



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

July, 1994 NEWSLETTER Volume 18, Number 7

MATE

A GREAT big brute of a bawling bluenose—
Came through the hawse-pipe and don't care who knows!

Lives on holystones—wallows in paint—
That fond o' prayer-books you'd take him for a saint.

Voice like a foghorn, fist like a block,
First time he hits you you think you've struck a rock.

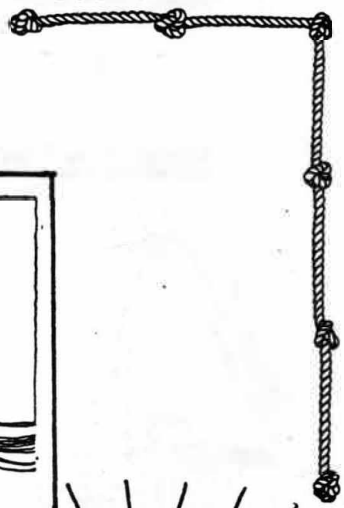
Face like a seaboot, never seen to smile:
When he hails the topsail yard you hear him half a mile.

MATE

The sea's been his school and the wide world his college:
What he don't know of sailerin' darn well ain't knowledge!



We're Going To The Club Party On the 21ST See Pg 2 for DETAILS



FROM THE GUILD MASTERS QUILL
REGATTA REVIEW 1994

FIRST LET ME THANK ., ED WHITE, FOR BUYING AND SHAPEING THE WOOD, FOR THE PLAQUES. I WANT TO THANK HENRY WENC, FOR ENGRAVING, ALL OF THE NAME PLATES ON SUCH SHORT NOTICE. AND A SPECIAL THANKS TO PHIL MATTSON, FOR TAKING THE TIME, TO TRANSPORT THE PLATES ON THE BUS, MAKING SURE THAT WE WOULD HAVE THEM IN TIME .FOR THE REGATTA.

THANKS TO DAVE MANLEY, VICE COMMODORE, FOR FOLLOWING MY SIGNALS, AND KEPT ORDER DOWN ON THE POND, ALL MODELS WERE ON AND OFF THE POND, IN A TIMELY MANNER. A SPECIAL THANKS TO DAVES FATHER-IN LAW FOR STANDING OVER THE GRILLE AND PROVIDING THE WONDERFUL ITALIAN SAUSAGE, HOT DOGS AND HAMBURGERS. HE WAS A GREAT ASSET.

(Continued on page 5.)

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FROM THE MODEL CURATOR..... Bob Crawford wishes to thank one and all who assisted in manning the club's booth at the Del Mar Fair. These loyal members would include: Joe Bompensiero, Jack Klein, Tom Taylor, Doug McFarland, "Casey" Edwards, John Fluke and Ed White. Jack reported considerable interest by the public, with many stopping to watch and ask questions about the hobby and the club.

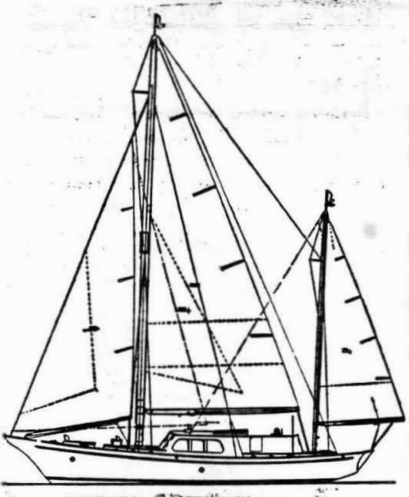
OUR ANNUAL summer party will begin at 7;00 p.m. on July 21st, Thursday, on board the iron bark STAR OF INDIA, moored on the embarcadero near the foot of Ash street, San Diego, California. Cost per person for the catered meal will be approximately \$5.50. MENU is as follows.

