

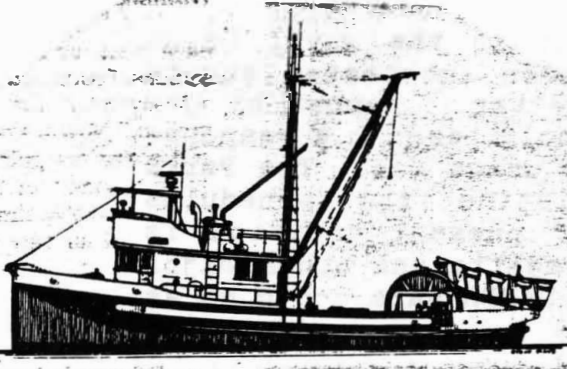


San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

March, 1994 NEWSLETTER Volume 18, Number three



SAILOR'S CONSOLATION

One night came on a hurricane,
The sea was mountains rolling,
When Barney Buntline turned his quid,
And said to Billy Bowline:
"A strong nor'wester's blowing, Bill.
Hark! Don't you hear it roar now?
Lord help them! How I pities all
Unlucky folks on shore now.

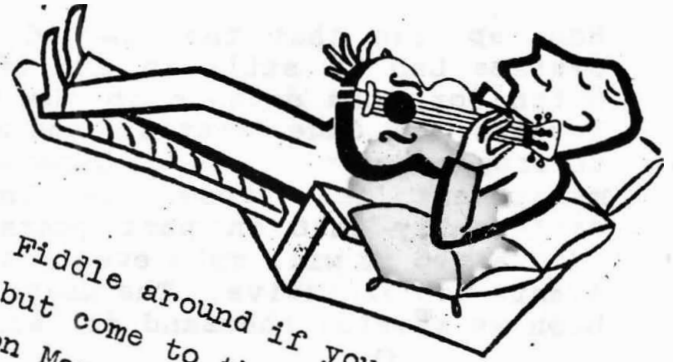
"Foolhardy chaps that live in towns;
What dangers they are all in,
And now lie shaking in their beds
For fear the roof should fall in.
Poor creatures, how they envy us
And wishes, I've a notion,
For our good luck in such a storm
To be upon the ocean.

"And often, Bill, I have been told
How folks are killed, and undone,
By overturns of carriages,
By fogs and fires in London.
We know what risks all landsmen run,
From noblemen to tailors,
Then, Bill, let us thank Providence
That you and me are sailors."

William Pitt

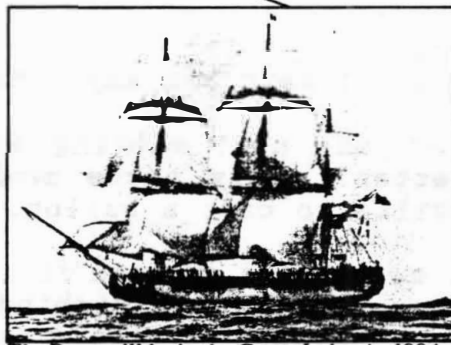
Ships Look for Crews for Great Lakes '94

For the second year, the Great Lakes will be a popular destination for US sail training vessels. But ships need crews to reach port. The New Jersey-based replica *Half Moon* is looking for volunteers to join Dutch crew members for a passage through the Erie Canal in late April and on to Chicago, returning via Cleveland, Detroit, Montreal, Halifax and Chester NS to New York by outside passage (Half Moon Visitor Center, Liberty State Park, Jersey City NJ 07305; 201 433-



Fiddle around if you must,
but come to the next meeting
on March 17th.

| March | | | | | | |
|-------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| 6 | 7 | 1 | 2 | 3 | 4 | 5 |
| 13 | 14 | 8 | 9 | 10 | 11 | 12 |
| 20 | 21 | 15 | 16 | 17 | 18 | 19 |
| 27 | 28 | 22 | 23 | 24 | 25 | 26 |
| | | 29 | 30 | 31 | | |



The Rose will be in the Great Lakes in 1994.

0242). "HMS" *Rose*, sailing out of Bridgeport CT, is seeking a square rig-experienced Master and/or Chief Mate in addition to deckhands and Able Seamen (HMS *Rose* Foundation, One Bostwick Avenue, Bridgeport CT 06605; 203 335-0932). The brig *Niagara*, operating out of Erie, Pennsylvania, is looking for crew in all positions for a six-month working and sailing tour of Lakes Ontario, Erie, Huron and Michigan. (Brig *Niagara*, 164 E. Front Street, Erie PA 16507; 814 871-4596)

Tall ship highlights this year will be Toronto Harborfest, expected to attract over 25 North American and international vessels, and Tall Ships Erie '94, both held in July.

