



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

February, 1995 Newsletter Volume 19, Number 2.

CURIOS

"I'VE 'ad," said Dan, "a sight o' curios,
But where they've gone, Lord knows!
The junk I've packed around, alive an'
dead,
The parrots green an' red,
Models o' ships whittled in bone or wood,
An' sperm-whales' teeth tattooed:

"An' walkin'-sticks cut out o' sharks' back-
bones,
An' beads, an' coloured stones,
An' bacca pouches made o' seabirds' feet
You catch wi' bits o' meat,
An' sennet mats (I'll learn you, son, the
way
To make them mats one day):
"Coral, an' bottled flowers, an' singin' shells,
An'—ah, Lord knows what else!
But there, I've giv' 'em all to fancy gals,
Or sold 'em to my pals:
There ain't no sense in keepin' curios, see,
For ramblin' blokes like me."

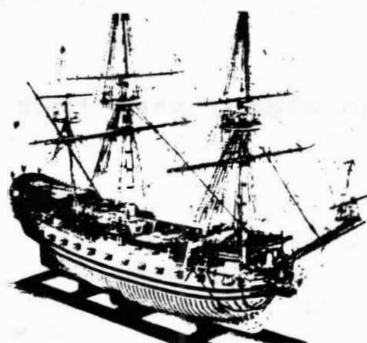
G. Fox Smith.

February

Don't forget to
come to the next
meeting on the
16th. of Feb'y.
See pg. 2 for a
detailed report of
last meeting.
ED.

	THU	FRI	SAT
1	2	3	4
8	9	10	11
14	15	16	17
21	22	23	24
28	29	30	

An arrow points from the text to the date 16 in the calendar. A large 'X' is drawn over the date 16.



American Marine Model Gallery
12-S Derby Square, Salem, MA 01970 (508) 745-5777

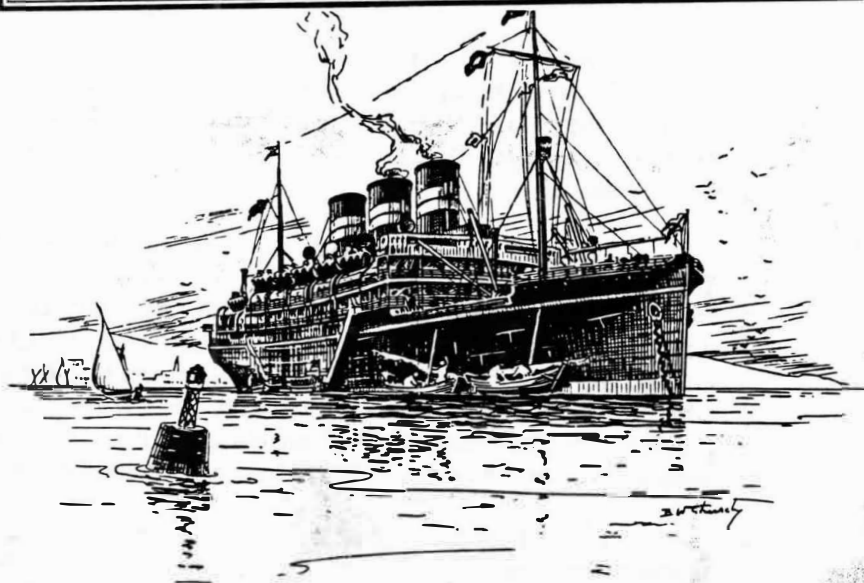
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Drawing by]

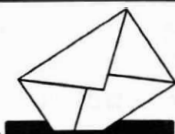
The Bombay-Durban Mail.

[B. W. Church

Your letters

We welcome your
letters to the editor.

For publication,
letters should be kept short and to the
point and must include both an
address and a telephone number.



NOTES FROM OUR JANUARY MEETING:

The meeting was started by a 'round table introduction of the 23 members and guests with each briefly describing their current modelling projects and interests as well as how long they had been a member of our guild. Three guests were from Poway; Mathew Moranville, Calvin Raymond and Mike Davis. Nick Rugen lives in Del Mar.

