



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

JUNE, 1994 NEWSLETTER Volume 18, Number 6

"Good work in the building of my vessel stood me always in good stead....Joshua Slocum. "Suppose you took a house and tossed it in the air, then twisted it back and forth after it had slammed back in its original position, then tipped it from 30 to 40 degrees or even more from side to side and constantly pounded it with tons of force while propelling it through a resistant mass. And you repeated this torture at least once a month, hour after hour, day after day, year after year. How long would a house last before it collapsed?"....Ernest K. Gann--both speaking of the good materials and great care needed in the construction of any watercraft.

GUEST SPEAKER FOR JUNE:

For our next meeting, to be held on Thursday, the 16th., Mr. Mike Redman of "Globex" World of Ship-model Kits of Oakland, will discuss the accomplishments of the modern computer drafting and plotting services now available. The very mention of the subject may turn some of us die-hards into renegades, but after all the automobile DID replace the horse.

Also, Redman will tell about the possibilities of laser cutting of ship model frames complete with the necessary beveling to make them ready to receive the planking. Ask him about kits and woods available.

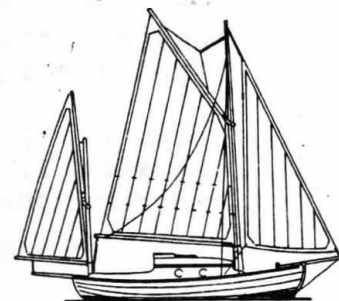
MEETING STARTS AT 7:00 PM

JUNE						
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5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		



MAYDAY!! MAYDAY!!

Jim Hawkins, Regatta Commodore for the June 18th. and 19th. meets, is asking for volunteers. A SCOREKEEPER and four JUDGES are yet needed to make this regatta a success. Uncle Sam may not care, but YOUR CLUB needs YOU!!



Steering Committee Meeting Notes
May 28, 1994

The Guild Steering Committee was the guest of Fred Fraas at his home. The nice treat was a grilled hamburger lunch on their patio. Present were Fred, Jim Hawkins, Dave Manley and his wife, Bob O'Brian, Ed White and Bob Cornell.

Jim Hawkins opened the meeting with a full agenda of plans and questions to be addressed by the Guild for the balance of the year. The principle topic was the scheduling of meeting programs. With the multiple talents represented in the club we can have our pick of topics. Here are the ones scheduled and available for any open dates:

JUNE: ED White, continuing his discourse on tool sharpening techniques. Possibly pre-empted by Mike Redman, laser cutting.
JULY: Guild Birthday party
AUGUST: Dave Manley on control systems
SEPT: Bob Cornell on the care and feeding of air compressors and paint spraying
OCT: Dave Manley on electronics
NOV. Tom Taylor and Bob Cornell on the use of heavy shop power tools
DEC: Guild Christmas party
OPEN AND ON TAP: Jack Klein on planking, Phil Matson on investment casting, Bob Cornell on soft and silver soldering, Tom Taylor on lofting ship lines, Mister X on steam engines, Fred Fraas on the many catalogues available in the Guild library.

ITEM 2: Discussion of the Guild's financial support of the Maritime Museum. The Museum has a wish list of needed equipment that might be considered as an alternative to unallocated cash. No specific dollar amount was established until the needed equipment alternative is explored.

ITEM 3: Bob Crawford had mentioned another Medea cruise, possibly coinciding with the Argonauts Race Week or strictly for Guild and Museum members. One way or another, it would be fun.

ITEM 4: Jim listed several hobby shows and events that might deserve our participation. One is the Pasadena R/C show in January of each year. The objective would be to gain broader recognition for the Guild as well as compete for some of the show's many prizes.

ITEM 5: The San Pedro Maritime Museum might be considered as a one day field trip. More details on this will come later as more specific information is gleaned.

ITEM 6: The Co-editor arrangement for the Guild News Letter is working fine. Fred Fraas will be "on vacation" for awhile so Gordon Jones will produce the next two issues.

(Thanks to Bob Cornell, scribe of the above notes.)

AT OUR MAY MEETING

Held on the 19th., fifteen club members gathered on the upper deck of the good ship BERKELEY, introduced themselves and several models (of boats, that is) were on display for all to enjoy. Scott Bell of north county was a visitor in our midst and was made to feel at home. John Fluke's model of a Dutch yacht of 1750 is coming along; the original model is in a museum in Holland. While planking, John dips the pieces in ammonia and heats to facilitate bending and to prevent splitting.