ATTENTION

OUR club has been offered use of the pond, all day, this coming Saturday, March 12th. Bring your lunch and enjoy what powerboating is all about.

Ed.



2
SAN DIEGO SHIP MODELERS GUILD
Feb., 1994 Meeting Notes

Bob Crawford opened what will be one of his last meetings as Master. The attendance was again skimpy which we can probably blame on the weather and the anticipation of and "exciting" Nominations Night. 15 members were present. Those who stayed home missed an interesting presentation on wood finishing by Henry Wenc.

Bob reported that the planned daytime visit to the Naval Ocean Systems Lab is still in the offing and those interested should watch for more details in the next News Letter. Report by Jim Hawkins: The June regatta is on a tentative hold pending a response to proposals to the Parks Department on pond usage fees. The Parks management has chosen to interpret existing fee schedules differently than in past years. If their present decision is maintained it will make events such as our regatta and other major events too expensive. The usage fee for the NAMBA Nats could be as high as several thousand dollars!

A major activity known as "Celebrate The Bay" is in the planning stages. Its purpose is to promote the popularity of Mission Bay parks and at the same time, raise funds to supplement those available for parks maintenance. A planning meeting is scheduled for Feb. 28 and a delegate from the guild is in order. The Event is planned for June 4-5, 1994 and the Parks management expects the model boat pond to be a major drawing card.

Nominations for 1994 officers provided the following:

News Letter Editors: G. Jones/F. Fraas (co editors)

Purser: Ed White

Recording Sec'y.: Bob Cornell

Master: J. Hawkins

D. McFarland

Steering Comm.: 1994 officers and any interested member.

The election will be at the next meeting with mail-in ballots printed in the News Letter. Only those members whose dues are current (1994) are eligible to cast a ballot.

Henry Wenc is known for his skills in wood finishing. He gave a tip filled talk on the many steps in finishing various woods. Of special interest was his knowledge of stains and sealers. The time and skill needed to produce a fine finish on furniture or model is something handed down through the generations. An example was the admonition of my Dad's to the effect that "a fine finish comes not from what you put on, but what you take off."

K.C. Edwards has set up shop as WEST COAST MODEL SHIPS within Discount Hobby Warehouse (formerly WEST COAST HOBBIES on Convoy Ct. He will appreciate our business. Give him a try.



OVERHAND LOOP



UNDERHAND LOOP



OVERHAND KNOT



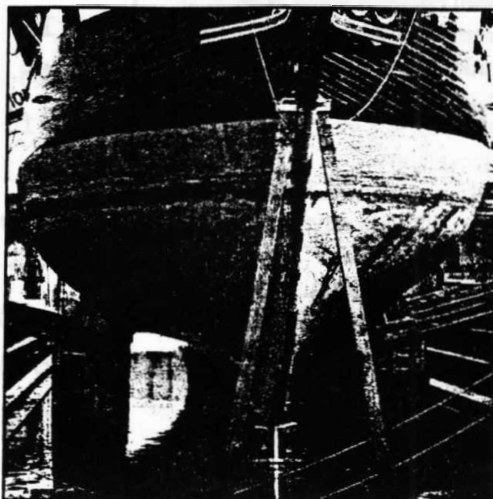
FIGURE EIGHT

Constitution Overhaul Broadened, Extended through 1995

In 1997, the USS *Constitution* will celebrate her 200th anniversary. To prepare her, the US Navy has been conducting a major restoration at her home in the Charlestown Navy Yard in Boston. Last October, the *Constitution's* commanding officer, Commander Richard Amirault, announced that the reconstruction period has been extended through 1995 after close inspection revealed that some of her original structural supports were removed during previous repair periods. To realize significant cost savings, the Navy decided that reinstallation of the structural supports is best performed now rather than during a post-bicentennial overhaul.

According to Charles Deans, the Director of the Naval Historical Center Maintenance and Repair Detachment responsible for the work on the ship, considerable savings in time and money have already been realized by the use of new technology. "Innovative methods, including ultrasonic testing and x-rays," says Deans, "have taken the hit-or-miss out of our work. In fact, it allows us to be more accurate than at any time in the history of ship repair." The two year continuation will cost \$5 million.