Bob Crawford announced the 1994 and total volunteer hours by active guild members working in the Model Shop. Joe Bompenseria contributed the most hours in 1994, 1764 hours while Jack Klein had the most total hours to date, 7510 hours; 1510 in 1994 alone. Bob Cunningham worked 1426 hours in the Model Shop, plus another 716 hours on his APA model of the Star of India. Bob also worked more than 500 additional hours aboard the Star itself.

Tom Tyler started volunteering in 1994 and contributed 140 hours. Additional Volunteers includes John Fluck 67 hours adding to 377½ hours total; Doug McFarland 20½ to total 240 hours, 18 hours for Fred Fraas, 10 hours by Phil Mattson and 8 hours for K.C. Edwards. WELL DONE to all above; your efforts are greatly appreciated.

Bob Crawford also made two additional announcements. Phil Mattson is working on the bow emblem of our ¼" scale model of the armored cruiser, USS San Diego will need \$125 in materials to complete the project. Perhaps the Guild treasury could come up with all or part of this amount?? Bob also stated that plans were in the making to sail the "Star" again this year, twice no less, sometime in August.

Master Jim Hawkins announced the "President's Day" regatta which will be held 11-12 February in Tempe, AZ. Jim stated that since no new volunteers for the 1995 club offices were evident, the same personnel would probably be doing the same jobs again for another year. Since the position of LOGKEEPER was vacated by Bob Cornell, the job would probably have to be assumed by editors Fred Fraas and Gordon Jones. Would anyone like to help us out here???

Lew Johnson will be our new Modeler-of-the-Quarter and will place his Viking ship models on display. It was also sadly announced that the owner of Mike's Hobby Shop (Mike, himself) in El Cajon, recently passed away. Mike had suffered deteriorating health for the past several years.

It was suggested by Henry Wenc that we include a session in a future meeting on how to do plank-on-frame of which several others volunteered to conduct such a session. Bob Pranka offered to highlight a future meeting with the secrets of lost wax casting. He also offered to host a meeting at his residence and show members his work shop. It was also suggested that future meetings deal more with problems with some ship model kits, plans and instruction books. It seemed apparent that this could and would be done.

The Model Shop is indebted to ABE TAUBMAN'S donation of 6 or 7 books on radio control modelling. These books make a welcome edition to our model shop library. We thank you, ABE.

Our February meeting will include some schooner models by members of the San Diego Argonauts.

SHOW & TELL - JANUARY MEETING: (The fourteenth annual)

BOB O'BRIEN brought his 1/96" scale hull/model of USS WHITESIDE (AKA-90) which he is completing for radio-control. BOB served in the USN aboard this ship in 1948-1950. Besides building this model, BOB is serving as the chairman of their reunion association. He had the fore and after cargo boom masts installed on the main deck and all R/C gear laid-out in the hull.

BILL FORBIS displayed both a scratch-built 1/96" scale "STAR OF INDIA" and a 1/50" scale "JEFFERSON DAVIS" from a BlueJacket kit. BILL, who served in WWII as a radio officer in the Merchant Marine, started modelling only five years ago when he moved to San Diego. He spent some four years on the STAR and did a very commendable job on this model and we all "cringed" a bit seeing this beautiful fully rigged model not covered with a display case. His "JEFFERSON DAVIS" was built "plank-on-frame" and BILL gave a brief history of the ship, as well as some of the problems he encountered in building same. He further indicated that the present-day "California" is very similar to this ship. The DAVIS is built to 7/32 scale, STAR is of bread-and-butter construction, lifts being of Montana spruce.

FRED FRAAS passed around his Harbor Models catalog for members to compare prices of various tug kits and r/c components. This was described in last month's newsletter.

