



San Diego Ship Modelers' Guild

/redacted/

VOL. 13 NO. 9

HAS IT EVER HAPPENED TO YOU?

Have you ever spent several hours working on a model and not make any headway? How many times do we spend reworking this and that, only to break the other thing, or end up boxed in a tight corner unable to function mechanically or mentally.

Yes folks, writers get their writers block, there's even tennis elbow, insomnia etc.

But do we modelers have a name for when we find ourselves in such a situation, while modeling? I call mine RUT that's when all sorts of things are not going as they should. Should I get rid of this dog? Keep it for another hour? Put it aside until I'm back on track? Or sell it at the next swap meet? Which brings me to Sat. Oct. 7, 1989 the return of the "SWAP MEET...." SWAP MEET II.....

PICNIC TIME AGAIN!

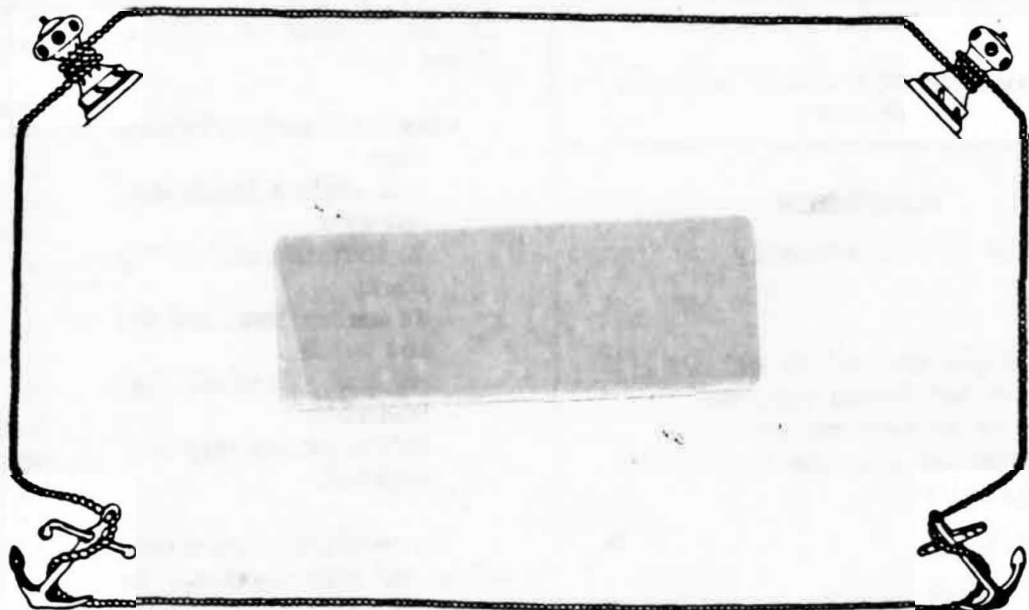
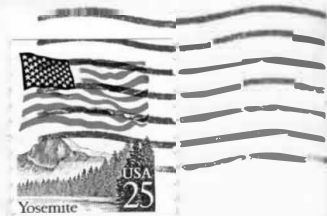
Yes!! its yet another picnic. San Diego Maritime Museum is holding their annual picnic.

WHERE: Model Boat Basin
WHEN: Sat. Oct. 7, 1989
TIME: 10:00 am to 4:00 pm

Bring your model for show & tell, also swap meet.

PLEASE NOTE: THE MUSEUM WILL PROVIDE SOFT DRINKS ONLY.
BRING YOUR OWN FOOD.