Since she entered the John Quincy Adams Drydock in September 1992, a team of Navy sailors and Navy civilian personnel have carried out extensive repairs beginning with correction of the vessel's "hog"—a condition where the keel of a ship begins to bend upward at mid-ship and sag at the bow and stern. Repair work also included removing the copper sheets to aid in inspecting her hull planking and keel, reefing and recaulking her seams, replacing rotten hull planking, knees and beams, strengthening the ship's masts and supports, and replacing the standing rigging. (USS *Constitution* Museum, Box 1812, Charlestown Navy Yard, Boston MA 02129)



This view of the Constitution's hull looking aft shows the keel blocks and cradles employed to help remove hogging in her keel.

18th Century "Spar-Bollard" Found at Salem

Recently completed excavations of Derby Wharf, at Salem Maritime National Historic Site in Salem, Massachusetts, uncovered a section of the original timber wharf built between 1764 and 1771, and an unusual bollard made from part of a rare ship's spar. Archaeologists working for the National Park Service, under the direction of University of Massachusetts archaeologist James Garmon, dug out one of the pier's original bollards and found that it had many features of a ship's spar, including a high level of finish, fairing of the sheave hole, and well spaced tack holes for chafing gear.

Project wood scientist Paul Lipke determined that the nine and a half foot eastern white pine "spar-bollard" was part of a larger timber probably used as a topmast and later, a derrick. Historian and rigger Captain Will Gates wrote: "the spar-bollard could have been a main topmast or a foretopmast in a ship of 250-280 tons, a brig of 150 tons, or a ketch of 170 tons." Project researchers hope to compare these figures with the tonnage of vessels trading at Salem in the years preceding the construction of Derby Wharf. (Paul Lipke, Shipperservices, 130 River Drive Hadley MA 01035)

IT HAPPENED IN MARCH.

March 4th, 1745.—Charles Dibdin, English song writer, born. Wrote many "Sailor Songs," including "Tom Bowling."

March 4th, 1824.—Sir William Hillary founded the Royal National Institution for the Preservation of Life from Shipwreck, which later became known as the Royal National Life-boat Institution.

March 5th, 1512.—Gerardus Mercator, Flemish geographer, born at Rupelmonde, who introduced a system of map making known as Mercator's Projection.

March 7th, 1866.—Albert Medal instituted by Queen Victoria for saving life from shipwreck.

March 9th, 1866.—The historical fight between the ironclad "Merrimac" and the turret-ship "Monitor" in Hampton Roads.

March 14th, 1868.—Millwall Docks opened.

March 19th, 1779.—The original "Saucy" "Arethusa," 32 guns, wrecked near Ushant whilst chasing a French frigate.

March 24th, 1878.—Tragic loss of H.M.S. "Eurydice" in a squall off the Isle of Wight. Of her complement of 300 only two were saved.

March 28th, 1899.—First wireless message transmitted across the English Channel by the Marconi Wireless Telegraph Company.

Above articles courtesy of the
SEA HISTORY GAZETTE January 1994

NAVAL ELECTRONICS LAB FIELDTRIP!!

There are only 25 spots available for the fieldtrip on Thursday, March 24th to the naval electronics lab where large ship models are made of brass.

If you plan to go, the group will leave the ferryboat BERKELEY at 1:30. Each person must be "cleared" thru the gate by presenting name and Social Security Number.

First come, first served.

Ed.



Lady Washington Comes to Call

Tall and proud, full of Old World charm and grace, *Lady Washington* is capturing the hearts and attention of all who see and sail aboard the 112 foot square-rigger.

Stealing the show wherever she goes, the ship is making several calls to Southern California ports, including Ventura, San Pedro, San Diego and Dana Point, before heading to Hawaii.

With each arrival, gunner Eric Matthews of Portland, salutes each host port with a port side cannon blast, using an authentic flintstock.

Launched in 1989 as honorary tall ship ambassador for the state of Washington, it is an authentic wooden replica of the 18th century original *Lady Washington* that was the first American vessel to sail to the Northwest.

Today's vessel is a mirror of sailing's great past. A crew of 12 hauls the ship's six miles of running rigging by hand, usually accompanied by a rousing sea chantey.

Built primarily of old growth Douglas fir, the ship has 4,400 square feet of billowing canvas and draws 11 feet. Its mainmast rises 89 feet above deck.