Ed White displayed a nicely made fishing dory having a carrot wood guard around the sheer. Dave Manley showed us his 1920's tugboat built to 1/8" scale, R/C and having lights. Tom Taylor coed and awed us with a very nice 3/16" scale model, static, of a pirate brig. I doubt that real pirates ever had anything this clean. Lew Johnson brought his 1:25 precisely made static model of an Osberg ship.

But perhaps the most challenging model there was one sent down from Kirkland, Washington by "bottler" Vic Crosby. It seems that Fred Fraas, in a search for a proper flask for spirits (we didn't know that Fred believes in ghosts) decided not to use the small Aqua Velva shaving lotion bottle because the Velva smell lingered. As a joke he sent the container to Vic with a challenge. Yup...sure enough, Vic returned it with a model of the STAR OF INDIA under full sail, all crowded thru the 5/16" hole in the neck of the bottle. B y heck, that beats all!!



MIKE DORY, our guest speaker for the evening, presented a very knowledgeable talk about submarine models, well illustrated by video tape. He says that the East coast is more hospitable to boat modelers than is the west coast and found great support for regattas in the Carolinas, Virginia and Georgia. Groton, Connecticut, 20,000 population, is the home of the Electric Boat Co. which has been building subs since 1890. It's across the James River from New London and this one-industry town attends any and all model sub meets. The "Sub Committee", since 1990, is the

official voice, or newsletter, for submarine modelers. Mike brought along issue 16 for spring, 1994, and it made interesting perusing for all.

The three audio/visual tapes showed sub seminars and regattas, Sub-Pac '92, participated in by the United States, Canada and European countries, and interviews with veteran submarine model makers. At the Vancouver, Canada seminar in '92, models roamed in an Olympic-sized swimming pool, 12' deep at one end. Some of the 25 models present were some five feet in length or 1/156 scale (designed to fit the trunk of a Honda no less).

A few particulars: Submarine modelers are faced with the possibility of more sources of leaks than are surface modelers. Good "O" ring seals become very important. Yes...torpedoes are launched from some of these models and the best motors come from Switzerland at \$50 a whack. The "torps" have built-in switches in their nose-cones and run for one hour. The inner propeller shaft, 1/32" in diameter, is stainless steel and operates within the outer shaft which is an 18-gauge hypodermic needle!

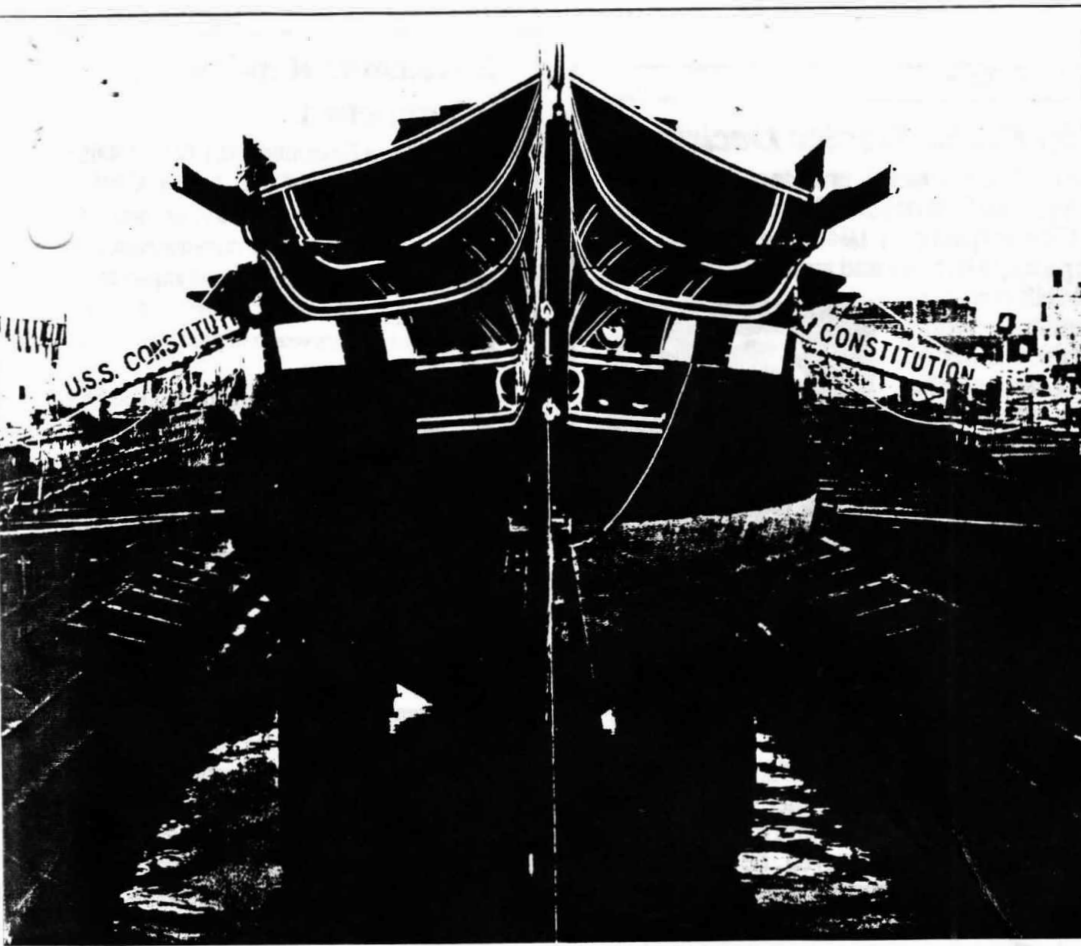
Model of the NAUTILUS, used in Disney's 20,000 leagues Under The Sea, is of 1/48 scale and was built by Dan Kachur of Canada. It contains 3,000 rivets. A seventeen foot model was also used in the movie.

