



San Diego Ship Modelers' Guild

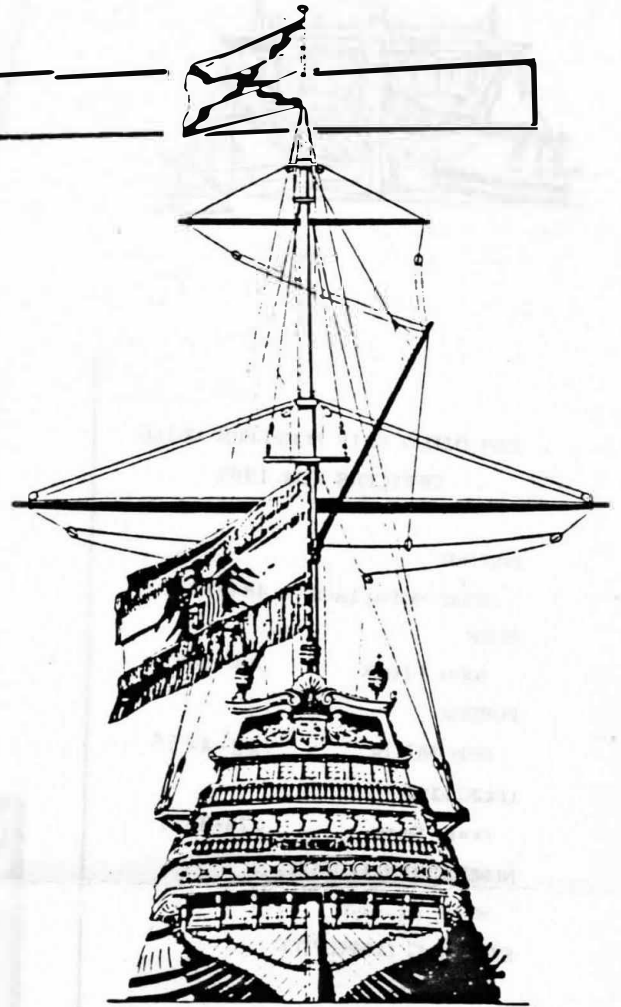
VOL. 14 NO. 9

OBITUARY TO SOMEONE ELSE

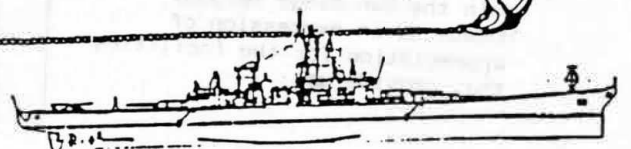
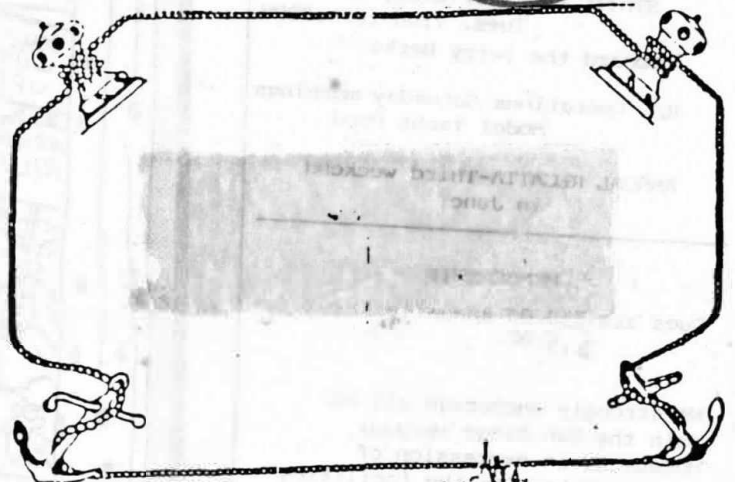
WITH DEEP REGRET THE CLUB HAS LEARNED OF THE LOSS OF ONE OF ITS MOST VALUED MEMBERS,--- 'SOMEONE ELSE.' HIS PASSING CREATES A VACANCY THAT WILL BE DIFFICULT TO FILL.

