

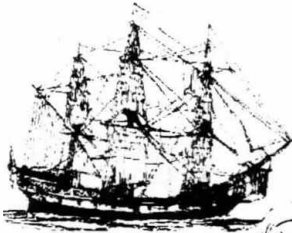


# San Diego Ship Modelers' Guild

OCTOBER, 1993      NEWSLETTER      VOLUME 17, Number 10

1306 N. HARBOR DRIVE

SAN DIEGO, CA, 92101



The wandering sailor ploughs the main  
A competence in life to gain,  
Undaunted braves the stormy seas,  
To find at last content and ease,  
In hopes when toil and danger's o'er,  
To anchor on his native shore.

"A mariner of England--Childers

## OCTOBER

NOW HEAR THIS!

Two upcoming club dates:

S M T W T F S

				1		
3	4	5	6	7		
10	11	12	13	14		
17	18	19	20	21	22	23
25	26	27	28	29	30	

OCT. 19, 7:00 PM--All welcome to STEERING COMMITTEE MEETING.

OCT. 21, 7:00 PM--MODEL CLUB meeting aboard the BERKELEY.

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OCTOBER'S MEETING will be hosted by active member Bob Cornell who will treat of a subject very dear to all you "wet-water" modelers out there. Bob will give us some ideas about salvaging servos and receivers which have been subjected to salt water dampness and even (oops!) sinking in the model yacht basin.

The September 16th. meeting was hosted by ten-year club member Dave Manley who presented a very interesting talk on making model parts such as small ships' boats, fixtures, etc, from fiberglass.



Dave showed the basics without ever actually "uncorking" a bottle. His discussion dealt with the materials--from the fiberglass cloth and mat, release waxes, PVA releasing agent, gel coat, resins etc.

His attentive audience kept him on his toes as comments from the floor ("deck", I mean) kindled a good exchange between speaker and listeners.

Operations were critiqued and a thorough treatment of the subject was outlined. Typical quotes, both from speaker and members: Bondo, though it is a good depression filler, does absorb water. However, there are other choices such as Tiger Air and Dynaglass. Another: The cloth used for the items described will probably be no greater than the 4 oz. variety.

A good source of supplies for the work is DIVERSIFIED MATERIALS, 8250 Commercial St., La Mesa, 91942, half a block off the freeway. Telephone: 464-4111.

Shelf life of the polyester resins after being opened is about two years, we are told. Keep the material cool and out of the sunlight. Bob Cornell suggests keeping portions in smaller containers so as not to disturb the gallon, or larger, quantity you may have on hand.

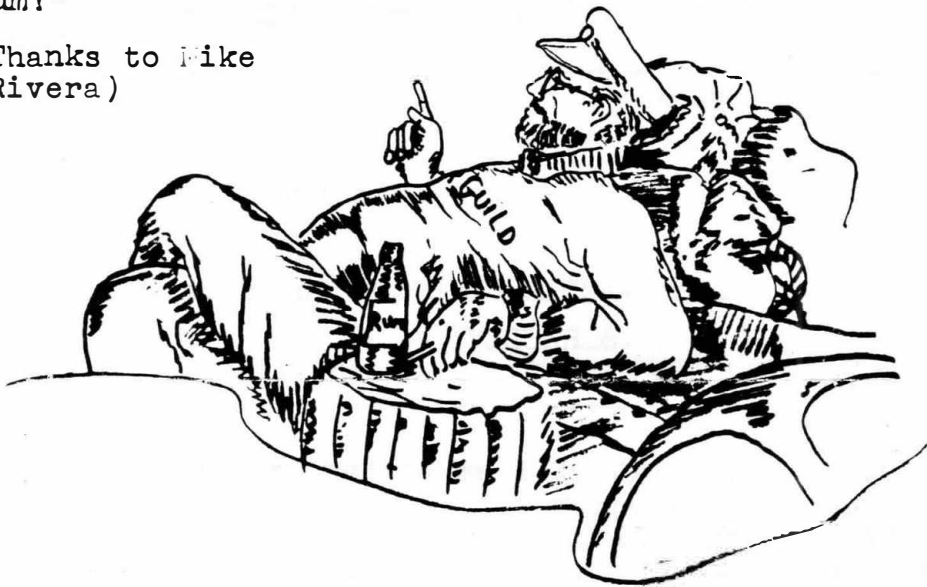
One interesting comment concerning laying-up from cloth as opposed to mat was that, once wetted, mat conforms better to varying shapes.