San Diego Ship Modelers Guild
MIKE RIVERA
/redacted/



SAN DIEGO SHIP MODELERS GUILD
OFFICERS FOR 1989

MASTER

Doug McFarland /redacted/

MATE

John Fluck /redacted/

PURSER

Bob Willis

LOGKEEPER

Doug Smay /redacted/

NEWSLETTER EDITOR

Mike Rivera /redacted/

STEERING COMMITTEE

Ed White

Bob Crawford /redacted/

Salph Aruda /redacted/

Roy Nilson /redacted/

SCHEDULE OF ACTIVITIES

MEETINGS— Third Friday of the
month 7:30 PM social
8:00 PM meeting

STATIC WORKSHOP—Every other
Tues. 7:00 to 9:00PM
aboard the ferry Berkeley

R/C Operations—Saturday mornings
Model Yacht Pond

ANNUAL REGATTA—Third weekend
in June

MEMBERSHIP

Dues are \$10.00 annually

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

THE CUTTY SARK



Her curious name is taken from Robert Burns' poem "Tam O'Shanter". This tells the tale, founded on an ancient legend, of Tam, a bibulous farmer, who was riding home on his grey mare Maggie after an evening of hard drinking with his friend the cobbler. Tam was well away in that happy state the Scots call "fou". It was dark and stormy night, with thunder and lightning, and as he passed Kirk Alloway, the church seemed to be ablaze. In the churchyard, he was astonished to see, dancing by the light of the flames, a group of warlocks and witches, the music being provided by the Devil himself, with bagpipes, horns and tail. Tam reined in his mare to watch, and saw that among the hag-like witches, ugly as sin, was one in a very different category. Young and beautiful her mare was Nannie, and she was wearing nothing but a "cutty sark"—in plain English, a short shirt or chemise—made of Paisley linen:

Her cutty sark, o'Paisley
ham
That while a lassie she
had worn
In longitude thro' sorely
scanty
It was her best, and she
was vantie
An' how Tam stood, like
bewitch'd
An'thought his very een
enriched.

As her dancing became ever
wilder and more abandoned, in
his excitement

An'thought his very een
enriched.

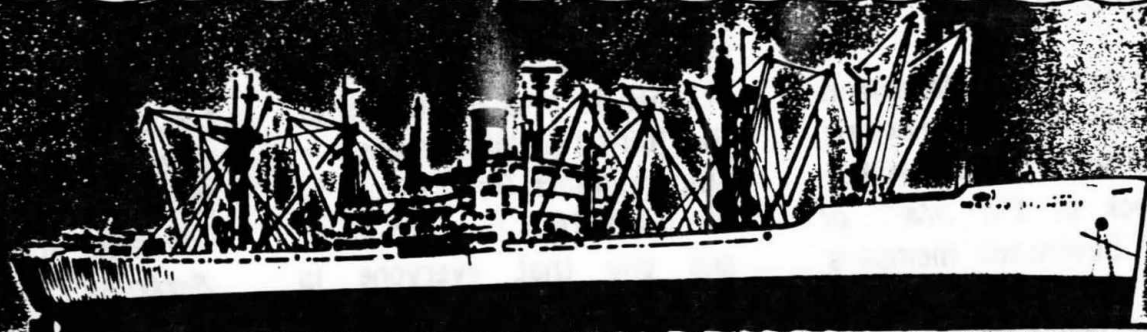
As her dancing became ever
wilder and more abandoned, in
his excitement

Tam tint his reason
a'thgether
An' roars out "Weel
done, Cutty Sark.
An' in an instant a'
was dark.

Sobered then by fear,
and pursued by the witches, Tam
fled for his life to the
bridge over the Doon, for he
knew that as witches can't
cross running water, on the
far side he would be safe.
Nannie, however, could run
much faster than the others (a
souple jade she was, an'
strang) and catching up as the
grey mare galloped over the
bridge, she seized poor Maggie
by the tail, which came c
in her hand.

That is why in the Cutty
Sark's figurehead Nannie's
left arm is shown extended,
the clutching fingers reaching
for the grey mare's tail; and
in her racing days, after a
fast passage, the apprentices
would sometimes make a mare's
tail from old rope, teased out
and rubbed with grey paint, to
put into her hand.

It is indeed a bonny
mare, Cutty Sark, and suits
her well, for she could always
go like a witch. When the
Portuguese bought her in 1895,
although they changed it
officially to ~~Ferreira~~ after
the brothers who were her new
owners, her crews continued to
refer to her affectionately as
El Pequena Camisola, the
literal translation of the
name under which she had been
born.



