



San Diego Ship Modelers' Guild

Vol. 15 NO. 1

BILL PAYLOR SEND ME THIS ARTICLE FOR ALL OF US TO SHARE:

Easy Boat Retrieval System

Hook and loop material (like Velcro) attached to the outer hull sides of two boats can work as an effective retrieval system. If one boat stops running and is away from shore, the other boat can be sent out to attach itself to the side of the stalled boat and tow it to shore. Remember to use the "hook" material on one boat and the "loop" on the other!

**Mikal Geigerspan,
Bonn, West Germany**

MIKE RIVERA WILL GIVE A DEMONSTRATION ON HIS WAY OF MAKING PROPELLER AND RUDDER WATER TIGHT STUFFING TUBE.... AND WILL TAKE YOU ALL THE WAY UP TO INSTALLING THIS ITEMS IN A HULL--SO DO NOT MISS THIS FIRST OF A SERIES OF INSTRUCTION TALKS FOR BEGINNERS AND SEASONED BUILDERS ALIKE, COME TO OUR NEXT MEETING ON JANUARY 18TH, 1991 AT 8:00 P.M., WE'LL BE WAITING....

"NEXT MONTH"

FEBRUARY 15TH, 1991 MEETING STARTS AT 8:00 P.M., MIKE RIVERA WILL BE SHOWING HOW TO HIDE THOSE ON AND OFF SWITCHES.....

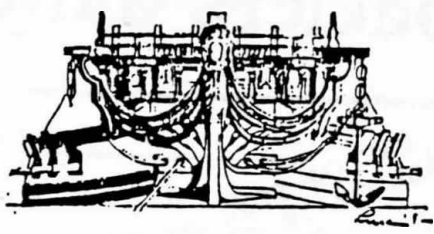
San Diego Ship Modelers Guild
Mike Rivera
/redacted/



JANUARY

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YOUR GUILD MEETINGS ARE FREE-----BRING A MODEL OR PART OF ONE.....



LAST SAT., DEC 29TH I MET WITH MIKE DORY, WE DISCUSSED HIS UPCOMING SUBMARINE SEMINAR, ON JULY 13TH AND 14TH AT AN UNDETERMINED LOCATION FOR NOW---HOWEVER NORTH ISLAND NAVAL AIR BASE IS AN STRONG POSSIBILITY--THIS SEMINAR WILL INVOLVE RUNNING BOATS, DISCUSSING BUILDING TECHNICS, QUESTIONS AND ANSWERS ETC. INFORMATION FLYERS WILL BE DISTRIBUTED, SO ALL YOU SUBMARINERS OR WOULD BE SUB CAPTAINS WHO ARE LOOKING FOR ANSWERS THIS WILL BE A MUST FOR YOU. SINCE MOST SUBMARINERS WHO'S, WHO WILL BE THERE FROM BUILDERS TO MANUFACTURERS.

SAN DIEGO SHIP MODELERS GUILD
OFFICERS FOR 1989

- MASTER
Doug McFarland /redacted/
- MATE
John Fluck /redacted/
- PURSER
Bob Willis /redacted/
- LOCKSMITH
Doug Sney
- NEWSLETTER EDITOR
Mike Rivera /redacted/
- STEERING COMMITTEE
- Ed White
- Bob Crawford /redacted/
- Ralph Aruda /redacted/
- Ray Nelson /redacted/