JOHN FLUCK treated us with a display of some 5 old "IDEAL TOY CO." model kits he purchased years ago in New Orleans for \$1.73 and \$4.95 (Some of us remember trying to build these kits in our teens...(there wasn't anything else around and the price was right.) JOHN also brought his 1750 era Dutch yacht, a Billings kit of unknown scale. JOHN explained how he soaked the mahogany planks in ammonia before bending around the rather blunt bow.

LEW JOHNSON showed us his 1/25" scale Billings kit of a Oseberg Viking yacht, the original which is in a museum in Norway. He explained how the real ship was not really even seaworthy, but built only as a burial ship to be used on dry land. LEW was pleased with the purchase price of the kit and stated it was all wood except for the plastic shields.

DAVID MANLEY brought his 1/32" scale scratch-R/C yacht named "BIG TIME" which was built by his wife while he worked on his award-winning R/C warships. It is currently for sale. Dave also brought a free-lance freighter hull, built to 1/96 scale.

TOM TAYLOR passed around a beading needle used for rigging called "The Big Eye".

Our "show & tell" session concluded with a general discussion of how to clean dusty models not protected by display cases.

A "BIG THANKS" to all above for making the effort to bring their models to this meeting. We hope that future meetings will bring about good showings such as we had in January. How 'bout it guys???

A WORD FROM THE GUN DECK

Although the past year hasn't been exciting, it has been great, especially for static display. You are probably saying, "What are you talking about, boy..."

Well, consider all of the static events where all models can be displayed, but are not. The Chula Vista Harbor Days is a case in point; we had a very poor showing.

I hate stressing this point, but if we don't show people that we are here, we can never find or cultivate new talent. I know a few of you have said to me that we should stay small and not attend these events, but I think we must keep our ranks at a good level. I will do my best this year to improve our presentations on meeting nights. I would like for us to participate more in the events coming this year such as the Del Mar Fair, Chula Vista Harbor Days, Day at the Dock, and many more. We all don't have to do each event, but let's have a good solid group at these events to answer questions, give demonstrations, and just have fun. We need to get together as friends more often than meeting nights.

For those who are interested in the regatta, Dave Manley will be the Commodore this year, and he will need help. If I'm not mistaken, he is the youngest Commodore we've ever had, so when you get a chance go and ask him what you can do.

Lewis Johnson is Modeler of the Quarter. Stop by and check out his model in the display case.

We will need to have a business meeting soon to plan the coming year and, as always, everyone is welcome to attend. Time and place to be announced.

So that is enough from me for now. Hope to see you at the next meeting. We will host the Schoonermen.

Guildmaster Jim

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For those of you who are curious about foreign model outlets, here are three ads from a Sydney, Aust., magazine. E.D.

MTB-MGB-HDML-ASRL
FAIRMILE B&D-BATHURST
PLANS-FITTINGS-WEAPONS

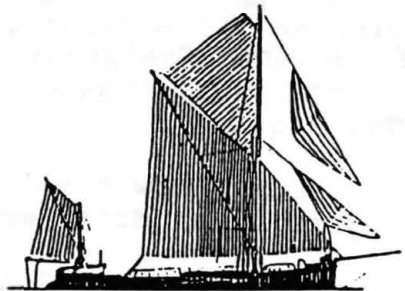


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MINIATURE SCREWS

NOTE: ALL ITEMS ARE BRASS UNLESS NOTED. EACH ITEM IS PACKAGED 4 TO A PACK.
ALL ITEMS ARE AVAILABLE IN BULK QUANTITIES UPON REQUEST.