— — — — — THANKS VERY MUCH, DAVE !!!!! — — — — —

"some of the boys just don't produce! Now, you take Ed White and that new editor...whattsizname?...Jones, er sumthin, they might get the lead out every five years or so"...!What's that? Ed is doing WHAT? BUILDING A MAINE DORY? Hey!! Help yourself to another shot of rum!"

(Thanks to Mike Rivera)

Mike's Corner



Not only is Ed White building a model, seventeen other salty souls presented themselves at the SEPTEMBER MEETING on the Berkeley and several are working on rather unusual projects. Paul Thompson steam paddle-boating, J. F. Hecker, PhD. is busy with Wappen Von Hamourg, longtime member Henry Wenc is gondola-ing with the venetians.

A Dumas-Thompson trawler is keeping Roy Norton busy and a river boat from the muddy Mississippi is engaging Howard Newman's interest.

Bob Crawford of the model shop is restoring two period vessels. Jack and Joe, the model shop "steadies" are both engaged in projects there.

Besides his model work, busy Fred Fraas has spent considerable time putting together a 15-year index of some 750 articles which have appeared in Model Ship Builder.

Several other members still are working on projects which have been previously mentioned. A busy group!

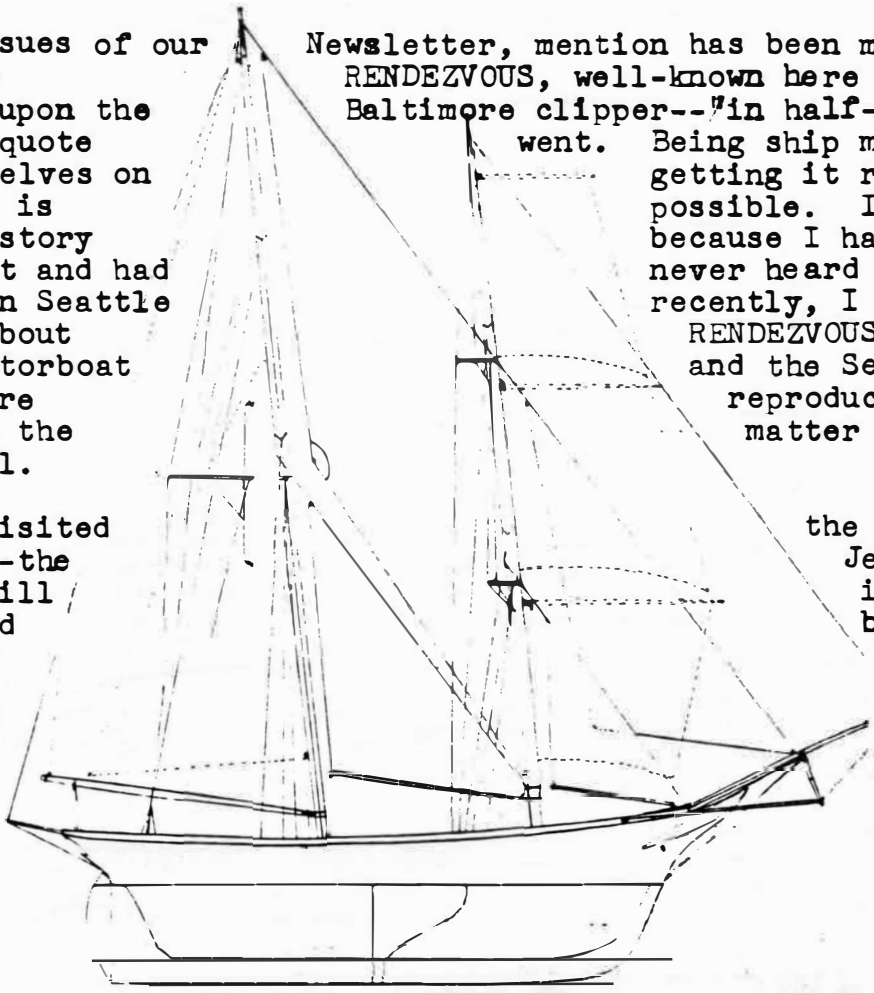
In past issues of our brigantine was based upon the think the quote pride ourselves on as much as is about the story being built and had action. In Seattle articles about Pacific Motorboat

Both are should put the and for all.