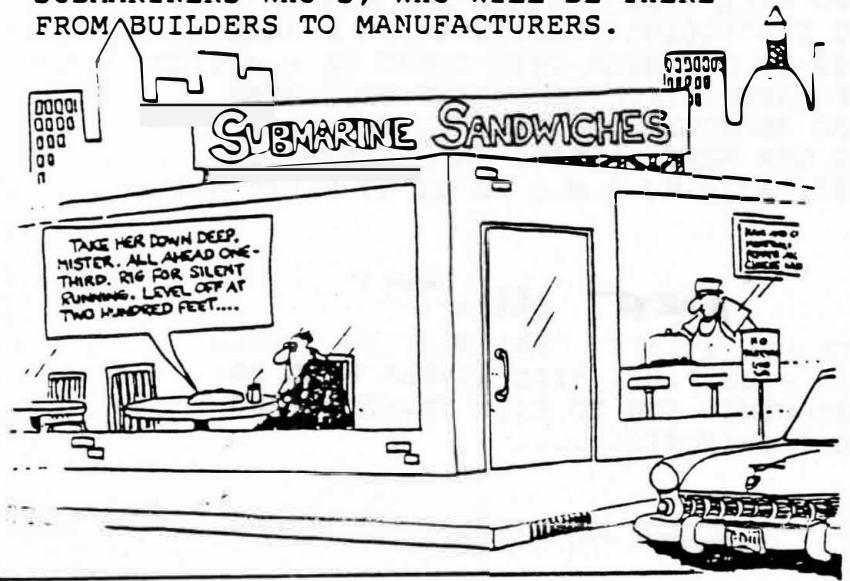
SCHEDULE OF ACTIVITIES

- 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

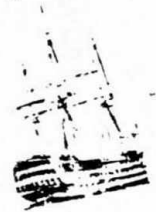
Dues are \$10.00 annually

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



HERE IS A POST CARD, RECEIVED FROM MODEL SHIP BUILDER MAGAZINE, THESE PEOPLE HAVE GONE OUT OF THEIR WAY, MORE THAN ONCE IN HELPING US WITH CONTRIBUTIONS FOR OUR PAST REGATTAS. MANY OF MY INFORMATION IS HAND ME DOWNS FROM FINE PUBLICATIONS SUCH AS THOSE IN MODEL SHIP BUILDER, I'VE SENT FOR MY SUBSCRIPTION-----HOW ABOUT YOU? AND IF YOU DO, TELL THEM YOU HEARD IT IN THE SAN DIEGO SHIP MODELERS GUILD NEWSLETTER.

MODEL SHIP BUILDER



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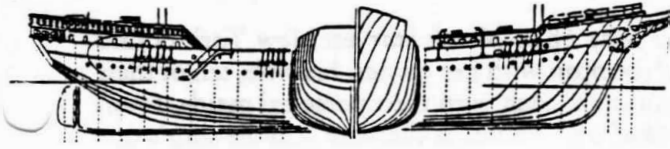
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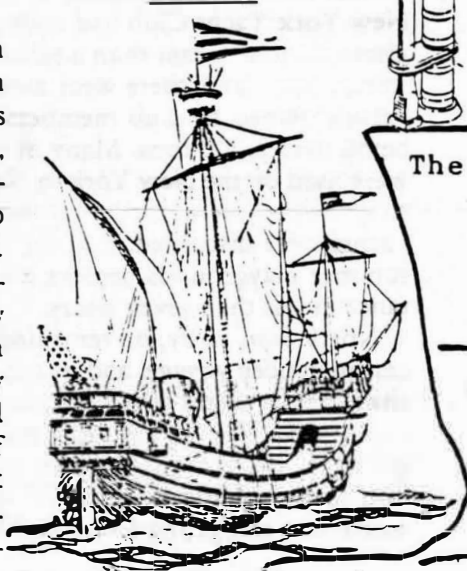
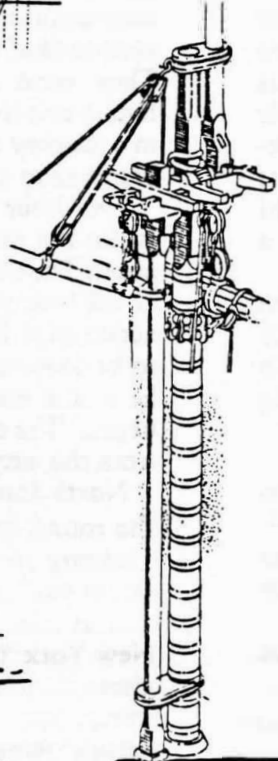


The National Maritime Museum in Greenwich, England, is a major resource for those seeking photographs and plans. Jane Weeks of the NMM writes:

"The NMM houses a collection of more than 300,000 historical photographs from 1840 to the present day. The largest collection is that on merchant shipping, and there is also a substantial collection of naval photographs. Of particular interest is the H. Oliver Hill collection of photographs of British working and fishing boats, many taken during construction, dating from the 1930s to the 1960s.

"The NMM, with almost one million drawings, holds what is probably the largest, and certainly the richest, collection of ship plans in the world. The core of the collection is the Admiralty plans, which date from the early 18th century to the present day and cover all aspects of the Navy's equipment from first-rate line-of-battle ships to aircraft carriers and right down to the humblest harbour launch. There are also vast numbers of merchant and leisure craft as well as traditional working vessels.

