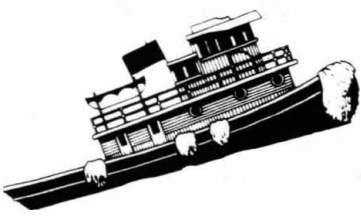




# San Diego Ship Modelers' Guild

JUNE, 1993      NEWSLETTER      VOLUME 17, NUMBER 6



**THE DESTROYER MEN**

There's a roll and pitch and a heave and hitch  
 To the nautical gait they take,  
 Oh! their scorn is quick for the crews who stick  
 To a battleship's steady floor,  
 For they love the lurch of their own frail perch  
 At thirty-five knots or more.  
 They don't get much of the drills and such  
 That the battleship jackies do,  
 But sail the seas in their dungarees,  
 A grimy destroyer's crew.

*Berton Braley*

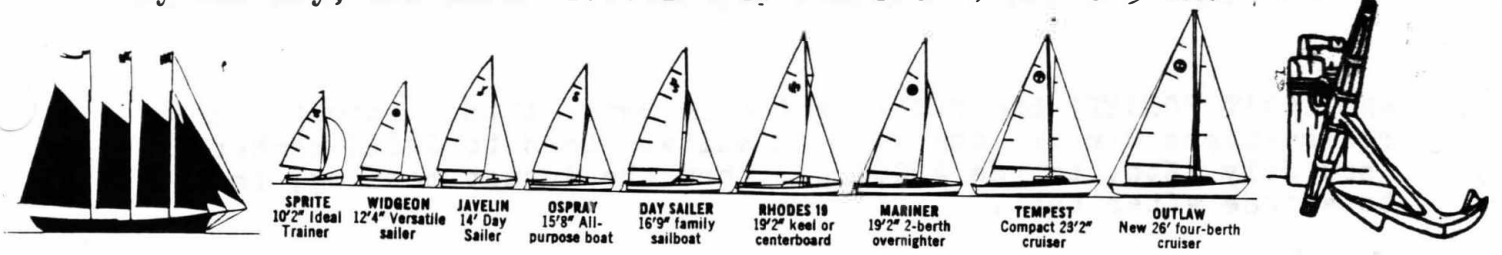


## DIDJA miss the last meeting?

Twentyfour people attended the MAY 20th. meeting of the SAN DIEGO SHIP MODELERS GUILD held on upper deck of the ferry BERKELEY. Despite cancellation of the planned program, members themselves, in a "round robin" discussion, revealed many interesting personal sidelights about former models built, those in the planning stages and the methods used to accomplish those ends.

BOB CRAWFORD began the discussions with a very interesting account of a recent trip on the restored LANE VICTORY, rescued from the reserve fleet in layup at Suisin Bay. The short trip originated in San Pedro and featured almost complete freedom of the vessel enroute. Guests were allowed to visit the open engine room, the bridge and restored quarters. What makes the restoration of the LANE VICTORY unique is that it is entirely 100% volunteer. Former seamen and engineers, now in their sixties and seventies are much in evidence, as well as their grandkids and young friends who find it anything but boring. Volunteers very willingly formed 24-hour watches before the start of the short trip while steam was getting up. And there was even a willing galley staff.

Highlight, perhaps, of the trip, was the simulated strafing attack by "WW II German planes", some coming disturbingly close aboard. It all combined to make a very satisfying "voyage" and Bob announced that there are plans underfoot to assemble several of these World War II transports to recreate the European landings. By the way, the LANE VICTORY trip ran from 9 AM to 5 PM.



JUNE 17--Video about air-brushing

JULY 15--Annual birthday party aboard bark STAR OF INDIA

SHOW AND TELL at the last meeting:

Bryan Peters exhibited his case-enclosed, completed mahogany model of the STAR OF INDIA when she was ship-rigged. It is impressive, indeed, and a pleasing example of his genre of trophy-style representations.

Daniel Stensrud exhibited his almost-completed Ace racing sloop. The class boat requires a rudder before it's ready to go and Dan feels that a contrasting color boot-topping will help her appearance.