I also visited was rigged--the Company, still and was told owner, that was a very person, had directing

Newsletter, mention has been made that the RENDEZVOUS, well-known here in San Diego, Baltimore clipper--"in half-size", I went. Being ship modelers, we getting it right, at least possible. I had my doubts because I had seen her never heard of such a conn- recently, I ran down the RENDEZVOUS, both in the and the Seattle Times. reproduced here, and matter to rest, once

the yard where she Jensen Motorboat in operation by Anchor Jensen, Capt. Ackles energetic a faculty for the job. Ed.



Outboard Profile of New 50-Ft. Yacht With Unusual Sailing Rig

## A Staysail-Rigged Brigantine Yacht

**T**HIS month there will be launched at Seattle a most unusual offshore yacht—a 50-foot ship that is in reality a staysail rigged brigantine.

The new boat, being completed for H. Hansen, prominent San Francisco yachtsman, is Capt. John Ackles' answer to the need for an offshore craft particularly adapted to the Pacific. Built at the Howard and Ackles yard from the latter's designs, she is the result of many years experience at sea.

"For fifty years I've wanted to build one like her," says Capt. Ackles, colorful figure in coast sailing history since the early 'nineties. "These modern yachts with their short keels and racing sails aren't adapted to offshore voyaging. You need a regular little ship. The sail design of this new vessel not only holds all the efficiency of the square rig, but increases it—and for any distance you need square sails."

In those fifty years Capt. Ackles has completed only a model of the vessel, but when owner Hansen saw that model and heard the well known seaman's reasons for her, he left the order at the Howard and Ackles yard. Yachtsmen recall also the efficiency of the new rigging of Dr. Painless Parker's famous *Idalia* which Capt. Ackles has raced to victory under the canvas he designed for her. Then, too, records remain unanswerable, and it was a staysail rigged brigantine which sailed from Australia to Cape Flattery in thirty-one days. This was the *City of Papeete*, and her record hasn't been topped since 1914.

The new craft is essentially a boat for the Pacific ocean. "And sailing in the Pacific is very different from sailing on the Atlantic," the designer will tell you. He has had his foot in the rigging of many a craft on both oceans, and he should know.

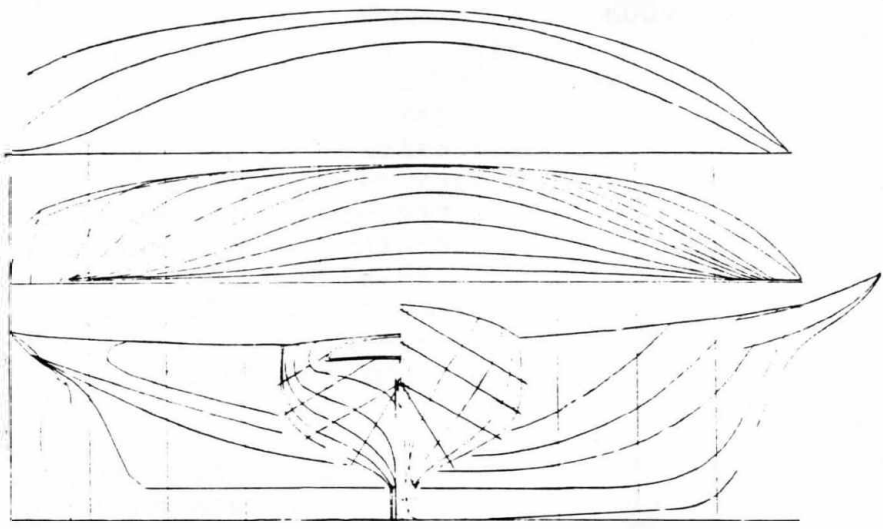
"In the Pacific," he says, "you get the sea in chunks."

