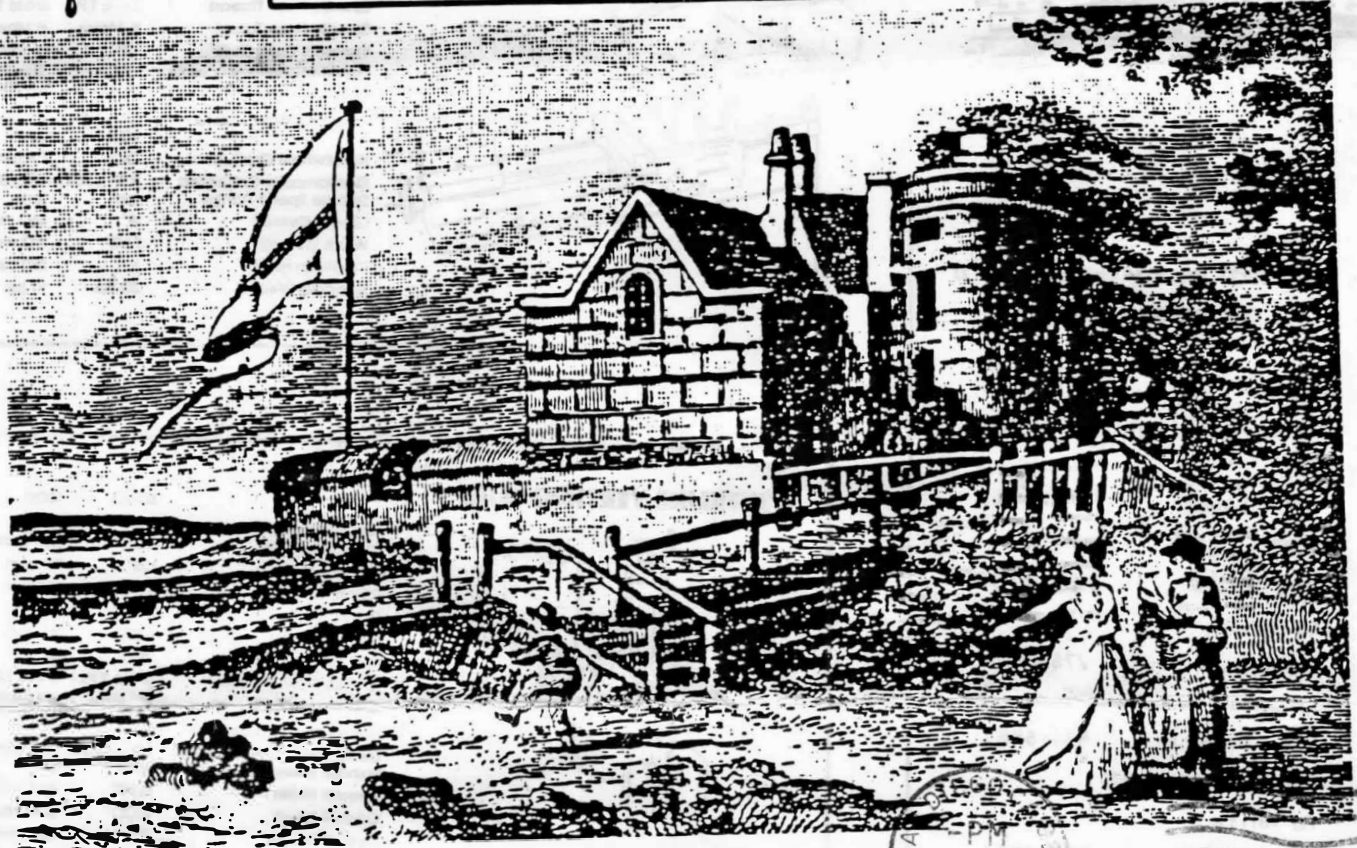




San Diego Ship Modelers' Guild

VOL. 14

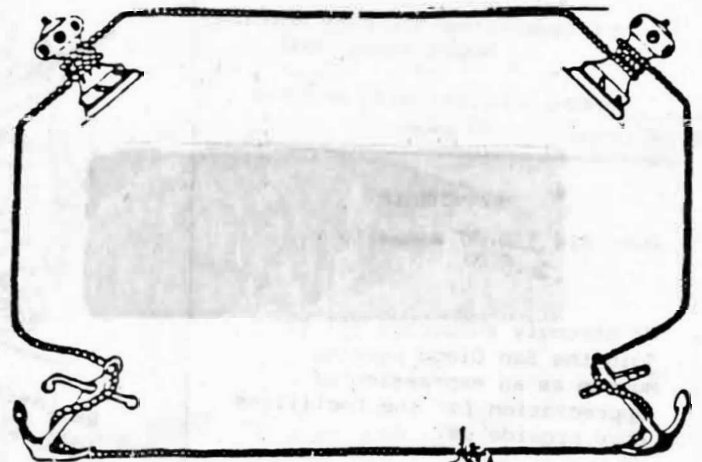
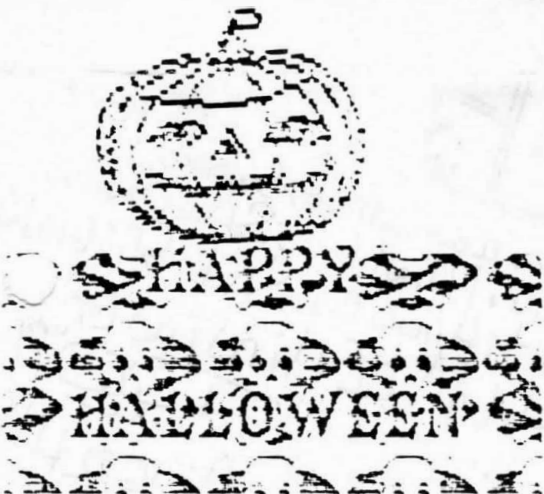
NO. 10



Cowes Castle, 1801. In 1858 it became home to the Royal Yacht Squadron



San Diego Ship Modelers Guild
/redacted/



by Doug Smay

The Sept. meeting was called to order by Guild Master Doug McFarland at precisely 20:00 on the orlop deck of the *Star of India*. There were only 13 members present and one guest.

Doug announced that the next scheduled work party aboard the *Medea* will be Oct. 13. All hands are invited and encouraged to attend. There is a lot of work needed to be done, and as always a good time will be had by all.

Sunday, Sept. 30 is Ocean Awareness day along the embarkardero in front of the *Star* and the Guild has been invited to have a display. Doug McFarland, Vic Crosby and Doug Smay have volunteered to be there with models. Any other interested members are invited to participate. The event will run from noon until 4:00.

The following ship modeling magazines are missing from the clubs library. Anyone knowing of their whereabouts or willing to contribute replacements should contact Doug McFarland (484-1922).