'SOMEONE ELSE' JOINED THE CLUB A LONG TIME AGO. HE WAS ALWAYS DOING MUCH MORE THAN HIS SHARE OF THE CLUB WORK, ALWAYS THERE WHEN-EVER THERE WAS A JOB TO DO, A FUNCTION TO BE ORGANIZED, A MEETING TO ATTEND, - EVER WILLING, - ONE NAME CAME QUICKLY TO EVERYONE'S LIPS,--"LET SOMEONE ELSE DO IT". IT IS COMMON KNOWLEDGE THAT 'SOMEONE ELSE' WAS AMONG THE LARGEST CONTRIBUTORS OF TIME AND EFFORT TO THE CLUB.

WHEN A VOLUNTEER WAS NEEDED, EVERYONE JUST ASSUMED THAT 'SOMEONE ELSE' WOULD VOLUNTEER. HE WAS A WONDERFUL PERSON, MAYBE APPEARING SUPERHUMAN, - BUT ONE PERSON CAN ONLY DO SO MUCH. NOW HE IS GONE AND WE WONDER WHAT WE ARE TO DO. 'SOMEONE ELSE' LEFT A WONDERFUL EXAMPLE FOR US ALL TO FOLLOW, - BUT WHO WILL NOW DO THE THINGS HE ONCE DID? PLEASE, IN THE FUTURE IF YOU ARE ASKED TO HELP, GIVE IT A TRY, - REMEMBER 'SOMEONE ELSE' IS NO LONGER WITH US.

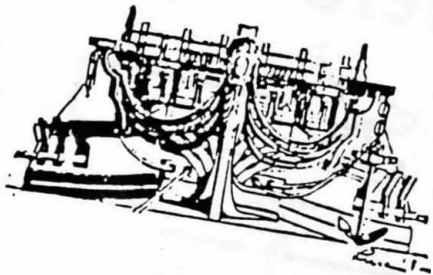


TASK FORCE 90



*11647 U.S. Acquisition
Ranuello San Diego, CA
1954*

OCT. 17TH TO NOV. 8TH--WORK ON THE
PER VALUE WILL MOST LIKELY CLOSE
DOWN THE BOAT POND FOR SAILING OPERATION--
- THIS LOOKS LIKE A GOOD TIME TO CALL
BOB CRAWFORD--AND OFFER A HAND WITH
THE STEAM YATCH MEDEA.....



A HINT FROM BOB WRIGHT

HOW I TIED OFF MY LINES ON THE BELAYING PINS ON MY SCHOONER:

I USED TWO LONG (5"-6") FINE POINTED TWEEZERS AND A LITTLE WHITE GLUE TO SECURE THE LINE AND MAKE THE LOOPS. FIRST, I PUT A LITTLE DAB OF WHITE GLUE BEHIND THE TOP OF THE BELAYING PIN. THEN WITH THE TWEEZERS, I BROUGHT THE LINE DOWN UNDER THE BELAYING PIN ON THE RAIL. WITH ONE OF THE TWEEZERS HOLDING THE BOTTOM LOOP, I USE THE OTHER ONE TO PULL THE LINE UP OVER THE PIN AND DOWN TO THE BOTTOM OF THE LOOP. THE GLUE HELPS TO HOLD THE LINE AS IT IS WRAPPED AROUND THE TOP OF THE BELAYING PIN. AFTER A NUMBER OF LOOPS ARE MADE, THE TAIL END OF THE LINE IS WRAPPED AROUND THE CENTER OF THE LOOP BELOW THE RAIL AND TIED OFF WITH AN OVERHAND (TWEEZER) KNOT. A TOUCH OF WHITE GLUE (OR ZAP) WILL HOLD THE KNOT. CUT OFF THE EXCESS LENGTH OF LINE.

SAN DIEGO SHIP MODELERS GUILD OFFICERS FOR 1989

MASTER
Doug McFarland

MATE
John Fluck

PURSER
Bob Willis

LOOKALIKE
Doug Shay

NEWSLETTER EDITOR
Mike Rivera

STEERING COMMITTEE
Ed White

Web Crawford

Ralph Aruda

Ray Nelson

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 REGATA-Third weekend in June

MEMBERSHIP

Dues are \$10.00 annually \$15.00

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



THE MUSEUM MIGHT MOVE!!! THERE'S A 95% CHANCE THAT THE SAN DIEGO MARITIME MUSEUM WILL MOVE TO THE SOON TO BE COMPLETED REFURBISHED BROADWAY PIER.

THE STAR WILL NOT BE SAILING NEXT YEAR-- THE FERRY BOAT BERKLEY IS UP FOR REFURBISHING AND THIS WILL TAKE SOME OF THE FUNDS NOW AVAILABLE.