Bring Home the S.S. Lane Victory

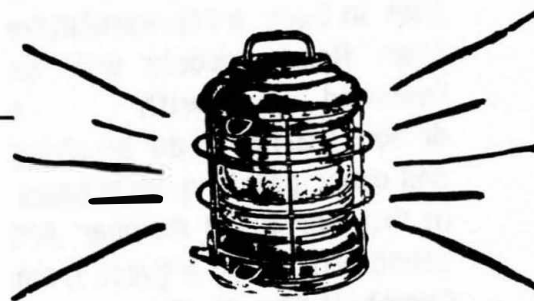
The Lane Victory Memorial Museum will be a living tribute to the gallant men and ships of World War II. Here is the story of one...

THE STEPHEN HOPKINS (1942)

This ungainly Liberty ship was the principal character in one of the most gallant ship-to-ship sea battles of World War II. Sailing alone in the South Atlantic in September 1942, the Stephen Hopkins encountered two German commerce raiders, the auxiliary cruiser Stier and the blockade runner Tannenfels. The Hopkins' master, Captain Paul Buck, decided to fight rather than strike his ship's colors. He skillfully kept the doomed Liberty ship's stern to his heavily armed opponents although deadly fire rained down on his vessel, soon reducing it to a floating mass of twisted steel and flames. Yet the Hopkins' naval gun crew fought bravely, sending round after round of 4-inch shells with uncanny accuracy into the Stier's waterline. Eventually the Hopkins was dead in the water, and an enemy shell hit the gun tub, instantly killing all the gun crew. Enemy victory now seemed certain. But Edwin J. O'Hara, a U.S. Merchant Marine Academy engineering cadet assigned to the Hopkins, ran to the 4-inch gun, determined that it was still workable, and sent five more rounds towards the raiders. His fire caused the Stier to explode and eventually sink, and severely damaged the Tannenfels. Just as Captain Buck gave the order to abandon ship, O'Hara was killed by flying shrapnel. The Stephen Hopkins slipped beneath the waves, but not without inflicting equal damage on the enemy. Only 15 Hopkins survivors of a crew of 57 made landfall on the coast of Brazil after nearly a month at sea in lifeboats.



Kilroy was here



JAMES J. KILROY (who was an inspector in a Quincy, Massachusetts shipyard) chalked the words "KILROY WAS HERE" on ships and crates of equipment to indicate they had been inspected. He died in Boston in 1962.

IF YOU WISH ANY FURTHER INFORMATION ON MEMBERSHIP WRITE TO THE FOLLOWING:

UNITED STATES MERCHANT
MARINE VETERANS OR WORLD
WAR II
300 LONG BEACH BLVD. RM. 502
LONG BEACH, CA 90801
(213) 437-1941

JOHN O SMITH, V.P.
(213) 493-4157

ED J. HEIMS, JR. REGIONAL V.P.
(803) 795-1827

JIM MC INIYRE, TREAS.
(213) 421-4624

DEAN BEAUMONT, REGIONAL V.P.
(808) 325-1480

FOR SALE

BOXED MODELS:

DOS AMIGOS
SCHOENER
BLUE NOSE BY AUTHENTIC MODELS

WAR SHIP PLANS
POWER TOOLS & ACCESSORIES
SOLID MAPLE WOOD WORKING TABLE
NIKIYA ROUTER WITH CUSTOM
TABLE

MANY ITEMS ARE STILL BOXED
NEW, TOO NUMEROUS TO MENTION
IF YOU ARE A NEW COMER OR AN
OLD HAND AT MODELING CHANCES
ARE THAT, THE VERY SAME ITEMS
THAT YOU BEEN LOOKING FOR ARE
AT: 484-3995 ASK FOR —
MRS VORDEL

P.S. THERE IS ALSO A SHIPSMITH
5000 AND A POSSIBLE FULL
SCALE SAIL BOAT.....
TELL HER YOU HEARD IT
HERE.

Minutes of the August meeting
by Doug Smay

Guild Master Doug McFarland opened the August meeting promptly at 8:00 PM on the orlop deck of the *Star of India*. Seventeen members and one guest were present. The guest, now a member, was Doug Sherrill. Welcome aboard Doug - now there are three of us! There was no formal program for the August meeting, but Doug announced that in Sept. a representative from Reeds Models will be featured with a demonstration of air brushing and other painting techniques. In October Guild member Art Yeend will bring a guest from Campbell Ship Yard to talk to us about ship design and construction.