"The main merchant collections are those of the Denny, Alexander Steven, and Barclay Curle companies. Of these, the first two begin in the 1850s and cover the development of the merchant ship from the days of sail until the late 1960s. Leisure craft are well represented in the Camper & Nicholson collection, which the NMM administers on behalf of the owners. The recording of traditional working boats has suffered because of their very nature, as they were normally



built without the aid of drawings, but due to the efforts of men like Norman Oak in the 1930s and Eric McKee in the 1970s, the NMM has a fine selection of plans of these fast-disappearing craft."

Many of the plans at the NMM are of American vessels, as the Royal Navy had a habit of taking the lines off foreign vessels that fell into their hands. The museum is therefore one of the best sources of plans for American vessels of the Revolutionary War and the War of 1812.

The NMM also has a well-stocked bookstore carrying museum publications and titles from other publishers, especially those from Great Britain and Europe.

For information about photographs, contact Denis Stonham, Curator of Historic Photographs; plans, contact David Topliss, Curator of Ships Plans; and books, contact Stuart Chubb, Bookshop Manager. All at the National Maritime Museum, Greenwich, London SE10 9NF, England, telephone: 081-858-4422.

The San Diego Ship Modelers' Guild

Robert K. Willis
/redacted/

\$15.00

Guild Name Tag

Henry S. Wenc

/redacted/.00

ANOTHER OF OUR GUILD TRADITIONS CAME AND WENT, OUR CHRISTMAS PARTY WAS ATTENDED BY OUR USUAL GROUP WITH IN THE GROUP---YOU GUY'S KNOW THAT THERE ARE NO FEES OR COLLECTIONS FOR OUR TWO YEARLY PARTIES, WE ONLY ASK THAT YOU BRING A DISH OR SOMETHING TO SHARE-----SO FAR THE USUAL DOZEN OR SO KEEP SHOWING (BY THE WAY THANKS TO THOSE WHO ATTENDED) NO COMPLAINTS MIND YOU BUT I KNOW THAT THERE ARE SOME 90 MEMBERS OR SO OF YOU OUT THERE... AND WE CAN'T DRINK ALL THIS STUFF...(BESIDES WRITING THIS NEWSLETTER, I'M ALSO YOUR LIQUOR LOCKER KEEPER, HIC!!!@/??EE)



THE MENAI AND THE NORTH STAR

Rivalry between Lord Belfast and certain members of the Royal Yacht Club had become so intense by the end of the 1820s that Joseph Weld built his famous cutter *Alarm* principally 'to larn Belfast', and a Mr Assheton-Smith, once greeted by Napoleon as 'le premier Chasseur d'Angleterre' because of his love of hunting hounds, announced that 'he had determined to take his future aquatic excursions' instead 'in a steam vessel of extraordinary power.'

Such threats did not go unnoticed, and, echoing the sentiments of the *Southampton Herald*, which in 1825 had condemned the Solent packet boats for their 'murky vomitings', the members passed the following resolution:

Resolved that as a material object of the Club is to promote seamanship and the improvements of sailing vessels, to which the application of steam engines is inimical, no vessel propelled by steam shall be admitted into the Club and any member applying a steam engine to his yacht shall be disqualified thereby and cease to be a member.

And so Assheton-Smith, who had ordered England's first steam yacht, the *Menai*, resigned.

The Royal Yacht Squadron, as the club became, was not, luckily, to remain intransigent for ever, and when 'Queen Victoria,' wrote Heckstall-Smith, 'in order to keep up with the Hohenzollerns and the Romanoffs' decided that she too should have a steam yacht, they were inclined to think again, and in 1853 the resolution was scrapped.

In that same year, Cornelius Vanderbilt, who was fifty-nine years old, had launched his *North Star*, the first steam yacht in America. Vanderbilt had started his working life as a farm hand on Staten Island, and, borrowing \$100 from his mother, had then bought a small boat to carry passengers around New York Bay. Soon he had built up a fleet of ships, earning himself the unofficial title of 'The Commodore', and in 1849 he had increased his fortunes by running thousands of gold seekers half-way to California.