THE STEAM YATCH MEDEA IS OUT OF DRY DOCK-- WE NEED YOUR HELD TO BRING BACK THE MEDEA TO ITS USUAL STEAM YATCH LOOK---ALL THE BRIGHT WORK, ENGINE ROOM, DECKS AND LOWER COMPARTMENTS, BOILER ROOM, ETC. CONTACT BOB CRAWFORD AT THE MARITIME MUSEUM.

NOTICE!!!!
ALLEN MAXON 573-1124
NEED SOMEBODY TO DO SOME RESTORATION ON FLYING CLOUD.

NOTICE!!!!!!!

DID YOU KNOW?

1/8 SCALE DRAWINGS FOR THE STAR OF INDIA ARE ONLY \$9.00 AT THE MUSEUM STORE....

A SET OF MEDEA DRAWINGS ARE IN THE WORKS.

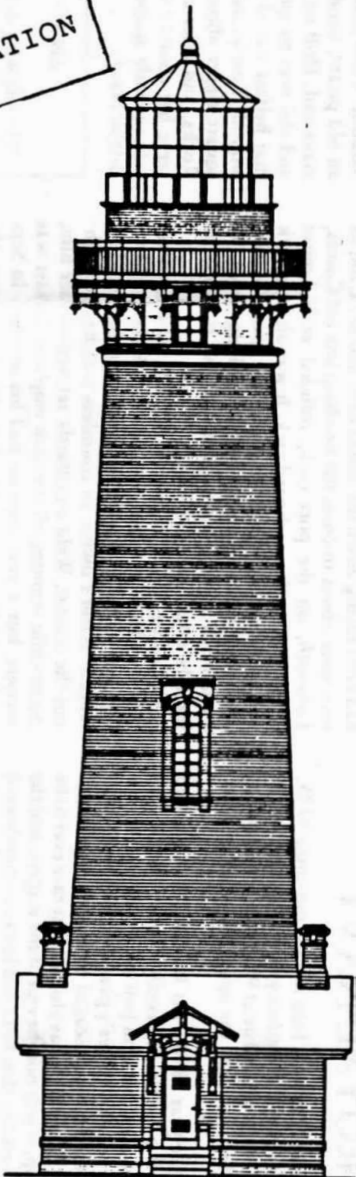
MODELS PRESENTS *DOUG TOLBERT

STATIC MODEL OF A POSSIBLE REVENUE CUTTER (BRIG) A HOLLYWOOD MODEL-- SOLID HULL FORTY YEARS OLD--UNDER RESTORATION.

BOB WRIGHT ---MODEL SAIL BOAT(UNFINISHED) FOR SALE....\$100.00 CONTACT EDITOR OF NEWSLETTER.

DINNER CRUSIE ON THE SAN DIEGO HARBOR????? GIVE US A CALL.

SEPT. 30TH- SUNDAY - OCEAN AWARENESS DAY-- MODLE DISPLAY IN FRONT OF THE FERRY BERKLEY.



PIGEON POINT LIGHTHOUSE, SAN MATEO COUNTY, CA.

WATERWITCH AND THE ROYAL NAVY

Yacht matches had been held in England since 1775, but it was not until the beginning of the nineteenth century, when Cowes on the Isle of Wight became fashionable to yachtsmen, that the sport there really came alive.

In about the year 1800 a Mr Weld from Dorset had built himself a cutter *Lulworth Castle*, and his enthusiasm for the sport won him many wagers. His son Joseph inherited his father's passion for racing and in 1826 won the first race staged by the Yacht Club at Cowes. But although it was also the first race ever to be run for a cup, it was not the end of the wagers, and the tremendous rivalry that followed between members of the club was largely responsible for the birth of yacht racing as we know it today.

The Royal Navy had also become interested in smaller fore and aft rigged vessels and in the year 1800 owned no less than forty schooners, surprisingly most of foreign build. Apart from those either captured from the French or taken from the Spanish, many of these vessels had been built in America, where the sport of yachting was also gathering momentum. There, in 1811, the brothers Swain of New Jersey were to patent the 'lee board through the bottom' or centreboard, and later, in 1835, the Americans were also to hold their first yacht race. The naval schooners had been acquired to compete with the British Revenue cutters which in turn had been built to outsail the smuggling ships at that time. Charles Ratsey of the famous sailmaking family recounted: 'The port of Cowes was then conspicuous for building large cutters both for the Excise and the smugglers side by side, the smuggling business being extensively carried out from this port at the beginning of the nineteenth century.' But it really needed yachtsmen to get the situation finally under control.