<u>Scale Ship Modeler</u>	<u>Model Ships and Boats</u>
Vol. 1 #1 Summer 1978	Nov. and/or Dec. 1876
#2 Fall	
Vol. 2 #2 Summer 1979	
#4 Winter	
Vol. 3 #1 Spring 1980	<u>Model Ship Builder</u>
#2 Summer	#9 Jan/Feb 1981
#3 Fall	#29 May/June 1984
Vol. 4 #1 Spring 1981	#35 May/June 1985
#4 Winter	#39 Jan/Feb 1986
Vol. 8 #6 1985	#40 Mar/Apr 1986
Vol. 11 All issues 1988	#49 Sept/Oct 1987
Vol. 12 #2 1989	#50 Nov/Dec 1987
#3	#51 thru #59 & #61
#5	
#7 and balance of Vol. 12	
Vol. 13 All issues 1990	

Doug announced that Joe Martin of Shurline had donated a Shurline lathe to the club. Doug explained that the lathe was considered a "second", but it works perfectly. (I saw the lathe, and I can attest that it looks perfect as well!!!) This is an unusually generous gift to the Guild and is certainly worthy of some sort of official recognition, even if it is only a card or note signed by Guild members. Additionally, if the purchase of a lathe is in your future plans, you might remember Joes' generosity. You also could hardly go wrong with such a fine product. Come on in to the model shop on the *Berkeley* and take it for a test drive.