Jim Hawkins brought his cruiser CHICAGO model--all six feet

of her and showed us the bilge keels he had recently installed. He has also cut an access hatch aft and is making a fine job of this fiberglass Lee Upshaw hull.

John Fluke came with his model of the Dutch yacht and expressed the pleasure he derives from working on what will be a fine representation of this bluff-bowed Dutch period pleasure craft. John combines his "watch" in the Berkeley model shop with the gradual completion of a very interesting small vessel.

Dave Manley showed us his A.J. Fisher steam trawler hull made from a foam plug and fiberglass mould. The resulting hull is beautifully fair and a credit to vessel design. Not to be left behind, Mrs. Manley is involved on a modeling project which will result in a coastal freighter.

ALSO...Bob Eberhardt was present to fill us in on his plans for the eventual completion of the work-boat project which he so ably has begun. Those plans would include plans of all vessels--in 1/8-in. per foot scale and...down the line, a model of each as well. An ambitious program, Bob--but not impossible.

From the SEA HISTORY GAZETTE for May, we learn that future trips of LANE VICTORY will take place on July 24, 25 and October 2,3. Tickets are \$100. Contact USMMVWII, PO Box 629, San Pedro, CA, 90733; 213-519-9545. The notice states that it is a six hour trip.

AND DON'T FORGET! the MEDEA cruise on Sept. 11th. Submit your reservations w/a \$25 check to Ed White. Open to Guild members thru July 15th, to the ARGONAUTS thru the August meeting, then to anyone after that.



A couple of guests searching for the proper places to buy supplies, tools etc. were advised that Model Shipways, Blue Jacket and A. J. Fisher still supply quality products. The affable Bob O'Brien also informed us that the British Co. SIRMAR Model Ship Fittings, despite sad relationships with U.S. distributors, is still strongly in business and carries a very dependable line of products featuring warship fittings, not only British and Australian, but U.S. as well. And for those of you crazy over airplanes, their WWI aircraft models are excellent. You may order direct from



**1st. FLOOR LOVEROCK HOUSE**  
**• BRETTEL LANE • BRIERLEY HILL • WEST MIDLANDS • DY5 3JS**  
**TELEPHONE (0384) 263252**

There was also a question about the proper place to buy wood for models and CUT & DRY in Solena Beach was mentioned, as well as WARNER WOODS.

Those needing radio service, changes and repairs might want to keep this source on file: Authorized Radio Control Service (Don McCarthy) in Fallbrook. Telephone for hours and address: 728-0440.

Our hobby continues to attract modelers from other than boats. New member Jim Gordon has been building model trains for years and has developed skills in weathering. He is planning a super detailed tug with multiple operating functions. He's offered to put on a program in the near future. Jumping in with both feet, eh, Jim?



Past Captain FRED FRAAS has been chosen MODELER OF THE QUARTER!  
 Congrats Fred! The title and honor are well deserved!!

# Shipmodelers of Note

## Captain E. A. McCann

Arthur Wakeling

Captain E. Armitage McCann is the ship model maker to whom a greater debt of gratitude is perhaps due than to any other one man for popularizing the hobby of making scale-model ships. It was he who inspired the extraordinary growth of the hobby which began in 1926. Blueprints of his models were followed by tens of thousands of amateur model makers, many of whom had never seen a deep-sea ship.