It was some years after the establishment of the Yacht Club before the annual regatta became a feature of Cowes. In those early years it was quite customary for yachts to carry an armoury of cutlasses which no doubt gave their owners a considerable feeling of security. Sometimes, however, they were put to other uses.

In 1829 Joseph Weld and his yacht *Lulworth* had

become involved in a bitter duel with another leading yachtsman, Lord Belfast, and his yacht *Louisa*. They had been racing down the Solent neck and neck, but as they were about to cross the finishing line off Cowes, *Lulworth*, on the port tack, collided with *Louisa* which was on the starboard tack. It was already dark and as fireworks lit up the night sky *Louisa's* crew drew their cutlasses and set about hacking down the *Lulworth's* rigging, leaving her disabled. It was quite literally a fight to the finish.

Following the launching of Weld's famous cutter *Alarm* in 1830, the duel continued, each claiming that his own yacht was faster. But although Belfast challenged *Alarm's* owner to countless matches throughout the season, Weld steadfastly refused to race him, meanwhile winning all the club trophies. Belfast was furious, but a year later he had his revenge. In September 1831, recognising that the *Alarm* was the better boat on smooth water, Lord Belfast challenged Joseph Weld to a match 'round the Owers' for a thousand pounds, which he surprisingly accepted. Stations were tossed for on *Louisa's* deck, and at six in the morning they started from Spithead. *Louisa* gradually pulled away finishing alone in light airs at four the following morning off Cowes Castle. 'I have proved to the world that I possess the fastest cutter afloat,' crowed Lord Belfast, 'and I will now see what I can do with a square-rigger.' (Some said that the Yacht Club at Cowes was later conferred with the title 'Royal' owing to Lord Belfast's successes.)

Many yachts in the 1880s were fine sea-going vessels, built, manned and rigged in imitation of brigs in the Royal Navy, and indeed it was not unusual for them to be commanded by naval officers on shore leave. Brass work was kept burnished at all times and general shipshapeness was regarded with much greater importance than speed. However, *Waterwitch* was different. Launched from East Cowes by Lady Belfast in 1832, *Waterwitch* was fitted out with cannon, weights and shot like a man-of-war. At that time there was a famous naval gun brig that used to sail through Cowes Roads 'with a good deal of boasting', and, determined to cut her down to size, *Waterwitch* was sent at once to search her out. Eventually she fell on her off the coast of Portugal and having defeated her on all points of sailing she returned to Cowes in triumph.

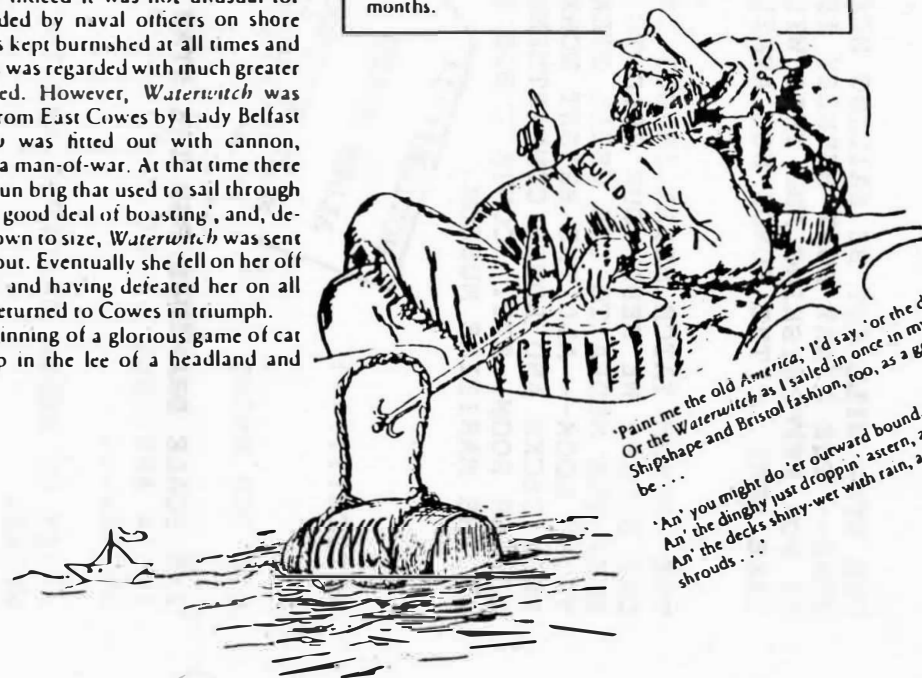
It was only the beginning of a glorious game of cat and mouse. Lying up in the lee of a headland and

