



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

March, 1995

Newsletter

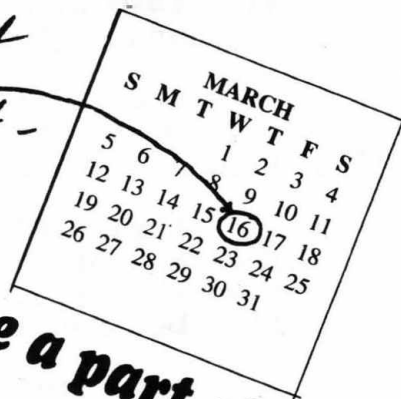
Volume 19, number 3.



There's no telling who might show up at the next meeting--well... if not in person, then perhaps in the name of a ship, or whatever. But don't take a chance on missing your favorite person or subject.

NEXT MEETING, March 16th, our ass't Editor claims "I have pictures". It's a MYSTERY, but come and see what, or whom, might be included.

Next meeting



be a part of it.

THE LAST WORD

One stormy night at sea, the ship's Captain saw what appeared to be the lights of another ship out in front of him. He had his signalman blink to the other ship:

"Change your course 10 degrees North."

A reply came blinking back:

"Change YOUR course 10 degree South."

The Ship's Captain frowned and slowly simmering, had an answer sent.

"I am the Captain; change YOUR course 10 degrees North."

The reply followed:

"Well, I am a Seaman First-Class; change your course 10 degree South."

This impertinence enraged the Captain and, glowering at his signalman, he had his message sent:

"Listen, you FOOL, I said change your # * @ & !!! course NORTH! This is a BATTLESHIP!"

Within seconds, the reply flashed back:

"And I said, change your course SOUTH. ...This is a LIGHTHOUSE!"

A GOOD NOTE

K.C. Edwards, our local purveyor of nothing but the finest in ship model chandlery and dream catalogs, notifies us that he must have done something right...he made a profit in 1994! New businesses are not supposed to do that the first year, he crowed.

Ed White, loyal volunteer, who has as many hours under his belt as the best of 'em, asks that we SIMPLIFY the Membership Application. "Nobody, but nobody" he says, fills out all the questions. "Just need the facts," asks Ed: Name, address, phone number and name of wife or partner. In other words, KISS--it saves time. Ed.

MASTER Jim Hawkins announces that a STEERING COMMITTEE (anyone interested) will meet at the model shop aboard the BERKELEY before the next meeting--at 6:30. Purpose is to discuss any ideas for coming activities or goals.

Ed.

FEBRUARY MEETING NOTES: (By Fred Fraas)

Guild Master JIM HAWKINS opened the meeting by announcing the same club officers would be serving through 1995, except DAVE MANLEY will take over as Regatta Commodore and BOB CORNELL resigned as our Logkeeper. This position remains open. (see accompanying article.)

The 16 modelers who attended this meeting included one guest, MIKE DAVIS who is working on his first ship model, "Hannah" a kit from Artennia.

Purser ED WHITE announced that BOB EBERHARDT is working for a reunion of the USN Cruiser Association. This would be held sometime this fall probably at the Padre Trail Inn. Final arrangements will be announced at a later date.

BOB CRAWFORD stated there was indeed, a growing interest in bring a "mothballed" carrier to San Diego, i.e. USS MIDWAY, and to create a permanent berth for same at Navy Pier. The target date for this would be in time for the Republican National Convention in 1996. BOB also said the USS LANGLEY project was further delayed due to Butch Plake having a heart attack or stroke. Butch agreed to provide the photo-etched flight deck girders and frame supports at his cost. We certainly hope Butch is better and wish him a speedy and complete recovery.

At the next meeting, three models/kits will be auctioned-off, one of which is a Blue Devil WWII Destroyer. The proceeds will be used to help pay for the gold plating used on the replacement bow shield emblem of our museum's 1/4 scale model of the armored cruiser, USS SAN DIEGO. (PHIL MATTSON has been doing all the volunteer work on this project.)

HELP WANTED - LOGKEEPER:

This position needs filling by one or more volunteers. Even one person helping out (or trying it) for one meeting would be appreciated. Your editors shouldn't have to do it all.

Taking meeting notes is not that difficult and we're not looking for a would-be court reporter. A cassette player/recorder could be used to simplify even this part of the job. The bigger effort is writing/typing up the notes in a reasonable manner. Your editors feel this is a primary obligation owed to those who could not attend the meeting. Indeed we have a certain share of members who for various reasons, attend very few if any meetings. Some cannot drive comfortably at night. Others have job or distance conflicts. There may even be some who's wife (or girl friend) won't let them out of the house after dark.) At any given meeting, about 20% to 35% of our members attend. How 'bout it guys??? Is there someone out there who will give us a hand???

Cont'd. on Page 7.

Patrick O'Brian at National Archives.

Patrick O'Brian has the reputation of recluse and mysterious expatriate, an Irishman living in the south of France. His November, 1993 US signing tour on the East Coast was taken by some commentators as a signal that the latest book, *Wine-dark Sea*, of his Aubrey, Maturin series might move him from the ranks of "very successful unknown writers" to "best seller celebrity." The intervening time since



Patrick O'Brian at the National Archives.

November has not supported that hope--at least not yet. He still belongs to his cult--if that what you call the very diverse assortment of people who await each new adventure. But Mr. O'Brian, 80, seemed more delighted by the excitement of his trip than the possible "breakout" recognition.