Updating the duties from that of a merchant ship that carried precious cargo, *Lady Washington* now offers day sails and dock tours.

Washington's Grays Harbor Historical Seaport in Aberdeen, Washington owns and operates the vessel as a self-supporting, non-profit venture.

Special programs are offered to teach school children about American history from a nautical perspective and may include such topics as sail and line handling, safety at sea, ship maintenance, marlinespike seamanship and basic sailing theory.

"I love to present the *Lady* and her history to kids," said relief captain and first mate Michael "Jake" Jacobson, of Bellingham, Washington.

"There comes a point when I'm demonstrating the (original) ship's voyage around Cape Horn with a globe that I realize they're all staring at me, paying attention to history," he said.

No tools invented after 1790 were used in the replica's construction, he said, making *Lady Washington* "period proper."

Indeed, the vessel is as close to the original as historical records and Coast Guard certification allows.

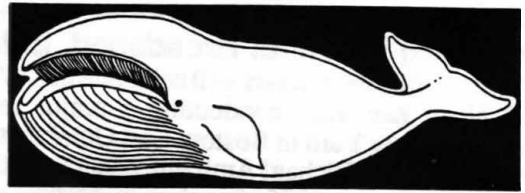
Open tours are available during port calls. Admission is \$3 for adults, \$2 for seniors and students and \$1 for children 12 and under. Family passes are available.

Lady Washington will sail from Los Angeles to Newport Beach, January 10. Then, it may be seen at the Boy Scout Sea Base in Newport Beach, January 11-16. It sails for San Diego January 17-18.

The San Diego Maritime Museum will host the ship from January 19 to February 6. It sails for Dana Point on February 7.

Dana Point is the last port of call with 13 days of exhibition, February 8-21, and during the annual Whale Fiesta.

Lady Washington is scheduled to get under way for Hawaii February 22, George Washington's birthday.



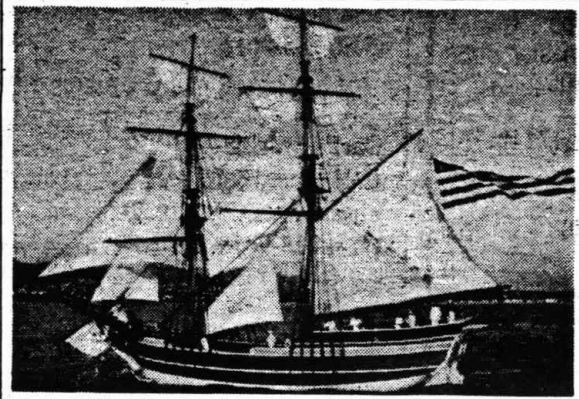
SPOUTERS!

When the two models of the STAR OF INDIA leave their location on the BERKELEY, they will take up residence on the STAR and the vacated space will be filled by a 12-foot brass model of the BAINBRIDGE, presented by the navy.

At last meeting, Tom Taylor showed us some very fine, old etchings. He also brought a Japanese file having a very thin cross-section, used for filing those hair-like saws you pull instead of push.

Walter Cagle tells us that he is building a 28'5" Monterey fishboat model. It is from an Art De Fever plan, lifted off the original hull. Scale is one inch per foot. A 5 HP Hicks powered the original.

Ed.



Stately Visitor — *Lady Washington* called into Ventura Harbor in December to begin its first goodwill tour of Southern California.



Louise Ann North photo

BALLOT

Nomination & Election Of Officers for the SAN DIEGO SHIP MODELERS GUILD, 1994

For: Master

Jim Hawkins

Doug McFarland

For: Purser

Ed White

For: Recording Sec'y

Bob Cornell

For: News Letter Editor

Fred Fraas

Gordon Jones

For: Steering Committee

1994 OFFICERS & ANY
Interested Member

If you have paid your 1994 dues you are eligible to make additional nominations and to vote.

If not, come to the March 17th meeting, pay dues & vote.