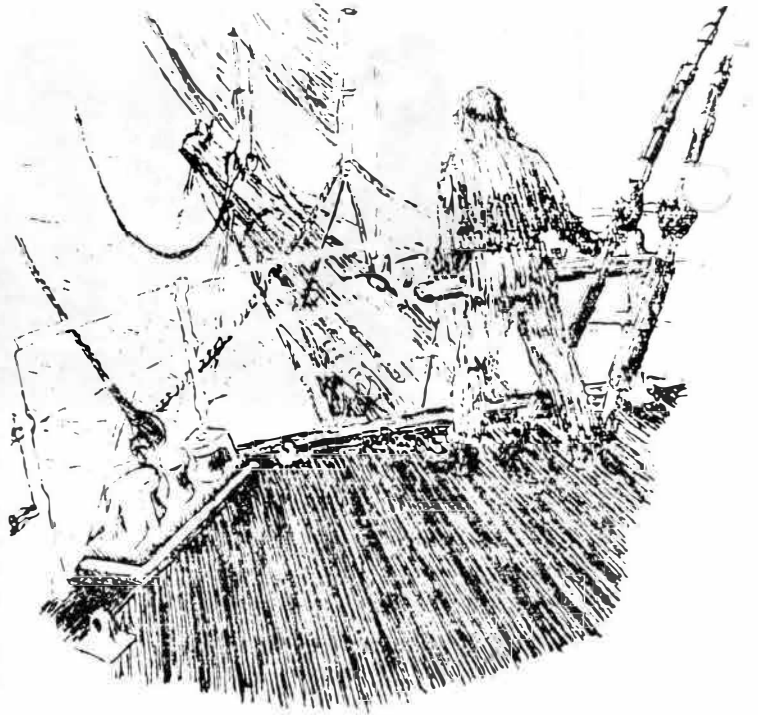
Captain McCann's secret was a simple one. He happened to be able to design and build models of historic ships which were reasonably authentic in detail and exceptionally beautiful to look at, yet were so simplified in construction that even beginners could construct them with success.

The writer had been Home Workshop Editor of Popular Science Monthly for about five years when he happened to notice an article on simple ship models by an old friend, Edward Thatcher, which appeared in one of the women's magazines. Full-color illustrations had been used and the presentation was most attractive. Why not introduce this hobby to the craftwork readers of Popular Science? It seemed worth trying, so Captain McCann prepared an article on a picturesque pirate galley, or felucca. This appeared in two installments in the February and March, 1926, issues. The response was extraordinary. Thereafter, Popular Science published plans for Captain McCann's models as fast as he could prepare them. This continued until his death in October, 1937. Captain McCann's health had been failing for some time, but he kept going by sheer will power and finished a model of the "Alabama", wrote the manuscript by hand and completed the project a few days before his death at his home in Ridgefield Park, Connecticut.

Captain McCann went to sea at 14, served his apprenticeship in the Elder Line of wool clippers, and at 19 was skipper of a bark trading in the India Ocean. He retired temporarily from sea life when he was 22, went to South Africa, was in the Boer War, and later had adventures in many parts of the world. In World War I he went back to sea and did transport work from the beginning to the end, his ships being mined, torpedoed, shelled and bombed at various times. After the War, he commanded American vessels for a time, but from 1926 on, he devoted himself to making ship models, writing, sketching ships and acting as marine consultant to moving picture producers. He held both American and British master mariner's licenses.

A set of three books, "Ship Model Making", were written by Captain McCann. The first volume told how to make the Barbary pirate felucca and a Spanish galleon; the second, a model of the clipper ship, "Sovereign of the Seas"; and the third, a model of the U. S. Frigate "Constitution". These volumes were published by the Norman W. Henley Publishing Company, New York.

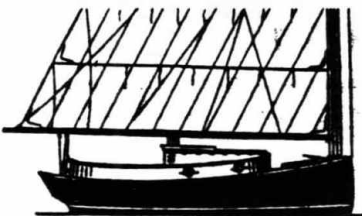
Although he was brought up in the tough old days under sail and had lived a life of adventure, Captain McCann was a very kind, friendly and considerate man. He had countless friends and endeared himself to the ship model making fraternity as no other man, before or since.



THE LOOKOUT (on duty)--sometimes he snoozed behind the break of the fore's head or curled up against one of the light towers.