Delicious Cuisine Catering

Jill Eirich
8685 Magnolia Ave Suite A
Santee, Calif 92071

Telephone 562-8158 Or 449-3470

Model Boat Club,



Thank you for considering Delicious Cuisine Catering to cater your future event on July 21, 1994 aboard the Star of India.

Menu for a Summer Evening

Sliced Turkey Breast

Sliced Ham

Vegetable Tray with Dip

Deviled Eggs

Chicken Wings

Shish-ka-bob
Polish Sausages with cheese and pineapple on a pick

Mushrooms stuffed with dressing -celery - walnuts

Tropical Fruit Salad

Cocktail Bread or Rolls and Butter

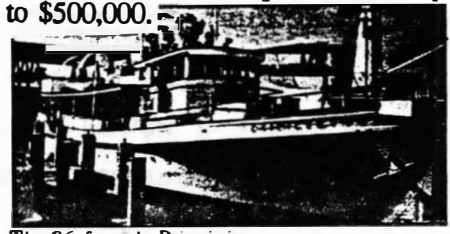
CAKES

Chocolate Chip Bavarian & Pina Colada Rum

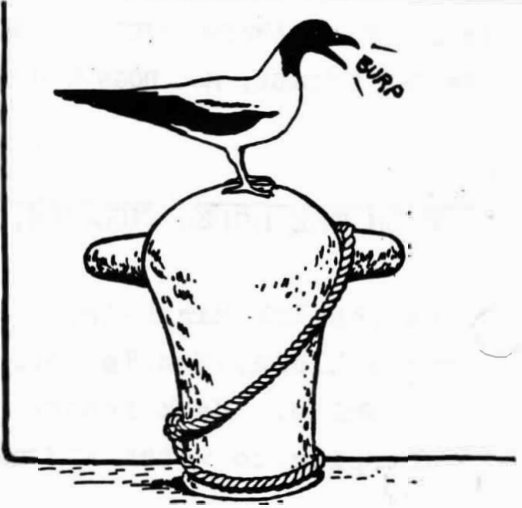


The Philadelphia Maritime Museum has purchased and is refitting the 96-foot, 66-year-old, Ted Geary designed yacht *Principia* for use as a museum vessel carrying passengers from the museum's new home at Penn's Landing. The *Principia* is the heaviest built of three sister ships constructed between 1928-1930 at the Union Dry Dock in Seattle, and was purchased from singer John Davidson last year for \$112,000. The vessel's frames are

four-inch flitch and its planking is three inches thick, one of the reasons the museum bought the boat. The winter refit, which will make *Principia* Coast Guard certifiable, is expected to cost up to \$500,000.



The 96-ft yacht Principia.



WOOD FOR WAWONA

Timbers from port demolition project will be used to repair schooner

BY STEVE MORGAIN

TWO WAREHOUSES on Pier 91 are missing. Many of the gigantic old timbers making up the buildings were disassembled and stacked south of the Magnolia Bridge at the Port of Seattle's Terminal 88.

One might ask — why save an enormous, old turn-of-the-century storehouse? Simple, the building's foundations contain some of the largest old growth timbers left in the world. The huge planks have been on the market for a year. Yet, port officials have had few offers for the timbers even though they remain in excellent condition.