Already the unusual boat has created considerable comment along the coast. Visitors have flocked to the Howard and Ackles yard to see her deep, snub-nosed hull, and the tall hand-hewn hollow spars. Sailing enthusiasts are looking forward to seeing her in the water under some four thousand feet of canvas. Before delivery to her owner she is scheduled for a 100-mile trial run in the Northwest.

The sails, all hand-sewn, are by John Fraser, well known sailmaker of Olympia. The outboard profile shown herewith gives the reader a graphic idea of the unusual sail arrangement of the new staysail schooner.

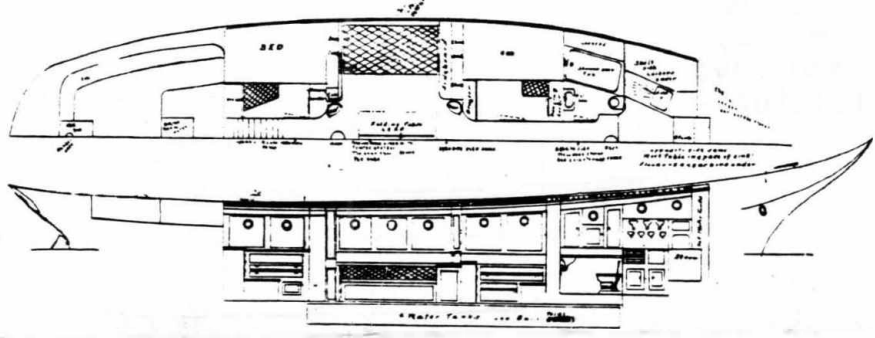
A fifteen-foot beam gives ample room for adequate accommodations on long voyages. The galley and store lockers are located forward, as is the roomy toilet room complete

PG.  
A.



The Lines of the Brigantine-Rigged 50-Ft. Auxiliary Yacht

with lavatory, tub and showers. The main saloon is 'midships, furnished with settee, sideboards, book shelves, and folding-leaf table. Forward of the main saloon, on the port side, is a large stateroom, and opposite to starboard is ample space for steward's stores and cold storage space. There are two more large staterooms to port and starboard, aft of the main saloon. The auxiliary power plant is located aft of these arrangements, as shown on the deck plan.



Inboard Profile and Accommodation Plans of the Unusual 50-Footer

The lines of the ship are worthy of study, and have been included in

the drawings shown with this article. Attention is called to the

first is scheduled to take place about the 20th of this month.



The winner of our seventy two hour shipbuilding marathon is....



RATS! She says I gotta get RID of this stuff!!

# MARINE

## SHIP OF ADVENTURE

### SAILING VESSEL BUILT HERE FOR CRUISE OF WORLD

In a trim fifty-foot brigantine-rigged Seattle-built yacht, five men, two of them scientists from Stanford University, late in September will set out on a strange cruise, to study bird and sea life in the far corners of the earth.

The vessel is the *Rendezvous*, nearing completion at the plant of the Howard Boat Works on Lake Union at the foot of 13th Avenue Northeast for Capt. H. Hansen of San Francisco, deep-sea mariner of windjammer days, who will sail her completely around the world. Captain Hansen's last ship was the four-masted bark *Brilliant*, which twenty years ago winged her way in overseas trade out of London.