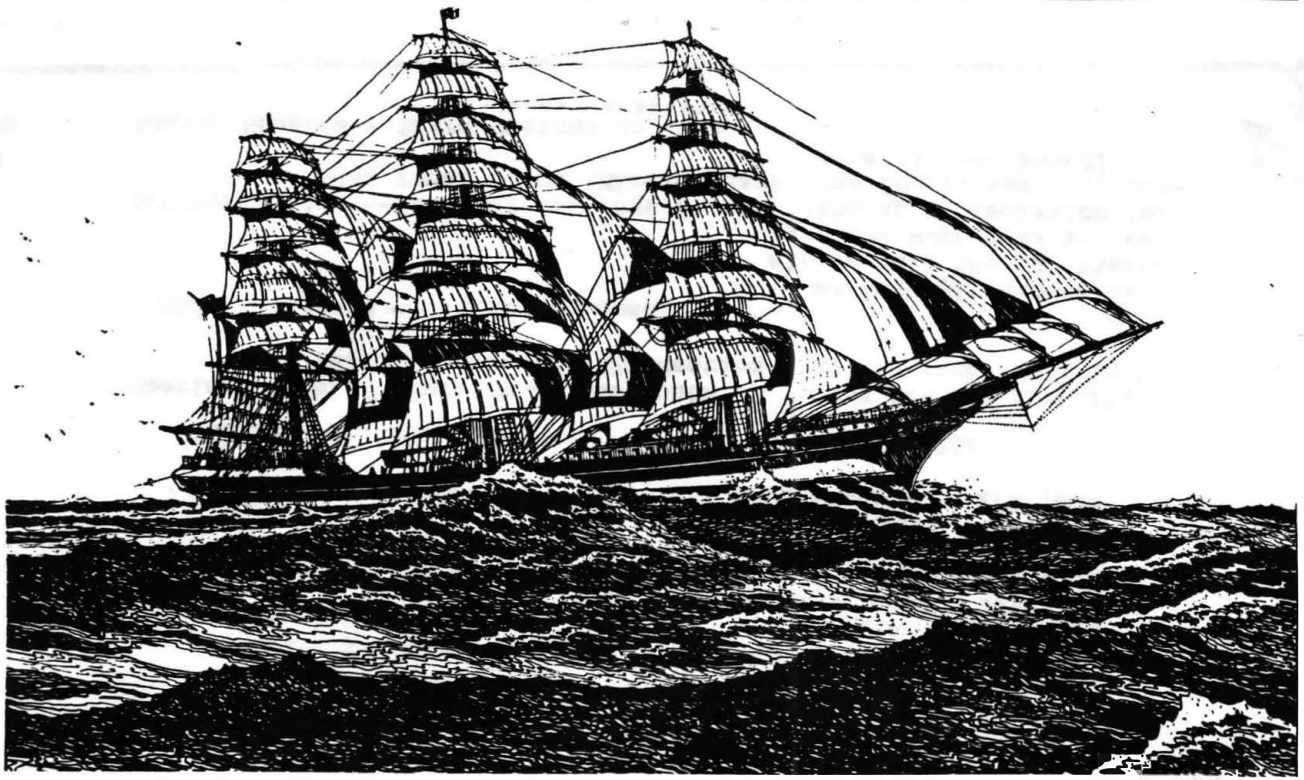
Ballot may also be removed from Newsletter & mailed to the club.

San Diego Ship Modelers Guild.

(Maritime Museum Assoc. of S.D.

1306 N. Harbor Dr.

San Diego, CA, 92101



Iron ship "Cedric the Saxon" built by J. Reid and Company, Port Glasgow, for Williamson and Milligan, Liverpool in 1875. Sold to R. Barr and Company, Glasgow, in 1896, she was posted missing two years later. From an original drawing by P. S. P. Morter, Liverpool.

Characteristics of the Early Iron Sailing Ships.

The advent of iron in shipbuilding brought a definite change in the seascape, for the iron clipper of the seventies was easily distinguishable from the wood or composite clipper of the sixties; she was longer and had less beam and less freeboard for her tonnage. Her deck plan with its half-round poop and high topgallant foc's'le, its deep bulwarks and white deckhouses looked very different to the old flush decks and low bulwarks of the tea clippers or the lumbered up Blackwaller's cow stalls, sheep pens, and long-boats full of live stock.