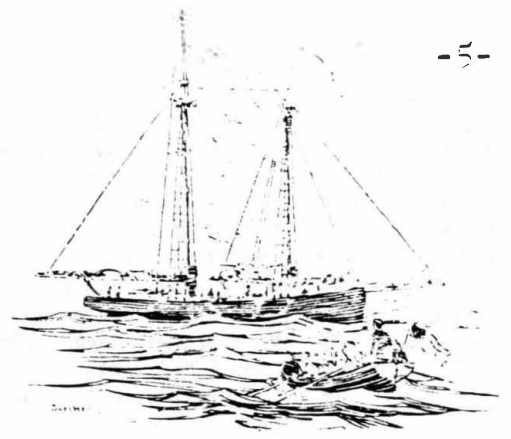


Captain E. Armitage McCann, 1875-1937



There are still some of us older geezers out there who used to struggle making our own ship models in the 30's.

Good fortune came along, however, in the form of Captain E.A. McCann's models presented thru the POPULAR SCIENCE articles monthly. That gentleman gave us direction and inspiration and it was sad to read... right after the ALABAMA model appeared, that he had died. Ass't. Ed.



# SHIP MODEL COLLECTING

PEOPLE COLLECT OBJECTS OF ALL SORTS.

SHIP MODELS ARE COLLECTED BECAUSE OF THEIR DECORATIVE AND ROMANTIC VALUE

## E. ARMITAGE McCANN

Master Mariner

Secretary, Ship Model Makers' Club

IN common with most wild animals, people have an instinct to collect things. In this age we no longer find adventure in gathering a store of nuts or jerked beef so we release this atavistic complex by collecting objects interesting or beautiful, or perhaps just rare, because with the true collector the harder things are to acquire the more they are prized. This has more reference to their rarity and beauty than to what we pay.

People collect all sorts of things from postage stamps to white elephants. Most collections have some disadvantages; of stamps, for example, there are too many and they have to be put in books where we seldom see them; of white elephants there are too few and we would see too much of them.

Let us therefore clear hawse by looking at the objections to collecting ship models. A really fine model can seldom be found to a scale of less than 1/8 inch to the foot; this for a sizable ship means a model of some three feet over all and nearly the same height—many fine models run up to five or six feet in length. The spars and rigging of a square-rigger are delicate, but are so stayed and backstayed, as with the real ship, that if well made, the whole is quite strong. Nevertheless, it is not wise to place a model so that people will place their elbows on the topsail yard. A model thus takes up quite a bit of room.

The other objection is that the Missus protests at having to dust them. The remedy for this is to do it yourself and, incidentally, the best

way to do this is with a medium stiff paint brush and a pair of bellows or good lung pressure. The profits and pleasure of collecting ship models far outweigh any objections.

Some men start collecting because of their interest in one particular vessel but mostly because of the decorative and romantic value.

The exactness of a model with its prototype is inextricably interwoven with its beauty but let us consider the decorative angle first and reserve the matter of meticulous accuracy for a later story.

Any carefully made, carefully placed model at once adds a note of grace and distinction to any room, which may or may not be otherwise interesting—modern or antique. Why does it? Because it has a distinguished, austere beauty. It is not a beauty of the decorator's art or paint or tinsel, but one of harmonious line, through its gracefully moulded hull and slender tapering spars. A sailing ship is said to be the most beautiful thing ever made by the hand of man and a model is a tiny replica of it.

A ship model in a room is a focal point on which the eye will lovingly linger. It is the embodiment of romance and adventure. The sea is the symbol of all terror and all beauty in life. Sailors, throughout the ages, are men who have fought and conquered the sea and carried civilization to the far parts of the world from its cradle in the Mediterranean. To do this they had to have vehicles which were sure and swift. Hence their ships are the acme of strength and grace and hence the fascination of the ship model.

Do I sound too enthusiastic? Take my warning, you will be just as bad if you start.

Just where to commence collecting will depend upon several circumstances, chiefly space and bank account.

Only those with a studio or large rooms can have large models, which are not necessarily the more expensive. I could have bought at auction the other day for \$200 a model of a brigantine which was worth at least \$800, but it was six feet long.

I have seen old models sell for over \$3,000, and several modern made ones for \$2,000 and one for \$25,000, but would not advise the beginner to pay any such prices. Nice models of all kinds of ships may be bought from about \$50 up; perhaps less if you are a good hunter and are lucky. Prices in New York are at present about one-fourth what they were three years ago.