And the favorite luncheon food served at these get-togethers? SUBMARINE SANDWICHES, of course. One of Dory's models, the GEORGE WASHINGTON, submarine, is at W. Coast Hobbies. All attendees thank Mike Dory for the wonderful evening.

BALLARD STREET by JERRY VAN AMERONGEN

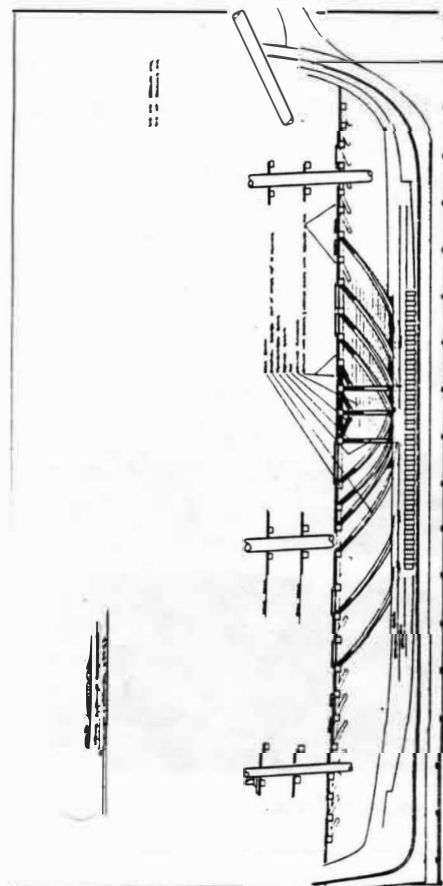


When the SHIP-MODELING ISN'T GOING WELL, NOTHING IS.