Doug also announced that the next Guild work party at the museum will be in October. Bob Crawford was unable to attend the meeting (probably still recovering from the construction of *Wasp*), but more details about the October work party should be available from Bob at the Sept. meeting.

Speaking of Bob Crawford and his model of *Wasp*, those of you who receive Mains'l Haul will know that Bob's incredible model was featured on the cover and in the cover story. Anyone who has not seen the model should make a point of going by the *Berkeley* to have a look. All those who participated with Bob in this

project should be justifiably proud of it, well done.

Doug reminded everyone that October is also the month of the joint Maritime Museum - Ship Modelers Guild picnic at the pond. This is a fun event and one that everyone is encouraged to participate in. It's a perfect opportunity to get to know some of the folks at the museum a little better as well as to show off some of our models. More details should be available at our Sept. meeting.

There was additional discussion about the display case for our Modeler of the Quarter program. A source within the Guild has indicated that he can supply the lumber (teak yet!), and Roy Nilson is pursuing a possible source for tempered glass. Joe Bompensiero has indicated a willingness to lend his considerable skills to the construction and the shop and tools aboard the *Berkeley* are available to us, so this is a project which seems about to come together. Anyone else who is interested in contributing should make themselves known at the Sept. meeting.

The issue of having a meeting aboard the *Berkeley* to accommodate those of us who build large models was brought up again, and Doug indicated he would check with Bob to see when there might be an open date. The steep and narrow ladders of the *Star* make it hazardous to bring

large, highly detailed models aboard, so that those of us who have such models are forced to disobey the "prime directive" to "Bring a Model". It was suggested that the November meeting be on the *Berkeley* providing permission can be gained from the museum.

In last month's newsletter I mentioned the International Plastic Modelers convention that was held in San Diego in July. If any of you were fortunate enough to see this show you would not have been able to miss the outstanding miniature ship models built by Phil Toy. Phil's work has been displayed from time to time at the Command Post and featured in several nautical magazines. Guild members who have seen Phil's work have been astounded at the level of detail and the degree of craftsmanship they represent. Each of his ships are made from scratch, average 14 to 16 inches long and require about three years to build. Detail is complete down to elements of radar antennae that are finer than a human hair - and there are no photoetched brass parts! Everything is done in plastic. Several of us have attempted to get in touch with Phil from time to time to see if he would be willing to come to one of our meetings and bring his models. I was finally able to track him down at the air show at Miramar a few weeks ago and he said he would be

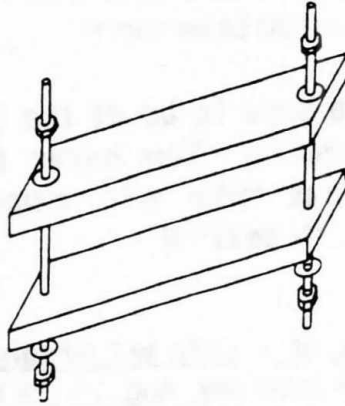
happy to share his work with us. Since agendas are set for Sept. and Oct. we will attempt to get Phil to join us in Nov.

Show and Tell

Doug McFarland brought in a completed *Hotspur*! Doug will retain possession of the model until a display case can be provided for it at West Coast Hobbies. (What with getting their new store set up, this could be some time!) Doug also brought in his next project - a large sail boat with a retractable outboard motor (electric) which Doug will restore and convert to RC operation. The boat, originally named *Incentive* will be renamed *Atlantis*.