Dutch East-Indiaman Mercurius. Probably built in 1770. In the Netherland Historical Ship Museum, Amsterdam

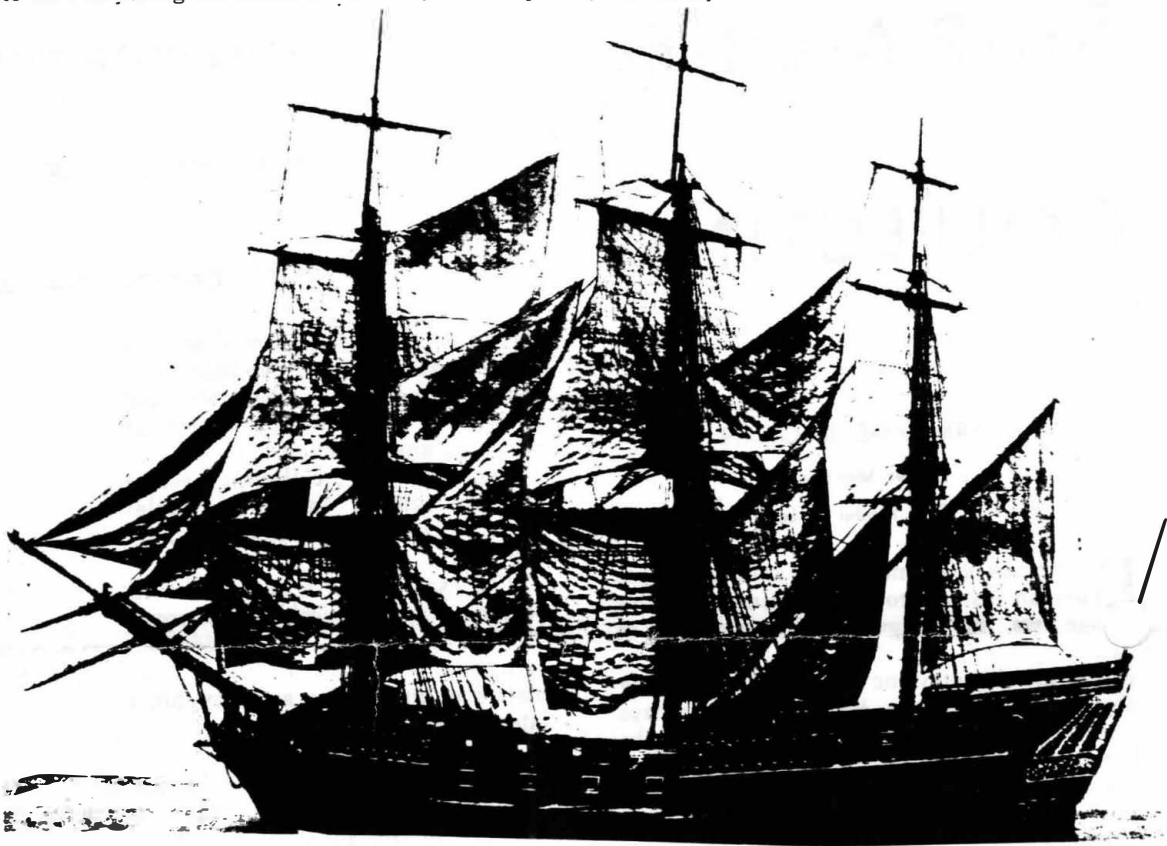
buy what they call a ship model for \$1.95 and up, or go to a higher class store and get the same thing for more money. These are manufactured by the thousands in Germany and in this country and are to be utterly avoided. A model must be a replica of something and these, though advertised as exact replicas, bear but the faintest resemblance to any ship. They are decorations with a ship motif and as such have decorative value, as does the wall paper. They remind one of the Englishman's opinion of the Scottish bagpipes—"They are fine, if you get where you can just hear them—and then go a little farther."