Not to be out done, our guest and guest speaker for the evening, Ray Crowell, curator of models for the San Diego Aerospace Museum donated a Shurline mill to go along with the lathe! Ray gave us a very interesting talk on the Aerospace museum, including some background on some of the models and an update on some current modeling projects, including if I got this right, a 1/4 scale model of a world war two bomber? Could that

be right? Well, we will have a chance to find out, because Ray has invited Guild members and their guests to a special guided tour of the museum, including behind the scenes in the workshops and restoration area on Sat. Dec. 8. Members and guests should meet at the front entrance at 8:00 AM. Mark this one on your calendars guys! These opportunities don't come along every day.

Models present.

Gary Hoff brought in his tug boat in progress (sorry Gary, I didn't catch whether the tug has a name yet). The hull is completely planked but not yet glassed. Gary has been using a filler called SIG Epoxy Light to fill in cracks and low spots before applying the fibreglas, and he reports very good success. It is a two part material that applies easily, is very light weight and sands well.

Bob Wright brought in something a little different - a windmill built from a kit imported from Holland. Bob reports that the "kit" consisted only of a set of plans and some wood stock. Everything is made of wood, including the "gears". In a stiff breeze the blades of the wind mill turn operating a set of wooden mill stones at the base of the windmill. Bob was not certain of the scale, but the design dates back to 1766. Very nicely done by the way.

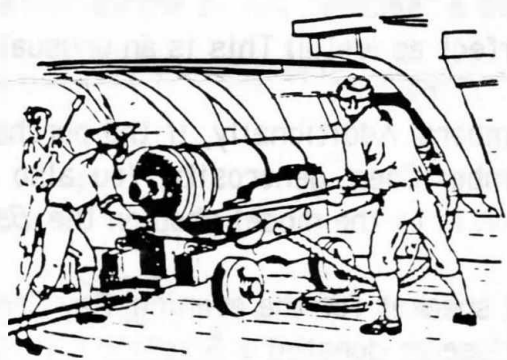
Russ Lloyd brought in an example of the kind of hidden treasures that can sometimes be found at swap meets - in this case a fibreglass hull about four feet in length which cost Russ the princely sum of \$15.00. Of course there was no identification of what ship or boat the hull was modelled after, but the consensus of opinion seemed to be that it was some kind of Victorian steam launch. Russ also brought in a novelty item made by his sister. A full rigged sailing ship made from sheet metal snipped from beer cans. If you remember this correctly, she sells these things at swap meets and its all Russ can do to keep up emptying those beer cans!

Doug McFarland brought in two sub-assemblies from his model of *Endeavor*. The main cabin is taking shape nicely and will soon be finished. Also a dingy was complete, but would need a little repair to replace a cracked wooden deck. But the sails are up on *Endeavor* and the boat has had one trial run on the pond.

MUCHAS GRACIAS DOUG!!
Thanks!

Don't forget the next meeting - Fri. Oct. 19, on the *Star*. See you there!

Did you know that?



Early in the 16th century naval gun mountings were provided with wheels, both to facilitate recoil of the gun and to shift it when necessary to a different port or to the opposite side of the ship, to replace the guns destroyed in combat or to reinforce a broadside. At first the carriage was made from a single heavy fire-shaped wood block with a deep groove in it to accommodate the barrel. Later on, as caliber, size and weight of the gun increased, it was composed of several parts (see fig.'s 156-158-159-160).



THE AMERICA'S REVOLUTION

As the shadows lengthened on the afternoon of 23 August 1851, the day of the Hundred Guineas Cup, Queen Victoria, summoned to the deck of her yacht the *Victoria and Albert*, waiting for the leaders to appear south-west of the Isle of Wight, watched spellbound as the rakish black hull of the schooner *America* rounded St Catherine's Point and came charging down towards the Needles, out on her own. When she passed the Royal Yacht, Commodore Stevens first saluted and then gave three cheers with his crew, and the Queen, accompanied by Prince Albert and the nine-year-old Prince Edward of Wales, waved in cheerful acknowledgement. 'Where is the second?', she asked her captain. 'There is no second, Your Majesty', he replied.

Many a yacht has had a better racing record than the *America*, indeed from her fifty races that followed, she won only twelve. But probably no other boat in history has had such a profound effect on the future of yacht design. 'She has a low, black hull, two noble sticks of extreme rake without an extra rope, and is altogether the beau-ideal of what one is accustomed to read about in Cooper's novels,' *Bell's Life* had quoted a few days earlier.