within reach of a good tavern, *Waterwitch* would often wait for a suitable naval ship to leave Portsmouth harbour. Then Lord Belfast, who had become a bit of an old pirate, would suddenly command his crew to make sail. Drill on the *Waterwitch* was immaculate, and she was so quick at overhauling the opposition that Belfast would then shorten sail to rub salt in the wound. Two years later, *Waterwitch* challenged any square-rigger afloat to a race around the Eddystone Rocks, and after a remarkable win, she was sold to serve her country with distinction in the fleet and to subsequently influence the ship design of the entire British Navy.

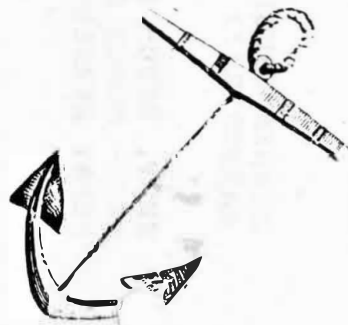
AN ACCOUNT OF THE TIMES

The following account by Charles Ratsey gives us an idea of the similarity of both friend and foe in the 1830s:

A celebrated smuggler was named *John Susannah*, with fourteen guns, well known to my father as being a very smart and efficient cutter, and well manned in every respect. This vessel, having committed some depredation, was reported by the Government to be 'outlawed', and HM gun brig *Osprey* was dispatched to capture her. The two vessels met off Christchurch Head, and the smuggler cleared for action. In the first broadside Capt. Allen of the *Osprey* was killed, but, after a desperate struggle the smuggler was taken and brought to Cowes. There was but one man hung, named Coombs, having been picked out for firing after the colours were struck. He was hung upon a gibbet at Stony Point, the body hanging for many months.



'Paint me the old America; I'd say, 'or the death of the Valkyrie.
Or the *Waterwitch* as I sailed in once in my young days at sea,
Shipshape and Bristol fashion, too, as a great yacht ought to
be . . .
'An' you might do 'er outward bound, with a sky full o' clouds,
An' the dinghy just droppin' astern, an' gulls flyin' in crowds,
An' the decks shiny-wet with rain, and the wind shakin' the
shrouds . . .





MESA MODEL YACHT CLUB



SSMA

PRESENTS

SSMA

1ST ANNUAL ARIZONA INVITATIONAL MODEL BOAT REGATTA FOR ELECTRIC AND STEAM POWERED BOATS

**SUNDAY OCTOBER 7, 1990
DOBSON RANCH PARK
2363 S. DOBSON RD. MESA, AZ**

SEE ATTACHED MAP

**JUDGING ON NAVIGATIONAL ABILITY AND MODEL
APPEARANCE**

TROPHIES AWARDS RIBBONS

SKIPPER'S MEETING AT 0900 HOURS

CLEAN OUT YOUR CLOSET

SWAP TABLES ARE WELCOME

**\$5.00 SSMA MEMBER - 1ST ENTRY. SUBSEQUENT ENTRIES \$2.00
\$7.00 NON-SSMA MEMBERS - 1ST ENTRY - SUBSEQUENT ENTRIES \$4.00**

**MAKE CHECKS PAYABLE TO: MESA MODEL YACHT CLUB
MAIL ENTRY FORM AND FEES TO: WILLIAM S. BALDWIN
1440 W. 6TH DR.
MESA, AZ. 85202**

.....
NAME: _____
ADDRESS: _____

SHIP NAME	TYPE	FREQUENCY	ENTRY FEE
		TOTAL	

MOTELS:

1. QUALITY INN ROYAL, 951 Main, Mesa, 833-1231
\$48/Room-Db1 Occupancy. Good Breakfast room.
2. MOTEL 6, 1511 S. Country Club, Mesa, 834-0066
\$30/Room-Db1 Occupancy. Fwy access.
3. WESTCOURT BUTTES, I-10, Tempe, 225-9000
\$158/Db1. WoW!
4. DOBSON RANCH INN, 1666 S. Dobson, Mesa, 831-7000
\$69/Db1, Close to pond, Restaurant.

To:
FLAGSTAFF

To:
CALIF:
I-10

-6-