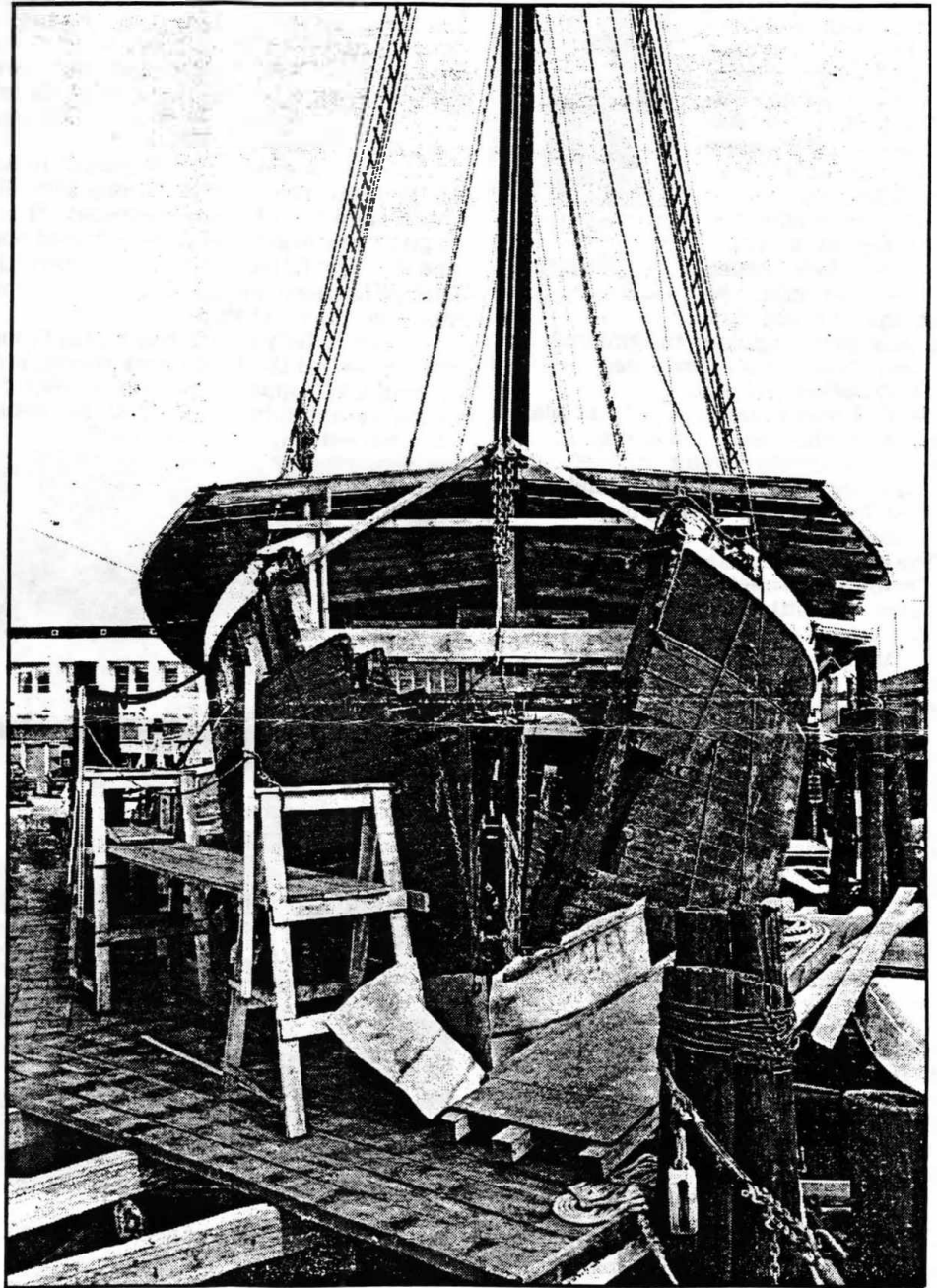
Until recently, only custom home builders were buying the port's rare wood. It is difficult to sell a single plank equaling 1,000 board feet of modern 2-inch-by-4-inch-by-8-foot lumber. And with a down-sized Northwest logging industry; fewer still are the facilities capable of resawing the unique (tree-sized) boards.

Finally, however, the port agreed to sell over 200 pieces of the lumber to Northwest Seaport Maritime Heritage Center. The non-profit maritime preservation group has promised to raise \$65,000 by the end of this year to pay for the wood.

NW Seaport plans to recut the timbers into planks and frames for the restoration of the 165-foot sailing schooner *Wawona*. The 97-year-old windjammer has been moored beside the Lake Union Naval Reserve Station since 1982. "The timing and the availability of this lumber is perfect with the ship's on-going renovation," says Bob Sitting, NW Seaport Maritime Restoration Chairman.