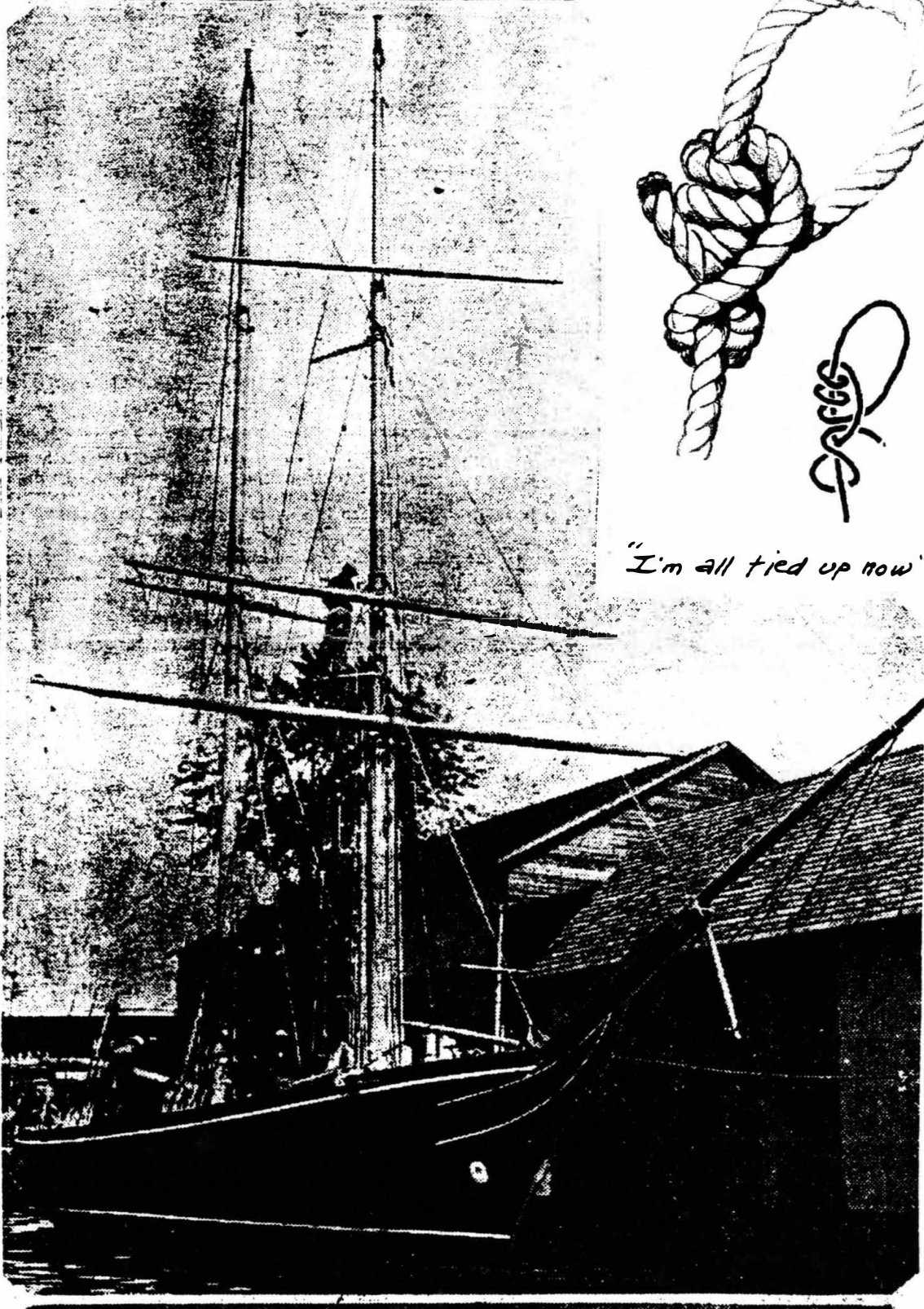
The *Rendezvous* will leave Seattle late this month for San Francisco where she will be outfitted for a world cruise and take aboard the Stanford University scientists.

#### Will Head for South Seas

Late in September she will be ready to head for the South Seas, Australia, New Zealand, the Orient, and the Straits Settlements and Europe.

The *Rendezvous* is built of fir, oak and yellow cedar. She has two masts and a spread of between 300 and 400 square feet of canvas. The vessel will be equipped with a small auxiliary engine, but will depend almost entirely on her sails for power.

The *Rendezvous* was built under the direction of a corps of experts comprising Capt. John C. Ackles, who designed the craft; Capt. Jack Fraser, former skipper of the schooner-yacht *Idalia*, in charge of the sails and rigging; L. B. Johnson, who superintended the framing, and Bert Baracut, who shaped the spars.