**HEX HEAD
MACHINE SCREWS**

(4) TO A PACK

2-53x3/8	.65
2-56x1/4	.60
1-72x1/4	.60
1-72x1/2	.90
0-80x1/2	.90
00-90x1/2	.90

HEX NUTS

(4) TO A PACK

1-72	.45
0-80	.45
00-90	.45
2-56	.45

**BLIND NUTS
(STEEL)**

(4) TO A PACK

4-40	.45
2-56	.45

**ROUND HEAD
MACHINE SCREWS**

(4) TO A PACK

0-80x1/4	.60
1-72x1/2	.65
0-80x1/2	.65
00-90x1/2	.90

**SHEET METAL
SCREWS (STEEL)**

(4) TO A PACK

2x3/8	.50
4x1/2	.55
2x1/2	.50

**WOOD SCREWS
ROUND HEAD**

(4) TO A PACK

0x3/8	.40
0x1/4	.50

**PAN HEAD
MACHINE SCREWS**

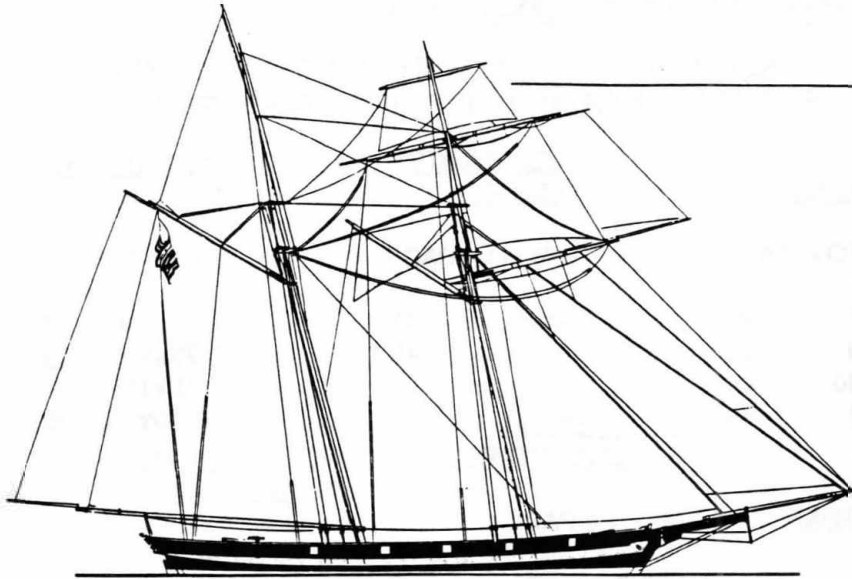
(4) TO A PACK

2-56x3/4	.60
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FRACTIONS – DECIMALS – MILLIMETERS

	DECIMAL	mm		DECIMAL	mm
1/64	.0156	0.396	33/64	.5156	13.096
1/32	.0312	0.793	35/64	.5312	13.493
1/16	.0468	1.190	37/64	.5468	13.890
3/64	.0625	1.587	39/64	.5625	14.287
5/64	.0781	1.984	41/64	.5781	14.684
3/32	.0937	2.381	43/64	.5937	15.081
7/64	.1093	2.778	45/64	.6093	15.478
1/8	.125	3.175	47/64	.625	15.875
9/64	.1406	3.571	49/64	.6406	16.271
5/32	.1562	3.968	51/64	.6562	16.668
11/64	.1718	4.365	53/64	.6718	17.065
3/16	.1875	4.762	55/64	.6875	17.462
7/32	.2031	5.159	57/64	.7031	17.859
13/64	.2187	5.556	59/64	.7187	18.256
15/64	.2343	5.953	61/64	.7343	18.653
1/4	.250	6.350	63/64	.750	19.050
17/64	.2656	6.746	65/64	.7656	19.446
9/32	.2812	7.143	67/64	.7812	19.843
19/64	.2968	7.540	69/64	.7968	20.240
5/16	.3125	7.937	71/64	.8125	20.637
11/32	.3281	8.334	73/64	.8281	21.034
21/64	.3437	8.731	75/64	.8437	21.431
23/64	.3593	9.128	77/64	.8593	21.828
3/8	.375	9.525	79/64	.875	22.225
25/64	.3906	9.921	81/64	.8906	22.621
13/32	.4062	10.318	83/64	.9062	23.018
27/64	.4218	10.715	85/64	.9218	23.415
7/16	.4375	11.112	87/64	.9375	23.812
29/64	.4531	11.509	89/64	.9531	24.209
15/32	.4687	11.906	91/64	.9687	24.606
31/64	.4843	12.303	93/64	.9843	25.003
1/2	.500	12.700	95/64	.9999	25.400
			1	1.000	25.400