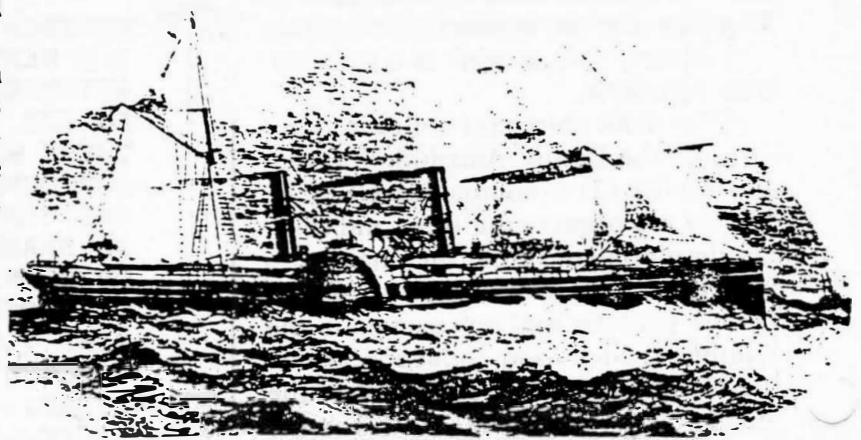
North Star was a hefty oaken 270ft (83m) steam yacht, rigged as a brigantine, with side wheel paddles 34ft (10m) in diameter. She had been built to accommodate Vanderbilt's large family in ten luxurious state rooms, each complete with rosewood furniture and silk hangings, and with a stove to keep out the damp. Costing more than \$90,000, she was a superb ship on which no expense had been spared, and with \$11,000,000 in his pocket The Commodore could no doubt afford to run her, for he was already, it was believed, the richest man in the world.

On 19 May 1853 *North Star* left New York bound for Southampton with her owner, his wife, ten of their twelve children, each with their personal maids, seven sons-in-law, a physician, a chaplain and the ship's cat. They were destined to meet the Russian imperial family and to visit Norway, the Baltic, France and Italy in a journey of over 15,000 miles during which *North Star* was to consume no less than 2,200 tons of coal.

One hour before sailing, the stokers had gone on strike for more pay and the chaplain, writing later about The Commodore, who was an ill-natured tyrant at the best of times, noted: 'True to his principles of action in all his business affairs, Mr Vanderbilt refused to be coerced by the seeming necessity of the case and he would not listen for a moment to the demands so urged.' The men were fired and new stokers signed on from the jetty.

North Star had taken only four months to complete the round trip, and this had so impressed New York yachting society that, after the American Civil War, steam yachts quickly gained in popularity, in comfort and in size. It is interesting to note that in 1870 the New York Yacht Club had only four steam yachts registered, none larger than a schooner of 275 tons, but thirty years later there were more than two hundred vessels owned by club members, the largest of them being over 2,000 tons. Many of these floating palaces were used on the New York to Newport milk run, and as speed became almost as important as luxury, slower yachts were discarded, and the 170 mile cruise to the summer playgrounds became a race to cover the distance in less than seven hours.

North Star, sadly, on returning home from her successful maiden voyage, and true to the owner's grasping character, was converted as a passenger ship and eventually sold. The Commodore meanwhile had quickly got back into the driving seat, and, turning his attention to the railroads, by 1877 had increased his net worth to a staggering \$40,000,000.



North Star passes the Sandy Hook lightship on her way out into the Atlantic. Previously, on leaving New York harbour, she had backed on to a reef, but had been passed fit to continue by the US Navy