"I'm all tied up now"



Brigantine-rigged yacht *Rendezvous* built in Seattle for Capt. H. Hansen of San Francisco, who will sail from that port late in September on a trip around the world. Two scientists from Stanford University, who will accompany Captain Hansen, will make a study of bird and sea life in the South Pacific, Australia, New Zealand and other parts of the earth. Captain Hansen formerly commanded the four-masted bark *Brilliant*, sailing out of London.

PG.  
6



September 21, 1993

San Diego Ship Modelers Guild  
Attention: Mr. Edmund White  
1306 North Harbor Drive  
San Diego, California 92101

Dear Members of the San Diego Ship Modelers Guild:

On behalf of the trustees, members, and staff of the San Diego Maritime Museum, I want to formally express our appreciation for your \$1,000.00 donation. It is through the generosity of our patrons that the Maritime Museum has been able to operate these many years.

Once again, thank you for thinking of the Maritime Museum and for your interest in preserving maritime history by virtue of your donation.

Sincerely,

K. F. Franke  
Executive Director  
KF:et

*Glad The Guild had a good cruise!*



# NORTH AMERICAN CAPE HORNERS

A Section of the International Association  
of Cape Horners in Saint Malo, 1938

CAPTAIN A. F. RAYNAUD, PATRON.  
CAPTAIN ASA SHIGLEY, PRESIDENT.  
CAPTAIN HAROLD D. HUYCKE,  
SECRETARY/TREASURER

18223 84TH PLACE W.  
EDMONDS, WA 98026, U.S.A.  
TELEPHONE: (206) 774-7574

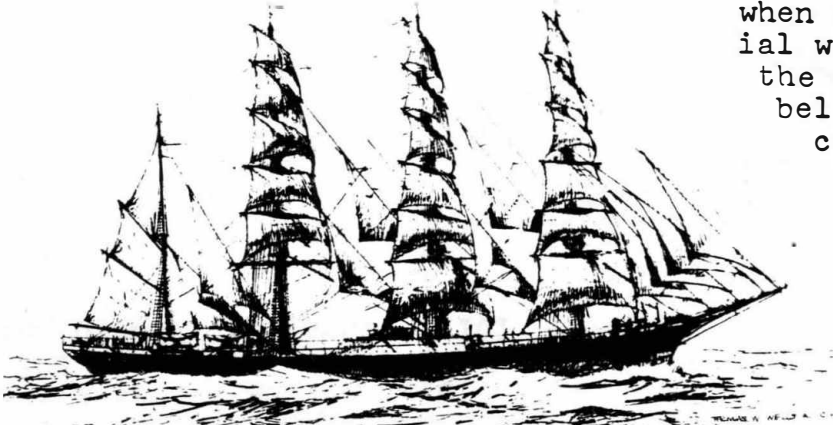
AMICALE INTERNATIONALE  
DES  
CAPITAINES AU LONG-COURS  
CAP HORNIERS

Siege fondateur:  
SAINT-MALO

Largely through the efforts of Captain Harold D. Huycke of Edmonds, Washington, those North Americans who have sailed around Cape Horn in a commercial windjammer now enjoy membership as a full section in the auspicious International Association of Cape Horners of Saint-Malo.

During WWII there were still a few windjammers in use from North America, such as KAIULANI, COMMODORE, TANGO etc. It is an honor not to be lightly regarded. Congratulations!

"But a few short years ago" it seems, when rounding the horn in a commercial windjammer still was a choice for the adventurous seaman. The list below shows some of the sailers yet carrying Australian wheat from Ports in the Spencer Gulf of Australia to Europe by way of the "Horn" on the passage home. Tom Wells, who made the sketch of the PASSAT at left, sailed in that vessel in '38 and '39.



