stopped as soon as he realized what he had done, and I think was as sorry about it as anyone. But some of our members went off like firecrackers. The shouts of anger could probably be heard in Pacific Beach. Alas, the damage was done. This poor fellow appeared to be genuinely contrite and willing to pay for his error. The screaming, I thought was unseemly and unnecessary. Accidents happen, and when they do its usually best to deal with them with restraint whenever possible. Perhaps its the pressures of life in the fast lane, but we seem to be taking ourselves awfully seriously these days. Is it my imagination or is some of the whimsey going out of our hobby?

While all this was going on another event was playing itself out on the pond. This latter issue is one which has come up before and will no doubt come up again. It has to do with what constitutes a "scale model". I suspect that whatever answer one gives there will always be some gray areas - some models that don't quite fit the definition. In our club we have sail powered models, steam powered models and electric powered models. We even have oar powered models! The only form of propulsion that has been consistently considered "out of bounds" has been the internal combustion engine. I'm not sure why this is, but I suspect it has a lot to do with speed and the fact that gasoline powered models generally do not have reverse capability. A few years ago at one of our regattas however a member wanted to enter a model tug that was unique in that it had a gasoline engine which turned an electric generator. Power from the generator was used to run electric motors. The model was not any faster than it would have been if the motors received their power from batteries instead of a generator, and it did have reverse. Nevertheless, the tug was denied entry in the regatta because it employed an internal combustion engine. Such is the prejudice against internal combustion engines.

Anyway, back to the pond on Saturday morning, and there is a nice looking cabin cruiser, powered by an internal combustion engine and being operated by one of our club members at the same time that other "scale models" are being operated. Consternation! What to do? Sound familiar?

The operator of the cabin cruiser has a point. His model is scale. Not only is it scale in size, it operates at scale speed and it is "scale" in a manner that many of our steam buffs would appreciate, i.e. it uses the same type of engine as the prototype! On the other hand the "scale modelers" concern is also understandable. Despite the fact that it operates at scale speed, for a model that size, scale speed is very fast, and operating a large model at high speed can lead to tragic accidents.

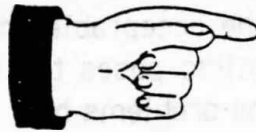
I recall a few years ago one of our members operated a scale PT boat on the pond. It was about the same size as the cabin cruiser mentioned above and it went just as fast - perhaps faster. But I don't recall anyone complaining. In fact just the opposite was true. Everyone enjoyed watching it run.

Frankly, I don't understand why one would be acceptable and not the other. If the concern is with size and speed then a fast electric poses the same danger as a fast gasoline powered model. If speed and size are the problems how can we accept a large, fast electric like the PT boat and reject a model like the cabin cruiser, or the tug described above?

Perhaps its time to set old prejudices aside and re-evaluate our criteria. The cabin cruiser mentioned above is a "tweener". It clearly does not fit in with the racing hydro-planes in the Argonauts, but except for the type of engine it has it is scale in every important respect. Our rather limited definition has arbitrarily excluded it solely on the basis of engine type. If we accept fast electrics which are scale, how can we then reject scale models with gasoline engines. To reject them both is arbitrary and would eliminate some very innovative models. It seems to me that a much more enlightened approach would be to accept them both and direct our attention to the real problem, which is how to operate these different types of models safely.

More to the point, wouldn't it be better to have the people with these models in the club where a dialog can be maintained and mutually agreed upon rules established than to drive them out, in which case they can still come to the pond and assert their rights as citizens at a public facility and operate their models in complete disregard for any rules we may wish to impose? The hazard situation obviously has to be addressed, but its a big pond! As was the case on the Saturday in question, if larger, faster scale models are operated at one end of the pond and other types are at the opposite end, there is little actual danger of collisions. Or if that does not offer a sufficient margin of safety, there is always the option of taking turns. We already share radio frequencies, why can't we share the pond with each other as well. It will be far better for all concerned if we welcome these modelers into our club and resolve this issue among ourselves than if we invite the intervention of the Parks and Recreation Department.

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 /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

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