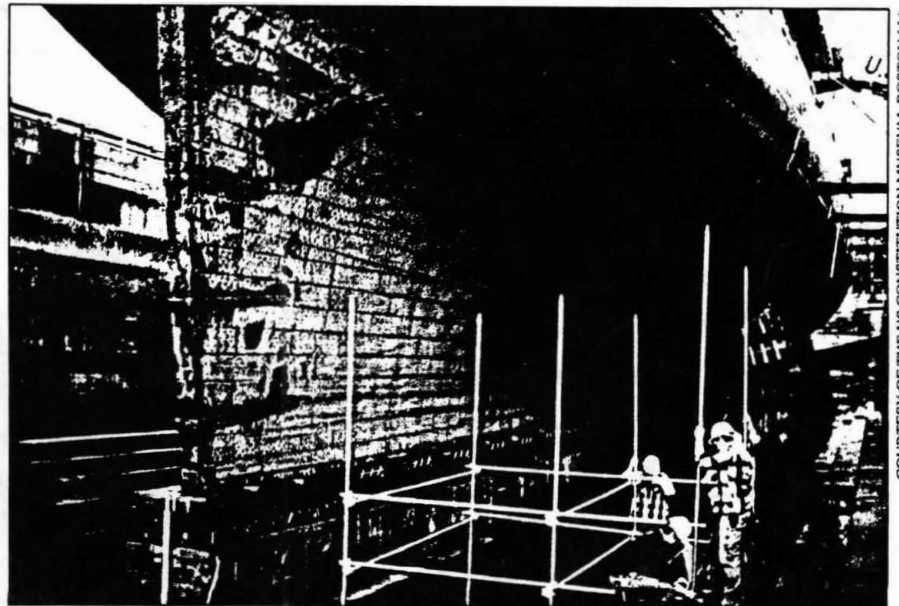
"OLD IRONSIDES" is now in drydock for a thorough restoration. One of the main items to be attended to is correction of "hogging", not an uncommon malady of a wooden vessel of any size. Diagonal riders, placed in PRESIDENT and UNITED STATES, her sisters, never were placed in CONSTITUTION. They now may be installed in a modified form. She has held up very well, considering her age. I just told my wife that very thing. "ouch"..Ed.

USF "CONSTITUTION" will be in drydock until late 1995



Mr. Gillmer recommended a modified form of the traditional transverse and diagonal riders be used to add strength to the Constitution's hull and prevent hogging (see diagram above). Similar riders were originally specified by builder Joshua Humphreys in his 1794 description of the 44-gun frigates but there is no evidence that they were ever used. Such an inner structure could be the anti-deformation panacea the Constitution has needed for so long.

COURTESY OF THE US NAVAL INSTITUTE, ANNAPOLIS MD COURTESY OF THE US NAVAL INSTITUTE, ANNAPOLIS MD



A view of the hull looking forward. The ship's bilges are supported on pre-cut blocks to form a semi-cradle in the area where the bilge is sagging. The keel is resting on crushable caps placed on keel blocks. When first placed, hogging prevented the keel from touching in the middle area of keel blocks. Soon after, the keel subsided some 8 1/2 inches, leaving the residual hogging of about 8 inches.

The USS Constitution in September 1992, shortly after entering drydock in Boston.

COURTESY OF THE US CONSTITUTION MUSEUM, BOSTON MA

Sea Witch Construction Awaits Postal Service Decision

For fifteen years NMHS Advisor and well-known naval architect Melbourne Smith has coddled his plans for building a replica of the beautiful American clipper *Sea Witch*. Launched from a New York City shipyard in 1946, the original *Sea Witch* set a record for a China to New York passage in 1847 and another for the New York to San Francisco passage in 1850. NMHS commissioned the *Sea Witch* project in 1978 and announced it in *Sea History* 13, Winter 1978-79. Smith is the builder of the first *Pride of Baltimore*, the brig *Niagara* and the topsail schooner *Californian*. Now, many years later, Smith's biggest project is nearing achievement through a contract being negotiated with the US Post Office.

The reign of the clipper ship was in large part made possible by the Postal Act of 1845, which mandated American ships to carry the mails. The Act helped precipitate a boom in shipbuilding. With a contract in hand, shipbuilders could get loans to finance new ship construction. It is this connection between the Postal Act and the age of the clipper that Smith is exploring with the US Postal Service. Smith plans to build *Sea Witch* without public funds the way the old shipbuilders did it: by getting a contract to carry the mail.

"US clippers have never been equalled in speed," says Smith, "and 1995 is the 150th anniversary of this extraordinary age of American ingenuity." He is now awaiting Postal Service approval of a series of stamps commemorating the Postal Act, the Gold Rush and the building of the clipper ship. Once approved, he will seek a contract to carry mail comprising the stamps, cancellation marks, "first day covers," and special commemorative envelopes of the ship's voyages. Then, with his contract in hand, it's off to seek a loan for the \$14 million construction project. Once constructed, Smith foresees two voyages for the vessel, one circumnavigation of the world and one around Cape Horn. Melbourne is optimistic about his chances with the Postal Service, and NMHS continues its full support of the project.—KH



Melbourne Smith



Endeavour Replica is Launched

At 1723 on December 10, 1993 the long-building replica of Lt. James Cook's exploration vessel *Endeavour* was set afloat in Fremantle. The construction of a sailing replica of the original exploration barque took about six years and many millions of dollars worth of paid and unpaid labour.