Four-mast bark, PASSAT

TOM WELLS



*aye, till  
the next day  
watch, Matey*

*Ed.  
C'mon to  
the meeting*



## Sailing-Ship Movements. THE BLUE PETER March, 1936

### HOMEWARD BOUND FROM AUSTRALIA.

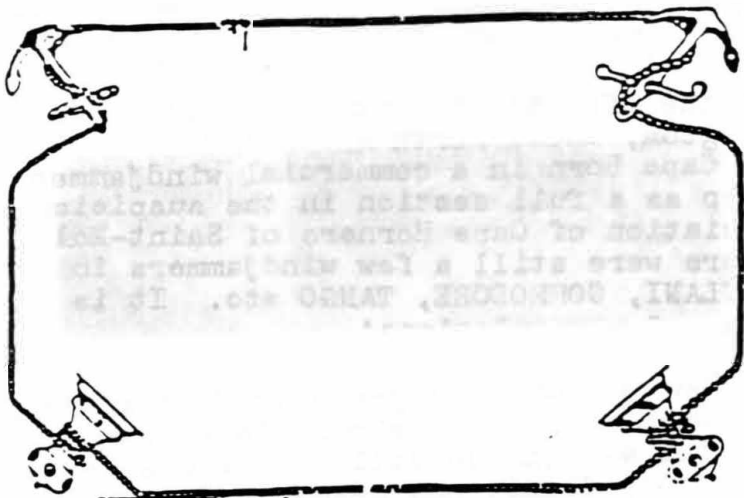
Ship.	From	Date.	Destination.
HERZOGIN CECILIE ..	Port Lincoln	Jan. 28	Falmouth for orders
PAMIR ..	Port Victoria	Feb. 5	English Channel
ABRAHAM RYDBERG ..	Wallaroo	" 7	(Wirelessed from 29.49 S., 44.26 E., Feb. 14)
PONAPE ..	Port Germein	" 15	
PASSAT ..	Port Victoria	" 15	
VIKING ..	Wallaroo	" 14	Falmouth for orders
MOSHULU (ex KURT) ..	Port Victoria	" 17	English Channel
L'AVENIR ..	Port Lincoln	" 18	Falmouth for orders
PENANG ..	" "	" 18	" "

### ARRIVALS IN AUSTRALIA.

Ship.	Port.	Date.	Days.	From
OLIVEBANK ..	Port Lincoln	Jan. 25	102	Copenhagen
ARCHIBALD RUSSELL ..	" "	" 25	85	Skaw
WINTERHUDE ..	" "	" 28	98	"
PENANG ..	" "	" 28	109	Elsinore
LAWHILL ..	" "	" 31	86	Copenhagen
C. B. PEDERSEN ..	Off Port Germein	" 28	71	Gothenburg
KILLORAN ..	Port Victoria	" 29	86	"
PARMA ..	Barry	Feb. 2	73	"

### MISCELLANEOUS.

Ship.	From	Date.	Destination.
PADUA ..	Hamburg	Jan. 23	West Coast S. America. (Passed Finisterre Feb. 5)
MAGDALENE VINNEN ..	Bremen	" 28	River Plate
BENS ..	Mobile	" 26	Jamaica
ESLEY R. ..	Lisbon	" 30	Grand Bank
GENERAL WOOD ..	Barbados	Feb. 5	" "
MERKUR ..	Plymouth	" 2	(Setubal, Feb. 14)
GENERAL GOUGH ..	Lisbon	Nov. 27	Grand Bank. (Reported overdue)
PESTALOZZI ..	Gothenburg	Feb. 13	London. (Reported in the Roads awaiting favourable wind, Feb. 17)
DANMARK ..	Montevideo		(Wirelessed from 19.35 N., 37.5 W., Feb. 12)
MERCATOR ..	Para	Feb. 2	Cristobal
PRIWALL ..	Iquique	Dec. 16	Passed Fernando Noronha, Feb. 17, homeward bound



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

San Diego Ship Modelers Guild  
Officers for 1993

Master  
First Mate  
Purser  
Logkeeper/Secretary  
Newsletter Editors

Bob Crawford  
Jim Hawkins  
Ed White  
Bob Cornell  
Fred Fraas  
Gordon Jones  
Bob Wright  
Ed White  
Bob O'Brien  
Jim Hawkins

Steering Committee

Regatta Commodore

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.