There is another type of decorative model which is much better; this is what is termed the water-line or scenic model. These are usually made by sailors or ex-sailors. The sailor knew his ship thoroughly in detail from the water-line up, but below that he seldom saw a ship, so he commenced at that line and set her in a plastic sea. Then again he liked to put sails on her and a ship with sails set standing on a raised base looks somewhat foolish—in this we are inclined to agree.

Such models are as a rule accurate in everything but scale, in this they are frequently far astray, because the maker judged sizes by his eye, which is not a reliable measure. Then, he had to work with what tools and material he could find aboard. Nevertheless, however crude such models are, they have documentary value; the loving care expended on them is inherent in them, they vibrate the atmosphere of the sea and are very well worth while.

Similar models are now being made ashore by ex-sailors and others, some of them being quite accurate, because plans are used, but they never come under the classification of scale models and are therefore never so highly prized by the earnest collector.

A variation of this type is the scenic half-model. This is half a hull set in a plastic sea with carved wood sails all fastened to a board painted to represent the sky. These are somewhere between a painting and a model and have the advant-



age that miniatures made this way can be hung on a wall rather than set on a flat surface.

Then again there are little full-models with carved wooden sails. Many of these are very good looking.

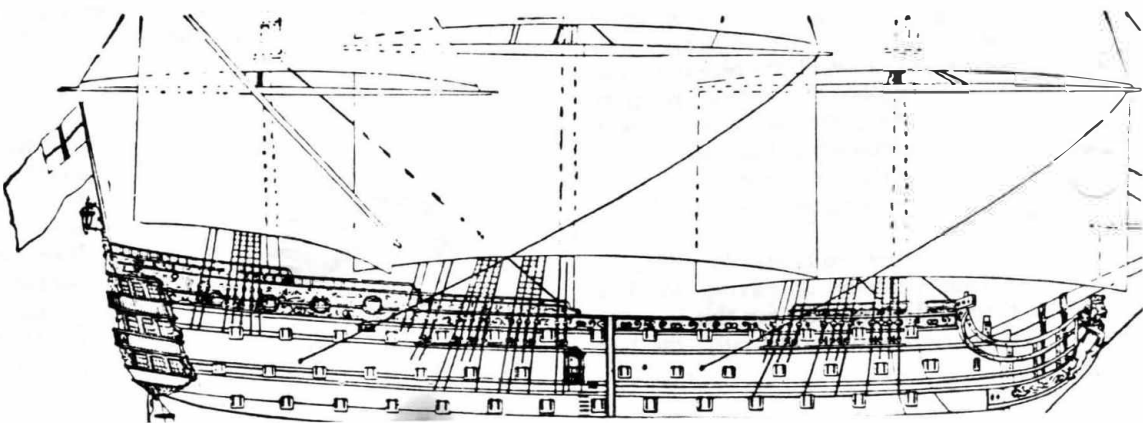
Models such as these are to be found in the antique shops and are being made by men up and down the coast from Maine to Washington, including the large ports such as New York or 'Frisco, and may be gathered up, say, from \$30 to \$250.

As with other forms of collecting only experience will disclose which are good and which are bad. It is helpful if one can take along an expert—though he has the habit of condemning everything not exquisite.

The value placed on a model will vary with circumstances; if in the hands of a dealer, with what he paid for it and how much he knows about it—there are still great bargains to be found. If the maker is selling just by way of a little extra income he can sell cheaper than the professional builder with high living costs in a city. The value to a purchaser is how much he wants it and has.