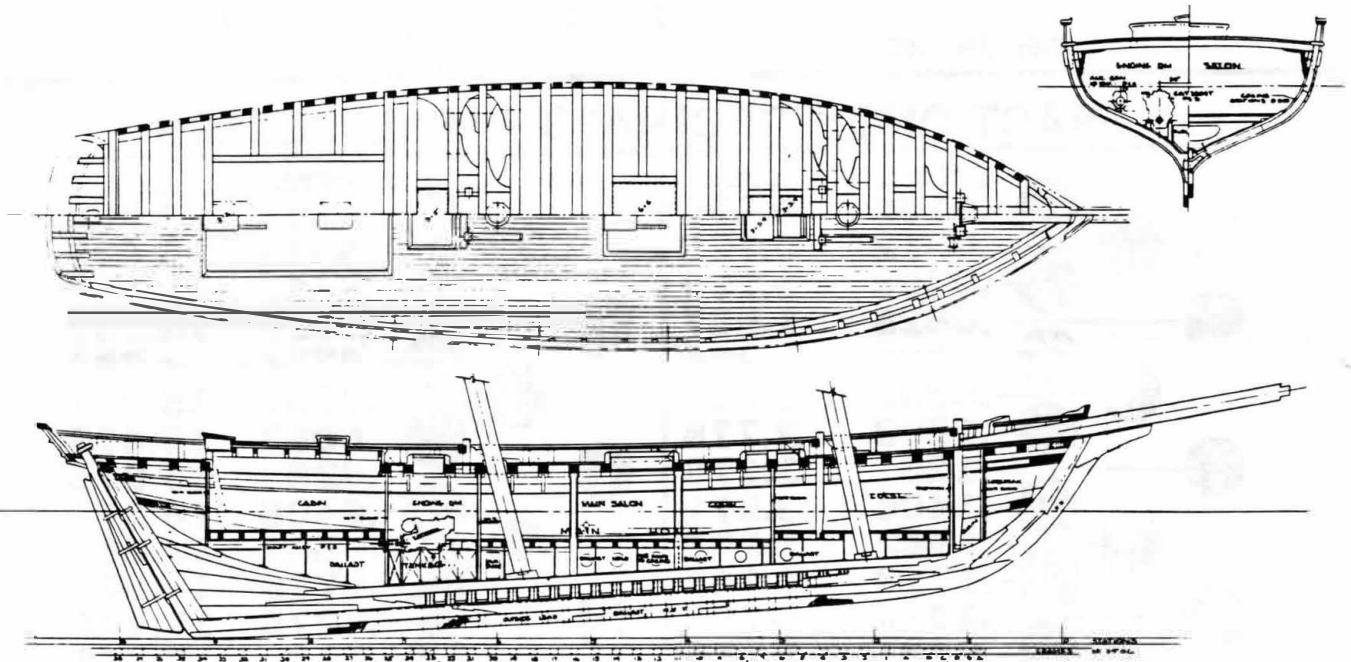
these decimal equivalents and small screw listings are courtesy of PROCTOR, airplane kits and associated hardware, 25450 NE Eilers Rd., Aurora, OR, 97002.



PRIDE OF BALTIMORE II SPECIFICATION

LOA	170' (51.82m)
LWL	91' (27.74m)
LOD	99'8" (30.38m)
Beam	26'5" (8.05m)
Draught	12'5" (3.78m)
Displacement	190 tons
Sail Area	10,442sq.ft (970.06sq.m)

All drawings supplied by
Pride of Baltimore, Inc.