Recent federal bans on cutting old growth trees in the Pacific Northwest have slowed efforts to restore the *Wawona*. The 413-ton ship has suffered dry rot damage throughout much of its hull. Parts of the ship require planks measuring 8 inches by 16 inches by 120 feet. NW Seaport also plans to use the rare wood to repair portions of the ship's bow damaged last year in an accidental fire started by a welder's torch. **SHE SPENT**

two seasons in the Alaskan cod fields. The *Wawona* sailed into Puget Sound for the last time in 1947 and became a national historic landmark in 1970.



LAKE UNION REVIEW/Steve Morgain

The Port of Seattle is providing rare old growth wood to the Northwest Seaport Maritime Heritage Center for the restoration of the schooner *Wawona*.

THE REAL THING...The 1897 lumber schooner WAWONA slowly is being restored in Seattle. Present repairs to the bow provide an interesting view to model makers. Matt Peasley, famous west coast sailing ship skipper, was her captain for several years.

An exquisite talent kept shipshape

Many young men went down to the sea in ships, but Vic Crosby brought much of the sea and the ships back... in bottles.

I've seen ships-in-bottles before, but none conceived or crafted half so exquisitely as Crosby's Flotilla. He has launched fully rigged, five-masted sailing vessels in bottles. He has launched a half dozen fully rigged sailing ships in one bottle.

He's built ships in bottles big as a watermelon. And he's bottled ships smaller than the naked eye can see. The man puts more fun and imagination back into one bottle than any man might've originally sucked out of it.

"Well, I was never any good at playing cards, and this was something to do," rationalized Crosby, who's berthed uphill from the old tugs on the Kirkland waterfront. At 76, he's still bottling maritime lore at his small workbench.

The son of a seaman and longshoreman, Vic Crosby was launched in the old Hooverville area of Seattle and didn't have far to go to sea when he was graduated from Lincoln High. After years as a "deck ape" and seaman, he went on the beach and worked longshore until he retired.

But never a retiring sort, he launched a resort at Lake Retreat and started dabbling in real estate. In his spare time, since he still wasn't much at playing cards, he bought a plane and learned to fly (not necessarily in that order). And continued to launch new projects.

Like a scale replica of the Curtiss Jenny OX-5 his father barnstormed out of the old Army airstrip at Sand Point, offering "See Seattle From the Air" rides for \$5. In a bottle.

Like the models of his 44-foot Alaskan purse seiner in separate bottles: one intact and the other a longitudinal cut-away, showing exact placement of the galley, engine, etc.

Or the old 1,500-horsepower, triple-expansion marine engine constructed inside an old Scotch bottle. An engine shaft runs through a tiny drilled hole in the bottom of the bottle to a small bronze screw. Turning the screw makes the old three-banger operate in correct sync and stroke.

Crosby, who still uses an old German pocket knife his Dad gave him, also has intricately carved or constructed wooden chains, anchors, rocking chairs and even a baseball inside bottles. Even Chaucer's "Canterbury Tales" stagecoach. And each bottle has its own clever stopper.

But the ships... the ships suck you into the bottle and hold your imagination. Some, like the old steam schooner Texada, have lines trailing outside the bottle necks so you can operate the cargo boom. In another bottle, lines let you tack the cadet-training ship Christian Radich to port or starboard.



Jon Hahn

In another, a hand-carved merchant seaman inside a bottle is heaving on the rigging of a partially constructed bottle ship and pulling it to him.

Where once rippled a fifth of Scotch, a half-dozen British men-of-war, "Hornblower's Flotilla," sail under full rigging into the Baltic to bottle up Napoleon's forces. In another, three five-masters: Preussen, France II and Copenhagen, sail toward the neck of a miniature bottle. In still another, six crewmen work in the rigging of a Yangtze River junk.