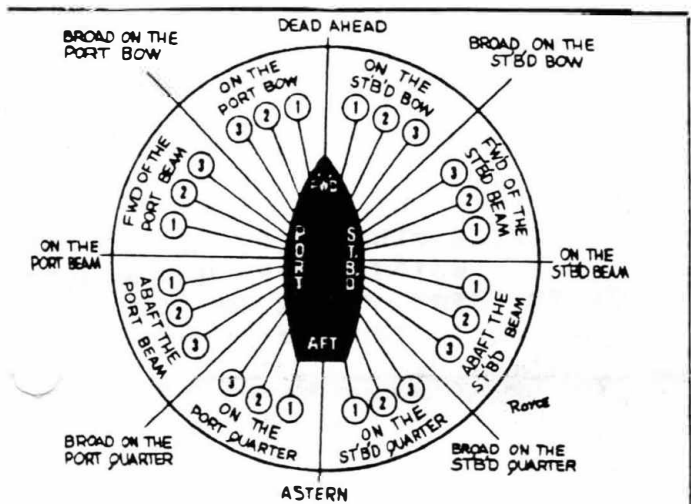
In the decorative class would also come the ships in bottles, from about \$7 upwards—models of such vessels as Roman galleys, most Viking ships, Santa Marias, Spanish galleons, etc. Chinese junks are in a separate class.

Now presume that you have got your first model established in the sitting room. Bye and bye you will miss it when in some other room and get one for that room; then you will want one in the office; by that time you are a confirmed collector, your friends will have verbally pulled them to pieces, and you will know something about them and will be hunting better ones, to which we will refer in our next article.



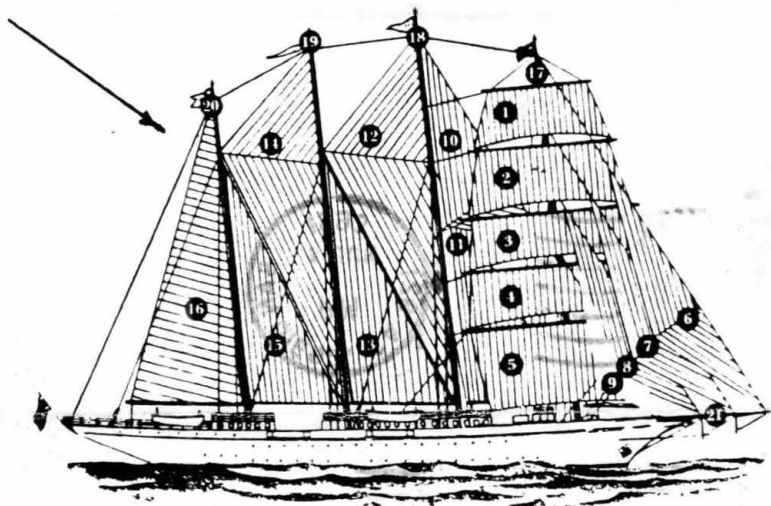
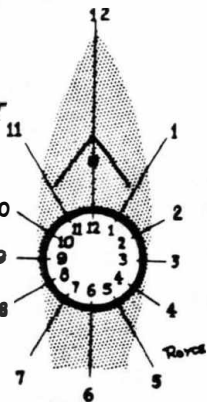
**NOTE!!**  
Do not take seriously the prices quoted in the article. That was in the 30's. Ed.

Your asst. editor called attention to two recent additions to the growing cruising fleet--the barkentines STAR FLYER and STAR CLIPPER, Dutch designed and Belgian built for Swedish shipping magnate Mikael Krafft. These are unusual vessels in that, though they are basically sailing vessels, modern technology influenced their construction and rig to the point that students of traditional rigging would hardly recognize them. This applies mainly to the square-rigged foremast, where there are no ratlines, no footropes under the yards, no jackstays on the yards, no buntlines, clewlines or leechlines. The yards are hollow aluminum alloy and the sails enter them by geared hydraulic rollers. The masts of these vessels exceeded the latest requirements drafted by Lloyds in 1922, and it was necessary to do considerable research, therefore in order to produce the 226-foot single section spars made possible by modern steel, welding and proper staying. The 36,000 square feet of dacron sail are handled by about eight men per watch on these 360 foot vessels.



When sailing in the busy New York Harbor, we found airforce clock system more practical than traditional method above.

Beginner could soon report-- "Tanker approaching 7 o'clock, and tug at 4:30. Change course right away to miss driftwood at 11 o'clock."