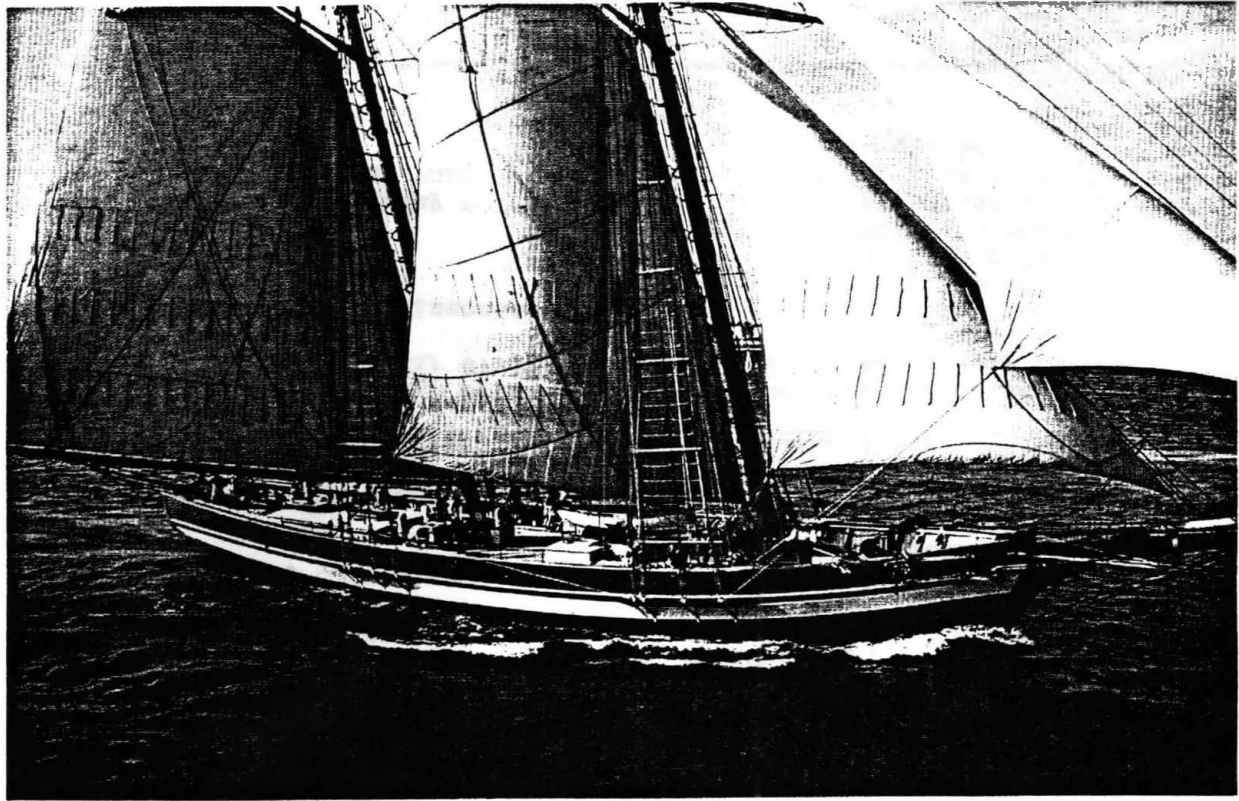
– the distinguished naval architect Thomas C Gillmer – was faced with a daunting challenge: no original Baltimore clipper remained to be copied and

Consequently, Thomas Gillmer's design was a recreation intended to evoke the best characteristics and sailing style of the original Baltimore clippers, rather than a reconstruction or replica of any one specific example.

The modern-day seafarer with greatest experience of the Baltimore clipper's sailing characteristics is Jan Miles, captain of *Pride of Baltimore II*, who claims that: "Undoubtedly, in light airs, the Baltimore clippers could outsail all opposition, and on all points. In their home waters or in the tradewinds of the Caribbean they were unbeatable. Here, they were capable of speeds of up to 15 knots and of covering over 200 miles in a twenty-four hour run. But, in the heavy weather of the North and South Atlantic it was a different story. The bigger Yankees could carry more sail in a blow without risk of damage."