There's "a good 70 or 80 hours" in each of the single-ship bottles, Crosby says. He's made more than he can remember. "I used to give them to girlfriends in different ports, and it never failed that when I returned to that port, she'd be married!" So he made more carvings and ships-in-bottles.

In one, a fully rigged, tiny Flying Cloud is sailing toward the bottle neck where, inside a small vial stopper, is an even smaller, fully rigged sailing ship. "Well, THAT has gotta be the smallest ship I've ever seen!"

The words weren't quite out when Crosby held up a "just-you-wait" finger and disappeared, returning with a tiny bottle. There was nothing in it but a fancy wooden stopper and, on closer inspection, a sailmaker's sewing needle. Crosby handed me a jeweler's eyeglass and said: "Look in the eye of the needle."

There, in a space barely big enough for your boss's heart, were two, fully rigged sailing ships.

Crosby's latest venture, still on the ways, is a tiny USS Constitution. When the frigate is rigged and in its tiny bottle, Crosby plans to send it to that guy in Washington, D.C., who's currently trying to put a trillion-dollar debt into a billion-dollar bottle.

■ Jon Hahn is a staff columnist who writes three times a week in the P...



MIKE BAINTER/P-

Vic Crosby holds one of his many ships in a bottle. This one contains the Star of India.

TRANSPLANTED model club member VIC CROSBY again is in the news--but this time it's from Seattle, where his talents recently were discovered by Seattle Post Intelligencer reporter John Hahn. Vic now resides in Kirkland, Washington, where one is never far from the water...whether in the form of rain or beautiful Lake Washington. GOOD SHOW VIC!



SHIPS AHOY!!

SHIPS (models) appearing at the Del Mar Fair included NORSKE LOVE, KATE CORY and CUTTY SARK. The appearance of these fine models enhanced the Club participation. CHEERS!



STEAMIN' ON

Astor Retains Schooner Cup

Astor, an 86 foot William Fife-designed schooner built in 1924, celebrated her 70th birthday by winning the America's Schooner Cup for the fifth straight year.

Coo-owners and skippers Richard and Lani Straman of Newport Beach crossed the finish line two seconds ahead of their challenger and two-time Schooner Cup winner Kelpie. The eighth annual America's Schooner Cup was held March 26-27 on San Diego Bay, sponsored by Kona Kai International Yacht Club.

Though Astor won the start off the Harbor Island Naval Buoy, Kelpie led for much of the two boat match race, including the windward leg toward Point Loma. Astor gained speed heading back into San Diego Bay, cutting Kelpie's lead to the length of her bowsprit at Shelter Island.

At the finish, both schooners changed sails, allowing Astor to inch ahead. Astor also won on corrected time by 4 minutes, 17 seconds.

"We've never had a race like this one," said Ken Guyer, tactician aboard Astor and seven-year Schooner Cup veteran. "We've beaten Kelpie in the past but always on corrected time.

Both teams did excellent sailing and both teams pushed their boats to the limit," Guyer said.

waterfront news

(Continued from page 1.)

PHIL HADLEY, TOOK ON A MASSIVE JOB OF JUDGING ALL OF THE R/C MODELS BEFORE THEY WENT TO THE POND, FOR THEIR RUN, I GIVE HIM A SPECIAL THANKS.

TO THE BOBS; BOB CRAWFORD, BOB DE BOW, BOB CORNELL, FOR JUDGING. TO MY FLAG OFFICERS, DOUG Mc FARLAND, JUDGE, BOB O BRIEN. JOE BOMPENSERIO, MIKE DORY, ROY AND GREG NORTON, AND FROM COLORADO. JERRY GAVALDON AND RICHARD MARSHALL

THANK YOU ALL FOR A GREAT REGATTA.

THE REGATTA STARTED AS USUAL. HOW DO PEOPLE GET UP THIS EARLY ON A SATURDAY. WE GOT THE BOAT OUT, BROUGHT OVER THE ANNOUNCERS STAND AND HAD, EVERYTHING SET UP BY A QUARTER TO NINE.