1. Upper Topgallant 2. Lower Topgallant 3. Upper Topsail 4. Lower Topsail 5. Fore Course
6. Flying Jib 7. Outer Jib 8. Inner Jib 9. Fore Staysail 10. Topgallant Staysail 11. Main Staysail
12. Main Fisherman 13. Mizzen Staysail 14. Mizzen Fisherman 15. Jigger Staysail
16. Spanker 17. Fore Mast 18. Main Mast 19. Mizzen Mast 20. Jigger Mast 21. Bow Sprit

The crew of the four-masted barque Herzogin Cecilie, on the voyage from Port Lincoln, South Australia, to Falmouth, England, and onwards to Hamburg, Germany, 1926:

Ruben de Cloux, master  
 Ruben Jansson, chief mate  
 Artur Söderlund, second mate  
 Steward  
 Vladimir, cook

**ONLY**  
**7 MEN**  
**per watch**  
**!!**

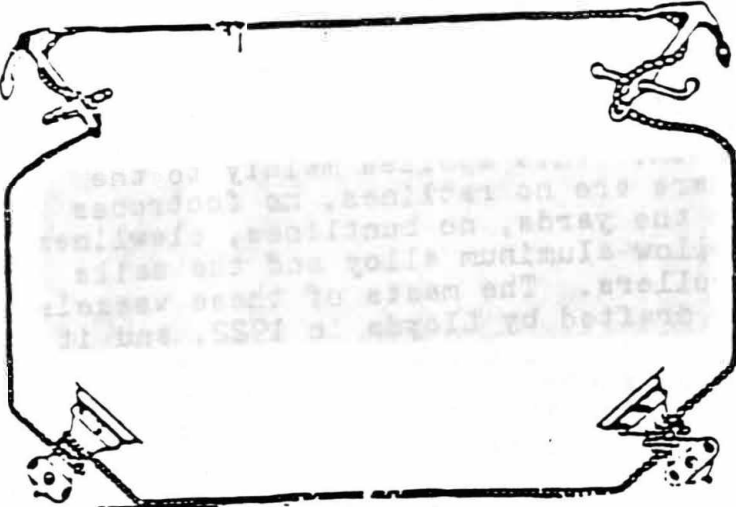
Starboard watch

Ginger  
 Horsedriver  
 Häggström, Iffo  
 Niska, Jouni  
 Sail-maker  
 Scotty  
 Velin, Erik

Port watch

Brown, Bill  
 Karlsson, Elis  
 Malmgren  
 Mattsson, Jari  
 Perez, Juan  
 Vennerström, Fredrik  
 Wilson, Fred

The runner in a sailor's boarding house is a kind of executive officer to the boarding master, doing his dirty work. He must be a bully and a first-class fighter. He goes on board a vessel when it arrives and tries to get sailors to come to his boarding house. On sailing day he sees to it that those who have shipped from his place get on board. He scours the town for run-aways and drunks, sandbagging or drugging them if necessary. Without his services, the boarding master would not be able to collect on a good many advance notes.



/redacted/

San Diego Ship Modelers Guild  
c/o Maritime Museum Assoc. of SD

**San Diego Ship Modelers Guild  
Officers for 1993**

Master	Bob Crawford
First Mate	Jim Hawkins
Purser	Ed White
Logkeeper/Secretary	Bob Cornell
Newsletter Editors	Fred Fraas
	Gordon Jones
Steering Committee	Bob Wright
	Ed White
	Bob O'Brien
Regatta Committee Chairman	Dan LePage

Schedule of Activities:

Meetings --Third Thursday of the month  
7:00PM Social; 07:30PM Meeting

Static Workshops -- (discontinued)

R/C-Operations --Saturday mornings at the  
Model Yacht Pond. (Mission Bay)

Annual Regatta-- Third weekend in June  
\*\*\*\*\*

Membership:

Dues are \$15 annually  
(\$7.50 after July 1st)

We strongly encourage  
all to join the San Diego  
Maritime Museum as express-  
ion of appreciation for  
the facilities they pro-  
vide for our benefit.