Why did the clippers carry masts raked at such a crazy angle? Jan explains: "When we first went out in the *Pride* we looked up at those masts and half-expected them to fall over at any minute. But we soon discovered that it's actually an advantage to have so much rake. The masts hold up better and can carry larger amounts of sail without undue stress. Why? If you have a vertical post you have to support it on all four sides to keep it upright. With a raked mast, you can sail with slacker rigging. Now, after years of sailing the *Pride*, we know that the whole arrangement is actually very strong and reliable, despite appearances to the contrary!"

The previous PRIDE was tragically lost at sea in 1986 off Puerto Rico during a violent tropical storm. Her captain and 3 crew were drowned.



PRIDE OF BALTIMORE II

SEA HISTORY GAZETTE

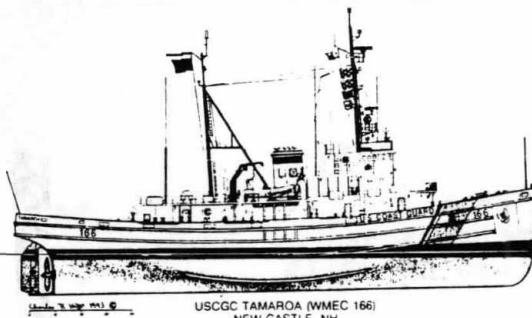
NMHS Recommends New Home for 50-Year USCG Veteran

The rare gold band around the smoke stack of the US Coast Guard cutter *Tamaroa* symbolizes 50 years of meritorious service. Her's has been an eventful life that includes service in the Pacific Theater in World War II, numerous rescues of imperiled seamen and ships and patrol duty for drug interdiction and fisheries protection. Built for the Navy and launched in 1943, the ocean-going tug will be retired from Coast Guard duty this month, but that may not be the end of the road for this veteran.

At the suggestion of NMHS President Peter Stanford, the Intrepid Sea-Air-Space Museum has offered a home for this vessel at its piers on the West Side of Manhattan. The *Tamaroa* (WMEC-166) has a long service record in New York Harbor and the Intrepid Museum would be an ideal venue for her to be remembered for both her exemplary Navy and Coast Guard service.

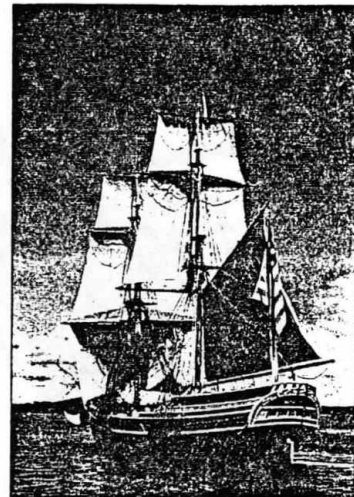
During WWII the *Tamaroa* participated in the invasions of Kwajalein, Tinian, Pelleiu and Iwo Jima.