'Yacht building is an art in which England is unrivalled', crowed another publication, *Yacht List*, 'and she is distinguished pre-eminently and alone for the perfection of science in handling them.' While the

The Marquis of Anglesey, a respected member of the Royal Yacht Squadron and owner of the yacht *Pearl*



Waterloo veteran, the Marquis of Anglesey, remarked crustily: 'If she is right, then all of us are wrong.'

The challenge from America, promoted by some New York businessmen and managed by John C. Stevens, the first commodore of the New York Yacht Club, was quickly hitting the headlines. 'A large proportion of the peerage and gentry of the United Kingdom forsook the sports of the moors', stated *The Times* (the grouse shooting season having begun), 'to witness the struggle between the yachtsmen of England, hitherto unmatched and unchallenged, and the Yankees who had crossed the Atlantic to meet them.'

For the British the result of the race was nothing less than a disaster and although there was a second yacht home, the gallant *Aurora*, which had crept up after the Needles, finishing just eighteen minutes behind, it was a lesson that the home team could not afford to ignore. 'I've learned one thing,' exclaimed the Marquis of Anglesey later, and after much deliberation, 'I've been sailing my yacht stern foremost for the last twenty years!'

In *America*, the New York pilot boats, two-masted schooners more than 80ft (24m) long, had gained a world-wide reputation for speed, and George Steers, creator of *America*, had drawn the lines of the best of them. Some of his ideas were well ahead of their time, and it is interesting that when *America* was rebuilt by Pitchers of Northfleet in 1858, Henry Liggins, head joiner, noted later: 'I can remember well, as if it were but yesterday, sitting on her new English oak timbers and picking up the snuff-like rubbish of her original construction.' It is likely, therefore, that not only were her lines radical in British terms, but also that she had been built of unusually light material. The secret of *America's* success, however, was not at once appreciated by British yacht builders, and although a number of existing yachts were altered to conform immediately, it took some time to sink in. The famous designer G. L. Watson, years afterwards, wrote: 'The run, though rather short, was very fair, the buttock lines, especially, showing beautifully easy curves. Her flat sails of machine spun cotton, laced to her booms, gaffs and masts . . . only enhanced her form.' She was a winner it was true, but her success was long attributed to the material of her sails.

The remainder of *America's* history is a surprising and romantic story, too long to write in any detail. While British designers were still scratching their heads, *America* was sold to Lord John De Blaquièrre, and for the next ten years remained, for all to copy, on the British side of the Atlantic. When the Civil War broke out in America, however, she was bought by a man from Savannah, and for a time served the South as a blockade runner. Chased by a Union gunboat up the

BUILDERS SPECIAL

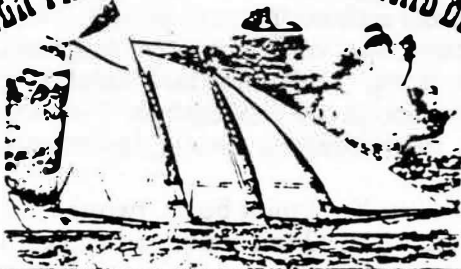


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for more info.
Call Bob Vienot /redacted/

St John's River, she was unfortunately sunk but later raised, and in 1863 she was sailed north to Annapolis, becoming a training ship at the Naval Academy there. In 1870, having been restored, America defended her now famous title in a race won by the American schooner *Magic*, and appeared once more, *hors concours*, in the America's Cup of 1876. She had meanwhile been bought by General Butler for \$5,000 at a naval auction, and in 1901, her last season in commission, she took G. L. Watson and the great Sir Thomas Lipton for a sail. In 1921 a benevolent group of yachtsmen acquired her for a dollar and returned her to the Academy as a gift to the nation, where in 1945, having attracted countless tourists, she was sadly scrapped, outliving her young designer by almost ninety years.

SPECIAL THANKS!!!
TO THE VOLUNTEERS WHO HELPED
IN THE MEDEA'S ENGINE ROOM
CLEAN UP LAST SAT., OCT. 13.

THANK YOU! THANK YOU!!
DOUG SMAY AND VIC CROSBY FOR
THEIR ASSISTANCE ON THE OCEAN
AWARENESS SUNDAY.....

DOUG MACFARLAND