The project was originally financed by entrepreneur Alan Bond's Bond Corporation after the trustees of the Australian National Maritime Museum had forward the suggestion that the replica be built. An earlier project in the late 1960s had been mooted for the Cook Bicentenary but had failed to create sufficient interest.

Actual work began in January 1988 and the ship was launched by the CSIRO's chairman, botanist Professor Adrienne Clarke, in tribute to the original botanist carried in *Endeavour*, Joseph Banks.

When the barque is completed it is expected that it will carry out sailing trials off Fremantle until Spring 1994, when it will sail to Sydney to be displayed until plans are complete for it to sail to Whitby in Yorkshire, construction place of the original.

From England, the new *Endeavour* will re-trace the original version's route to the Pacific Ocean, under command of Lt. James Cook, RN.

Australian SEA HERITAGE.

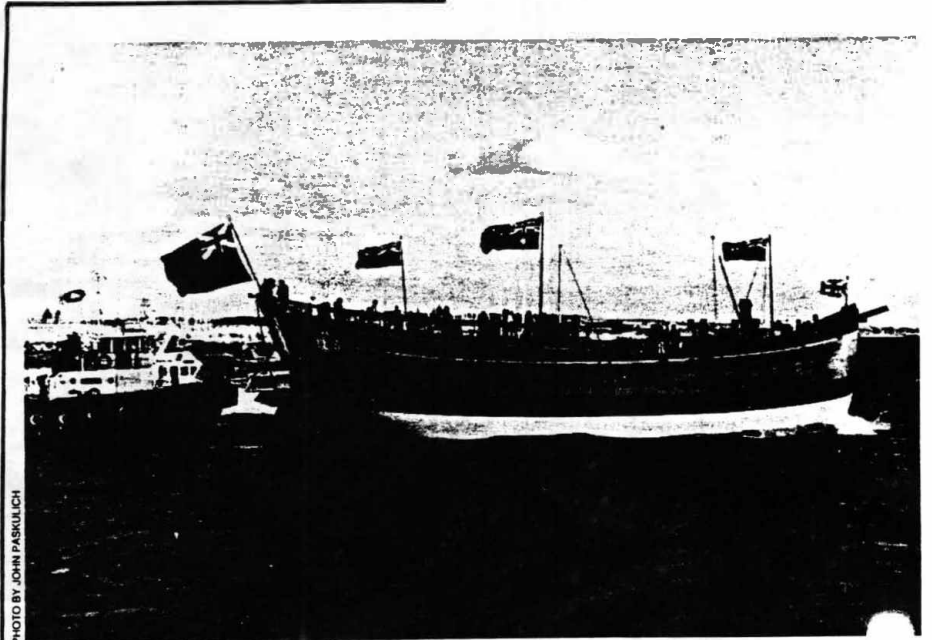


PHOTO BY JOHN PASKULICH

Endeavour replica, with naval tug Quokka helping, heads for Fremantle.

DEL MAR "ALERT"

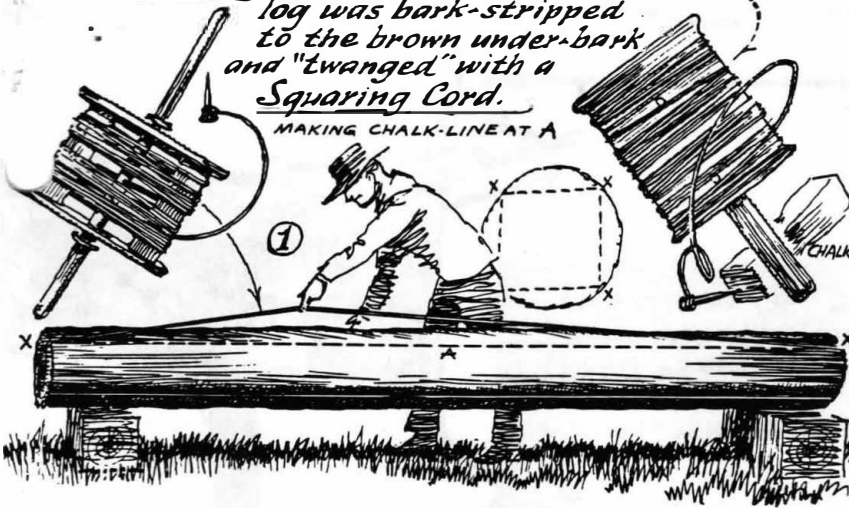
Our MODEL CLUB BOOTH at the Del Mar Fair needs occupants weekend of Saturday, Sunday, June 18/19th. Also on Saturday, July 2nd. Two people can be accommodated in the booth...so...come on along and HAVE FUN!!