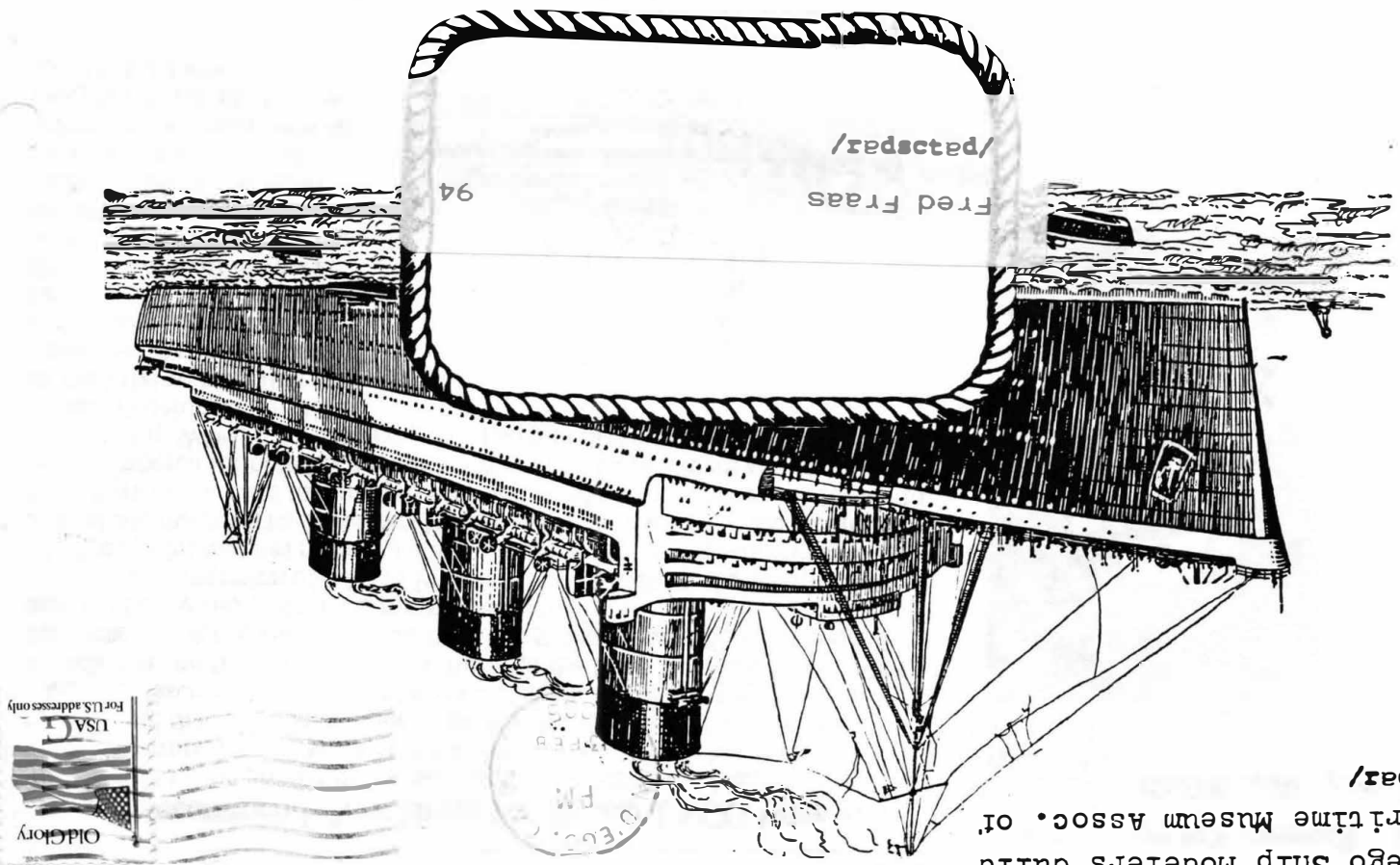
In 1956 she was the first Coast Guard vessel to arrive at the site of the collision of the SS *Andrea Doria* and the SS *Stockholm* off Nantucket Island and, in 1991, the ship and its crew rescued the sailboat *Sartori* and pulled four Air National Guard helicopter crewmen from 40-foot seas during the Halloween weekend storm.



USCGC TAMAROA (WMEC 166)
NEW CASTLE NH

The Lady Washington is a 112-ft replica of the ship Capt. Robert Gray sailed to the Pacific Northwest in 1788. As the bicentennial flagship she will take the public sailing throughout the Northwest all summer. For schedule contact Grays Harbor Historical Seaport, PO Box 2019, Aberdeen WA 98520; 206 532-8611.





/redacted/
 San Diego Ship Modelers Guild S.D.
 c/o Maritime Museum Assoc. of

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

Master
First Mate
Purser
Logkeeper/Secretary
Newsletter Editors

Steering Committee

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/

Regatta Commodore

Schedule of Activities:

Meetings — Third Thursday of the month
 7:00PM Social; 07:30PM Meetin.

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 expres-
 sion of appreciation for
 the facilities they pro-
 vide for our benefit.