THE FIRST BOAT GOT UNDERWAY AT NINE SHARP, AND SO DID THE WIND. I THINK THE WIND GODS ENJOY WAITING UNTIL A SMALL BOAT HITS THE WATER THEN THEY START TO BLOW LIKE CRAZY.

THE DAY PROGRESS VERY WELL, WITH NO MAJOR PROBLEMS. THE WEATHER WAS PERFECT, THE TURNOUT WAS A LITTLE SMALLER, BUT EVERYONE HAD A GREAT TIME. OUT SIDE OF ONE SMALL BOATING INCIDENT, WHICH COULD HAVE BEEN WORSE, I WOULD LIKE TO ACKNOWLEDGE, LEE UPSHAW, FOR HIS QUICK RESPONSE

THANKS, TO ALL THAT I MISSED, FOR YOUR HELP IN MAKING, OUR 17th ANNUAL REGATTA A WOPPING SUCESS.

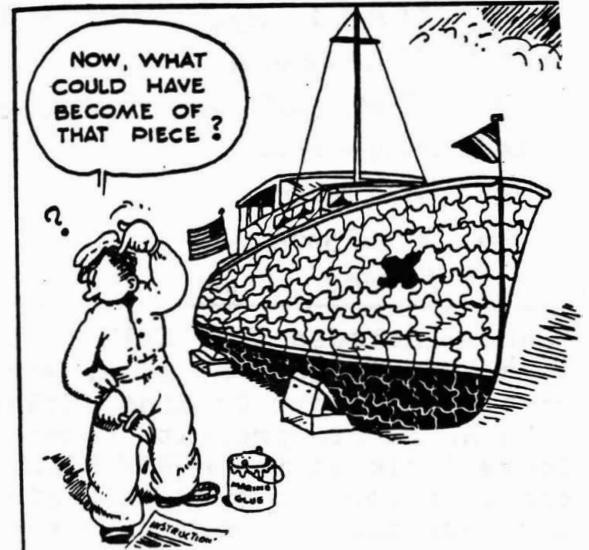
Astor will return next year to defend the Schooner Cup amid great fanfare surrounding the other Cup racing. Since its inception in 1987, the America's Schooner Cup has become the largest schooner-only regatta on the West Coast, according to Kona Kai International YC spokeswoman Marion Bovee.

Kelpie and owners Jim Dobratt and Coby Keller of Dana Point took home the White Cloud Perpetual Trophy for earning the right to challenge Astor. Kelpie beat out Dauntless and Bagheera in the Class A elimination race.

The America's Schooner Cup was created as a two-schooner match between Dauntless and Bagheera. Dauntless, a 1930 John Alden design owned by San Diegan Paul Plotts, won that first race; Kelpie, a 1927 schooner, won the race the following two years. Astor took the Schooner Cup away from Kelpie in 1990.

Fourteen schooners participated in this year's regatta.