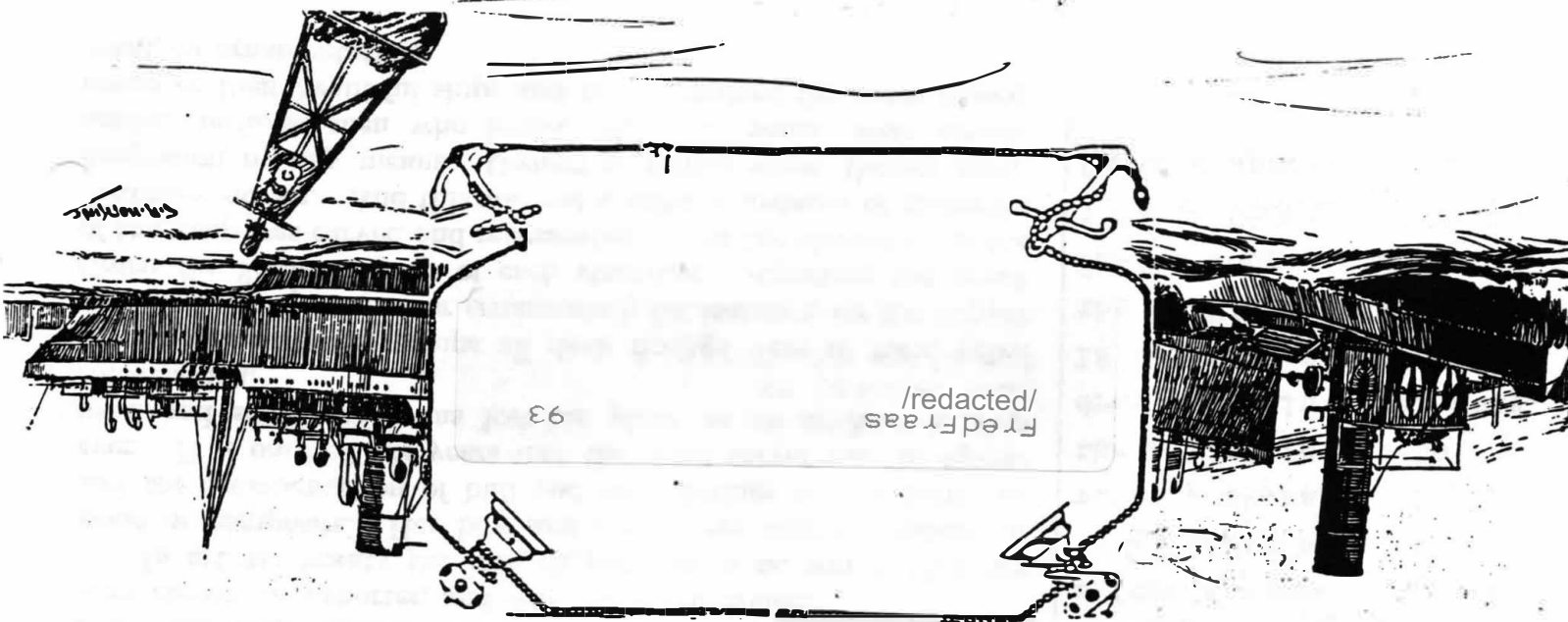
Aloft also there was a marked difference, yards became more numerous and squarer, stunsail booms disappeared, bowsprits grew shorter and shorter, and stays were multiplied.

In artistic beauty the iron clipper was in no way behind the wood or composite. Her bow and stern were superbly modelled, and the ornamentation of hull and deck fittings was as lavish as ever. It is only of late years that the wood carver and the figure-head and scroll artist has lost his place as an artificer in ship construction.

In the early iron ships all deck fittings were of teak, often most elaborately turned or ornamented; for instance, on the clipper *Cedric the Saxon* the top of each stanchion supporting the break of the poop was carved and represented one of the characters in the *Waverley* novels. And this was not a solitary instance of elaborate decoration by any means. Owners of sailing ships, though hard-headed business men who looked after the pence, were always proud of their beautiful ships and never grudged the extra money spent on ornamentation.

| | |
|-------------------------|-----------|
| Mainmast, deck to truck | 169 feet. |
| Mainyard | 112 " |
| Head of mainsail | 96 " |
| Skysail yard | 36 " |

The CEDRIC came near the end of an era, when the larger sailing ship lines still held on to highly decorated fittings and carvings. Cedric is also unusual in that she shows a fore staysail, double topgallants and, on the main, a skysail. Oops, the artist forgot to draw the main royal stay. If I remember correctly, the STAR'S main yard is 84-ft. long. Compare this to CEDRIC'S 112-ft. Quite a spar!



93

/redacted/
Fred Fraas



San Diego Ship Modelers Guild
c/o Maritime Museum Assoc. of SD
1306 N. Harbor Dr.
San Diego, CA

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

Master
First Mate
Purser
Logkeeper/Secretary
Newsletter Editors

Steering Committee

Regatta Commodore

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

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 provide
for our benefit.**