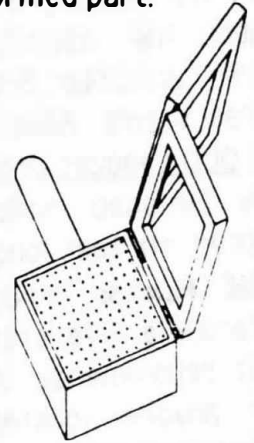
Fred Fross brought in two hulls he built using the bread and butter method and Bluejacket plans. Both were C2 freighter hulls, one complete and painted, and one still being carved. Fred also brought an example of a clamp that he built for clamping the layers of a bread and butter hull while the glue sets. The clamp is rather simple to build and relatively inexpensive. It consists of two pieces of threaded steel rod (available at most hardware stores), two pieces of wood and four nuts and washers. The two pieces of wood form the upper and lower jaws of the clamp, with the threaded rods passing through holes drilled in each

end and used to provide the pressure on the work.



Roy Nilson brought in an oil painting of a sailing ship that he did in 1967. Most of us are familiar with Roys cartoons of course, but I for one was not aware of the fact that he is also a (semi)serious artist. Roy also brought in a very nice vacuum forming device that he built and has used with very good results for several years. The unit consists of an air tight wooden box as a base, to which can be attached the hose of a shop vacuum cleaner to provide the vacuum. The top of this box is drilled with numerous small holes. Hinged to the top of the box are two square wooden frames. A male mold of the item to be duplicated is placed on top of the box. Styrene plastic, between .002 and .003 inches thickness is held between the two hinged wooden frames while it is heated with a paint stripper or other heating device until it softens. At the appropriate moment the two wooden frames holding the softened plastic are swung down over

the mold. The vacuum is switched on to pull the plastic over and around the mold. Timing is very important to get a good vacu-formed part.



Phil Watson brought in a homemade table saw that he uses for making very thin lumber for deck and hull planking. The saw consists of various purchased elements together with some that Phil had to make. The design as well as the workmanship reflects Phil's usual skill and ingenuity.

John Stuck brought in a book titled Navy Board Ship Models from 1650 to 1750. The book, published by the Naval Institute Press is beautifully illustrated with photographs from the Pit River Museum and the National Maritime Museum. One of the interesting points brought up in the book is that it is now widely held that Admiralty models were generally built after the prototype, not vice versa. The author contends that these models were much too intricate to have served as a study for ships yet to be

constructed. Block models, with details painted on, were more likely used for this purpose.

Al Berger brought in plans for his next project - the submarine *Nautilus*. Not *U.S.S. Nautilus*, SSN-571, but Jules Vern's *Nautilus*, as in 20,000 Leagues Under the Sea. The finished model will be approx. six feet long.

Phil Glasser brought in an affordable live steam model. Phil recommends this model for anyone looking for an entry level steam project. The model is Midwest's fan tall launch, and comes complete with a single cylinder steam oscillator with boiler (fired by Sterno), and can be purchased for under \$100.00.

Mike Rivers brought in a whole bunch of "stuff". I'm not sure I can do justice to all the items and ideas. You really had to be there! But here are a few that I recall. The cushioned "ear muffs" from stereo head phones can be used as scale life rafts! Mike also showed how to make scale running lights complete with the shields that limit their arc of visibility. He brought some 1/2" scale human figures made in Germany. He also brought in some material which makes good curtains in boats, and also showed how to make propeller and rudder shafts with fittings for adding lubricants. He also

demonstrated how to make doors and hatches. Like I said, you had to be there!

Be sure to be at the Sept. meeting. You never know what Mike will come up with next!!!!

Joint Picnic w/ Argonauts

On Saturday, Aug. 26 the Guild and the Argonauts held our annual joint picnic and demonstration at the model yacht pond on Mission Bay. It was a beautiful day and there was a good turn out both of club members as well as the public. The Argonauts, as they have done in previous years provided hamburgers and hot dogs, the Guild provided soft drinks, and there were plenty of other "pot luck" dishes.

CHARGE YOUR RECEIVER OR TRANSMITTER AT THE POND!

How many times have you forgotten to charge up the night before? A simple, cheap pair of patch cords can save the day.

Get an accessory plug for your cigarette lighter. A two wire cord with appropriate plugs or clips should be made up; one for receive, one for transmitter. Resistance in one leg of the cord .60 ohms (1 watt) for the 4 cell receiver and 30 ohms, one watt in the transmitter cord. Each will give about 80-100 milliamperes for a "quick charge". Just don't leave it hooked up for more than a couple of hours.

by Bob Cornell