REGATTA COMMODORE
JIM HAWKINS



- ① MYOPORUM
- ② ACACIA
- ③ SCHEFFLERA (TUPODANTHUS CAIYPTRATUS)
- ④ CARROTWOOD
- ⑤ HOPSEED (BUSH)
- ⑥ ITALIAN CYPRESS (6A) CRIPPS GOLDEN CYPRESS
- ⑦ AIEPPO PINE
- ⑧ CANARY ISLAND PINE
- ⑨ MONTEREY PINE
- ⑩ JACARANDA
- ⑪ PODOCARPUS
- ⑫ CHINESE ELM
- ⑬ LIQUIDAMBAR
- ⑭ OLIVE TREE
- ⑮ BOTTIE BRUSH
- ⑯ EUCALYPTUS: THERE ARE OVER 50 VARIETIES,
1: WE HAVE 5 VARIETIES.
- (16A) FICIFOLIA
- (16B) CITRISODORA
- (16C) SIDEROXYION
- (16D) CALOPHYLLA
- (16E) E. GLOBULUS
- ⑰ FICUS : F. MICROCARPA OR LAURAL FIG.
- ⑱ FICUS : F. BENJAMINA (18A) FICUS ELASTICA
- ⑲ SYCAMORE
- ⑳ COTTONWOOD
- ㉑ TWISTING JUNIPER
- ㉒ PEPPER TREE
- ㉓ LOQUAT
- ㉔ PEAR : (24A) BRADFORD (24B) EVERGREEN PEAR
- ㉕ MELALEUCA
- ㉖ STAR PINE OR NORFOLK ISLAND.
- ㉗ MAGNOLIA
- ㉘ AVOCADO
- ㉙ XYLOSMA
- ㉚ KAFFER PLUM

A local gardener has provided us with this list of trees and or shrubs found in Sand Diego. Some of these will be found useful in shipmodel making & produce hard, fine-grained woods, from which several colors and finishes may be produced.

Samples of some of these will be brought to a forthcoming meeting. Ed.

JUNE MEETING

Senor Manuel Acuña and his wife, senora Margarita Acuña, brought with them from Tijuana the setup moulds or frames of one of Columbus' vessels. They hope to model all three of his ships and intend to use walnut for planking. Mahogany will be used for the transoms and maple for the decks. They also had with them another little model, their new baby, which had to take on fuel before the evening was over.

Guests included Karl Kalb of the Buffalo Model Boat Club, Dick Hopper from Auckland, NZ (on the 15th. warship, his "wife drew the line"), Jerry Gavaldon of Fort Collins, Colorado and Dick Marshall from the E. coast.

These guests presented some very interesting models made of sheet metal. These included the NORTH STAR, a Scottish coastal freighter, a British convoy escort, a two-stack sidewheeler, an RAF rescue launch the JOFFRE, a harbor tug. A very interesting time was had by all.



**SAN DIEGO
SHIP MODELERS' GUILD
and
SAN DIEGO ARGONAUTS**

Chula Vista's Eighth Annual
HARBOR DAYS FESTIVAL

Saturday, September 17, 1994 10:00 a.m. - 5:00 p.m.

Last year over 50,000 viewers enjoyed this day-long event that offers entertainment on five stages, Craft Faire, Classic Car Show, Tall Ship Tours, Marine Gear Swap meet and our new Maritime Theme Area that will include historic trailerable boat displays and of course our growing Scale Ship Model Displays. *Sign up now and vie for trophies and terrific prizes geared toward the model boat builder (no entry fee) while enjoying a great day on Chula Vista's beautiful waterfront. The event is Co-Sponsored by the Port of San Diego, City of Chula Vista and the Chula Vista Chamber of Commerce.*