"KUDOS TO ROY," ROY NILSON for cleaning up our title page LC, the ship within the eight spoke wheel.

Broad-axing began with a Chalk-Line as the

log was bark-stripped to the brown under-bark and "twanged" with a Squaring Cord.

MAKING CHALK-LINE AT A

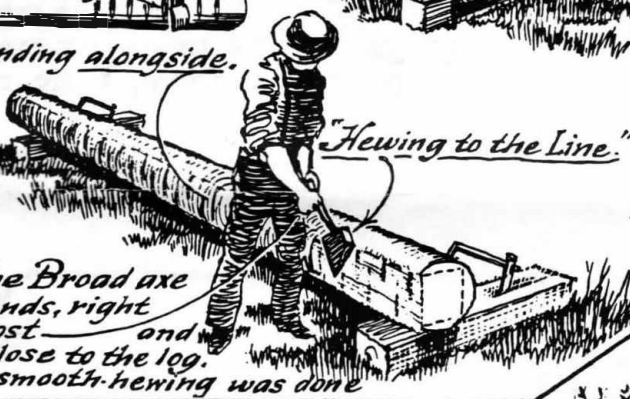


② First standing on the log with a long-handled Felling Axe

and scoring deep vertical cuts.

Often the pieces between intervals were split off.

③ ... then standing alongside.



③ Holding the Broad axe with two hands, right hand foremost and left knee close to the log. the final smooth-hewing was done

WOOD

Let's not forget how important wood has been thru-out history--especially maritime history. more and more its value is being appreciated. And don't let them call you a "sap" if you prefer it in your models to tupperware.

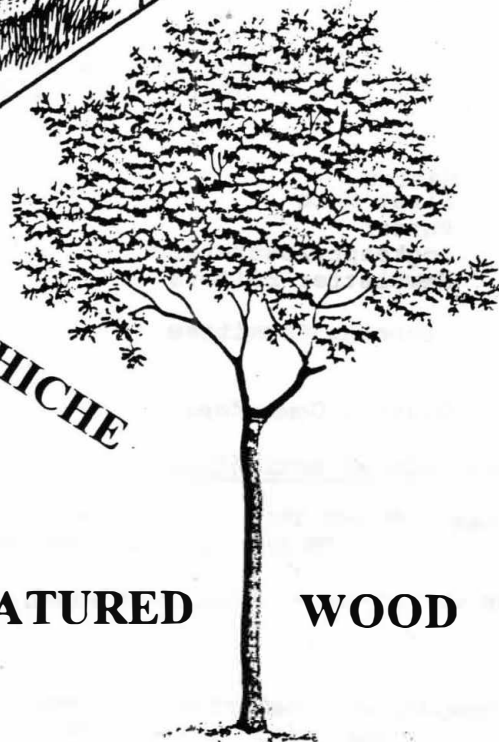
BEATTIE BLVD.™ by Bruce Beattie



"One of the crew needed canvas for an oil painting?!"