MARLINSPIKE HITCH



SURGEON'S KNOT

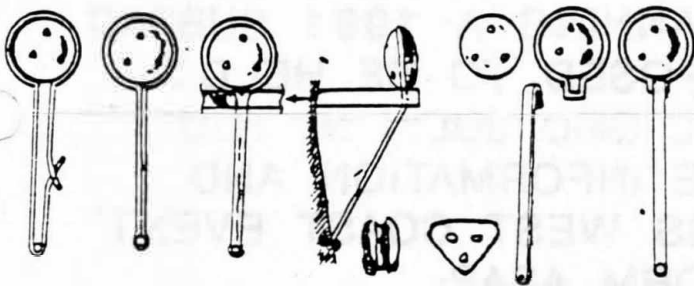


RUNNING KNOT

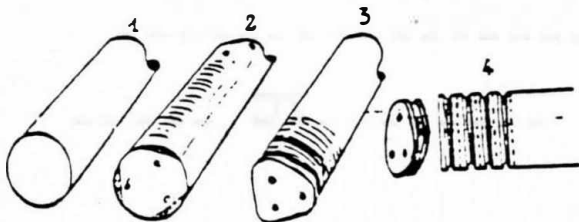
DEAD-EYES

Dead-eyes, which can be reduced to blocks without sheaves, are a part of the ship's fitting, serving for ropes to pass through. They are made of hard wood, generally have a flattened circular shape and three or four grooved holes (eyes) pierced through them. Many of them of different sizes, are needed when fitting out a model. It should be said however that in some sailing ships, especially during the 16th century, dead-eyes were not round but triangular or heart-shaped. Also these latter kinds can be found in shops, but making them from a three-sided wood strip is easy and expedient. The figure shows the procedure to be followed. First three faces are flattened-out on a round stick with a small plane; then the grooves are made with a file through which the ropes of the chain-plates will be roved and finally the dead-eyes are cut out with a fretsaw.

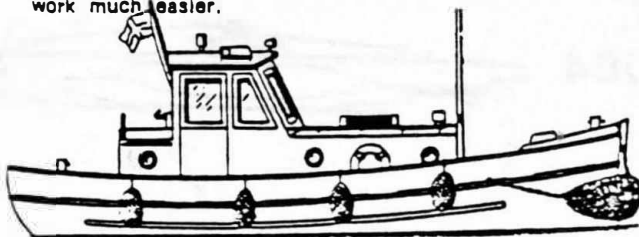
Of course, the same procedure can be followed to make round deadeyes, by using a hardwood dowel of the proper diameter.



— Making the chain-plates which fasten deadeyes to channels.

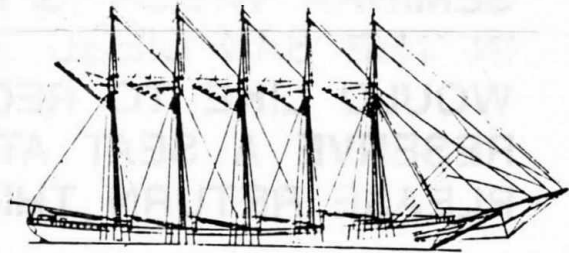


— Dead-eyes of various sizes are available on the market. However the model builder can easily make them from a hardwood strip (box, pear-wood, walnut, etc.). Necessary tools are: a small file, a reamer and a fretsaw to cut them out. A lathe would of course make the work much easier.



DUES ARE UP, \$15.00 BUCK'S WILL BRING TO YOU THIS GREAT NEWSLETTER.

WE ARE STILL LOOKING FOR GUILD OFFICERS, i.e. MASTER, MATE, ETC. THE PAY IS GOOD AND IT DOESN'T TAKE MUCH EFFORT... ONE REQUIREMENT IS THAT YOU'LL STILL BE BREATHING..... YOUR MODELING SKILLS ARE ONLY SECONDARY FOR THIS OFFICE HOLDER, WE DO NEED SOMEONE TO BRING NEW FRESH IDEAS TO HELP PULL OUR GROUP OF MEMBERS TOWARDS OUR COMMON GOAL.



YOUR GUILD MADE THE NEWS PRINT AGAIN, THE JANUARY 1991 ISSUE OF SCALE SHIP MODELER MAGAZINE HAS OUR SAN DIEGO 1990 REGATTA REPORT--AS SEEN THROUGH THE EYES OF LEE UPSHAW--YOU CAN PICK-UP YOUR COPY AT YOUR FRIENDLY LOCAL HOBBY SHOP OR COME TO THE MEETING AND SEE MINE.

HEARD FORM BOB WRIGHT, THERE'S TALK OF HAVING A MODEL BOAT SALE ABOARD THE BERKLEY---- SIMILAR TO THE BOOK SALE AND FLEA MARKET---THERE WILL BE SHIP RELATED ARTIFACTS, ANTIQUES, MUSEUM MODEL SHIPS ALONG WITH MODELERS PEICES. ALL THIS WILL TENTATIVELY WILL TAKE PLACE IN SEPTEMBER,1991. MORE INFORMATION TO COME AT YOUR JANUARY MEETING---YOUR INPUT IS WELCOME.



1991 SSMA SUBPAC SEMINAR



SSMA IS CURRENTLY PLANNING A 1991 SUBPAC SEMINAR WHICH IS PROPOSED TO BE HELD IN THE SAN DIEGO AREA. (MID JULY) IF YOU WOULD LIKE TO RECEIVE INFORMATION AND RESERVE A SEAT AT THIS WEST COAST EVENT PLEASE RETURN THIS FORM ASAP:

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