RADIO CONTROL

Power and Sail

First Place • Second Place • Third Place

STATIC DISPLAY

Power and Sail

First Place • Second Place • Third Place

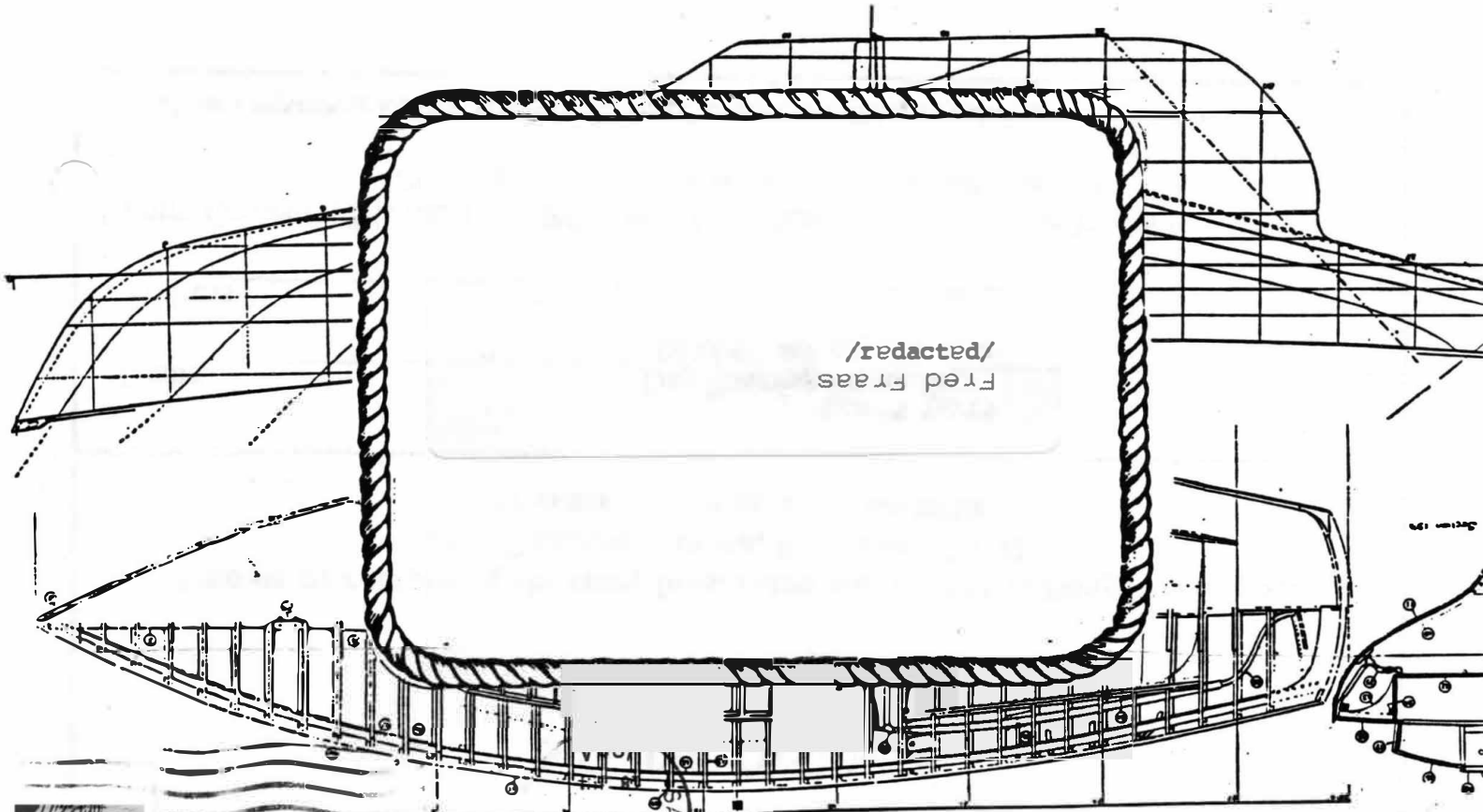
Sign up by completing the entry form below and mailing to Doug McFarland,
10639 Caminito Banyon, San Diego, CA 92131
or contact Doug at (619) 566-8070

Name _____ Day/Evening Phone #s _____

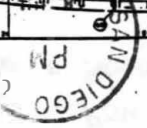
Address _____

Entry Category: RC Sail () RC Power () Static Sail () Static Power ()
(Please indicate number of models entered in each category)

Details regarding logistic set-up and festival directions will be provided as the event draws nearer.



/redacted/
Fred Fraas



San Diego Ship Modelers Guild
 306 North Harbor Drive
 San Diego, California 92101

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

Master
 First Mate
 Purser
 Logkeeper/Secretary
 Newsletter Editors

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

Steering Committee

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

Regatta Commodore

Jim Hawkins /redacted/

Schedule of Activities:

Membership:

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

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

Static Workshops -- (discontinued)

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

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

Annual Regatta-- Third weekend in June