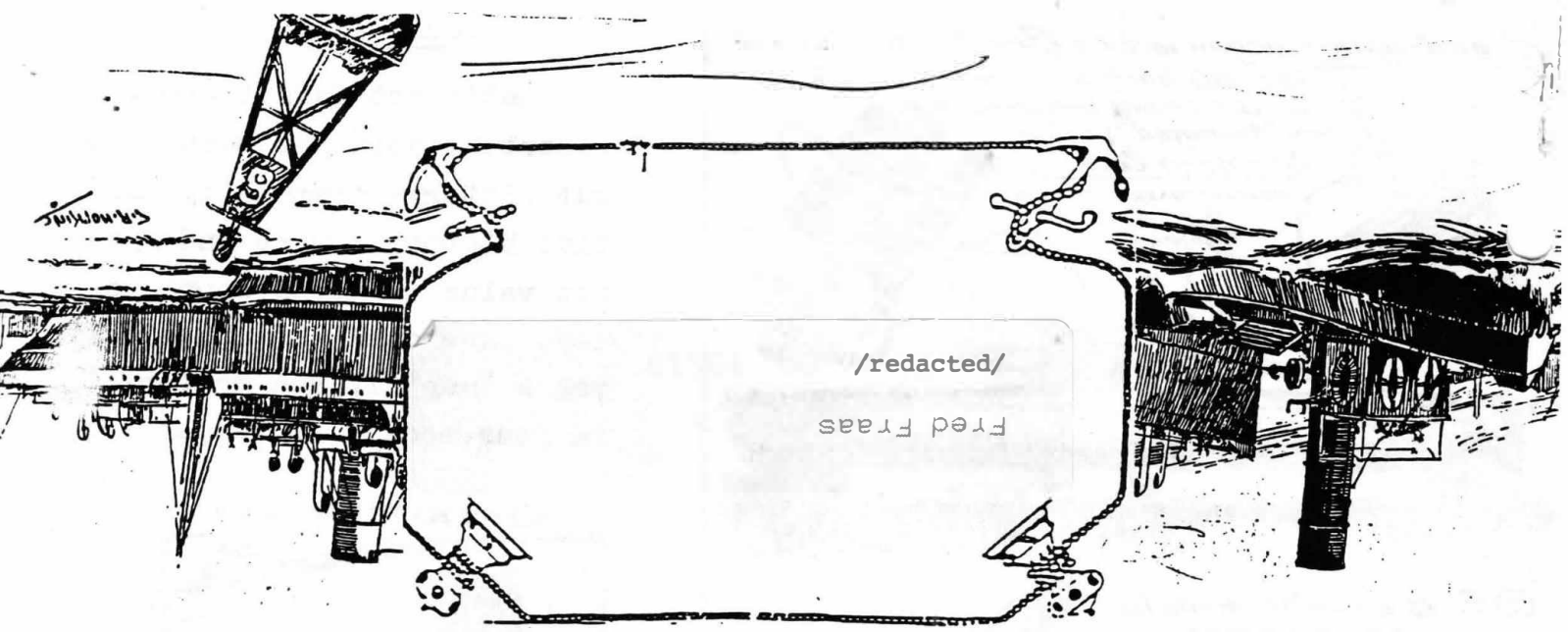
-MACHICHE

FEATURED WOOD



Machiche (Mah-cheech) is an underutilized exotic hardwood from the Yucatan peninsula of Mexico. The trees grow in relatively dry lowlands and plains which enables harvesting without environmentally damaging cutting methods. Heights of 110' and 40" diameters are typical with knot free boles of up to 60'. The wood is very hard and durable with a generally straight interlocking grain and working properties much like domestic hard maple. Machiche is medium chocolate brown and very decay resistant. Its uses vary dramatically from railroad ties and flooring to fine furniture and musical instruments. The Rainforest Alliance has included our source of Machiche in its listing of correctly harvested woods and has given it a "Smart Wood Certification".

The Rainforest Alliance is an international non-profit organization dedicated to the conservation of the world's tropical forests. The Smart Wood Certification Program identifies and promotes the use of tropical timber from sources whose harvesting does not contribute to the loss of tropical forest.



/redacted/
Fred Fraas



San Diego Ship Modelers Guild
c/o Maritime Museum Assoc. of SD
1306 N. Harbor Dr.
San Diego, CA, 92101

San Diego Ship Modelers Guild
Officers for 1993

Master
First Mate
Purser
Logkeeper/Secretary
Newsletter Editors

Steering Committee

Regatta Commodore

Jim Hawkins /redacted/
Doug McFarland /redacted/
Jim Hawkins /redacted/
Ed White /redacted/
Bob Cornell /redacted/
Fred Fraas /redacted/
Gordon Jones /redacted/

Open to any and all interested in the welfare of the club.

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 expression of appreciation for the facilities they provide for our benefit.