The packed auditorium at the National Archives greeted him with warm and, I think, affectionate, applause. He was clearly surprised and pleased. Yet he looked very frail as he walked to the table and chair that replaced the normal lectern. In his presentation he spoke of his experimentation with a new rhythms of writing which he compared to some of his favorite writers. He read examples of his points from his books. The example he chose from *Master and Commander* told of Jack Aubrey's getting his first command safely to sea and then aping to a familiar place aboard a small and crowded sloop. High at the crosstrees where, as Mr. Midshipman Aubrey, he had spent many punishment

hours, maybe more than most, and now as Captain Aubrey, alone with his rising joy and tearful eyes, he watches sunrise. After O'Brian read his talk, as measured and carefully constructed as any of his books, he warmed considerably to the audience's friendly questions. *Why did he wait 20 years since his last visit to return to the US?* Penury and diligence, he responded, the need for income required his concentrating on his work. *Which book of the series was his personal favorite?* The first, it was great fun to write. *Do his books require a great deal of research?* Actually, no, he smiled. One result of reaching my age is that I have read a great many books. *The number of tall ships has doubled since Captain Villiers wrote of their plight. Would the O'Brian books also help preserve them?* After a bit of verbal scuffle over the definition of a "tall ship." O'Brian said he was pleased to learn that fact but life aboard sailing ships had been too hard to make him yearn to return. The final question suggested that his publisher should bring him to the US again sometime soon. O'Brian turned to publisher standing on the stage, smiled and said, that would be an excellent idea.

150 THE UNDAUNTED STRIKES.

One afternoon, whilst passing between two of the Bahama Islands during a heavy gale, we observed the Undaunted, a little to windward of us (ahead), suddenly stop, and her mast and sails shake with tremendous force. We instantly guessed what was the matter—she had struck upon a coral reef. As we were going right before the wind, we were soon abreast of her.

By this time, however, she had swung off again, and was making all the sail she could, with a fothered sail under her bows, with the intention of regaining her lost way. (A fothered sail is a spare sail swung round the bow and under the bottom of the ship, and secured as tightly as possible to endeavour to stop the leak.) We observed her chain pumps were at work, and whole cataracts of water gushing from them; while clear white jets spouted from all the scuppers, fore and aft. (Scuppers are holes along a ship's side, level with the decks, to allow the water to run off from them.)

Shortly after, the British ensign seized (set up or fixed) union down, in the main rigging, gave sign of the utmost distress.

Still she kept afloat, and, though behind her companions, she yet moved onwards. The leak, however, must have

O'Brian and Forester Book List Newsletter Two

All O'Brian books newly published by W.W. Norton in paperback (except *Wine-dark Sea*), 5.25 x 7.75 inches with cover art by Geoff Hunt. The books are listed in the recommended reading order. No shipping or handling charges.

| ISBN | Book | The Aubrey/Maturin Series: | Price | Date | |
|---------------|--|----------------------------|--------------------|--------------|--------|
| 0-393-30705-0 | 1. <i>Master and Commander</i> . Aubrey and Maturin meet, Aubrey's first command produces successes and defeats at the hands of politics and the enemy while Maturin comes to grips with his hidden past. Diane and Sophie compete for different goals. We learn the price of a tide missed, a minute lost. | | \$10.95 | 1970 | |
| 0-393-30706-9 | 2. <i>Post Captain</i> . Prisoner Aubrey watches his host, Captain Azema, cold bloodily batters the English brig from a distance outside his opponent's reach until the situation suddenly changes and, placing his hand on the eighteen-pounder's lock, Aubrey says, "You must strike your colours to the brig." We watch Maturin with masterly control pursues his quarry, in cards, in love, and in politics. Diane wants it all. | | \$10.95 | 1972 | P |
| 0-393-30761-1 | 3. <i>H.M.S. Surprise</i> . Maturin, before being abandoned on a small island after a storm drives away his ship, listens to heartbreak from a wasting shipmate. Aubrey's course through the Indian Ocean leads to a battle with Linois, and tests Aubrey's leadership to leverage his personal fighting skills. | | \$10.95 | 1973 | P |
| 0-393-30762-X | 4. <i>The Mauritius Command</i> . As commodore, Aubrey must take Mauritius Island but must achieve his goals through superiors and subordinates whose weaknesses he must accept and use. Maturin's intelligence gathering tasks requires him to decide, in honor, who gets what information. | | \$10.95 | 1977 | P |
| 0-393-30812-X | 5. <i>Desolation Island</i> . Malevolently, the Dutch ship heedlessly and inexplicably pursues Aubrey through mast-high storm waves, intent on nothing less than the destruction of his ship. Maturin copes with a spy, an American woman, whose pregnancy offers him a magnificent stroke for Catalan independence. | | \$10.95 | 1978 | P |
| 0-393-30813-8 | 6. <i>The Fortune of War</i> . Aubrey, on board HMS Java as passenger, observes its surrender to the USS Constitution. Maturin and Aubrey in Boston work together to save Maturin's mission. | | \$10.95 | 1979 | P |
| 0-393-30820-0 | 7. <i>The Surgeon's Mate</i> . Maturin's marriage proposal becomes a burden and, at the same time, his secret activities have made Aubrey and him prime targets for French intelligence. | | \$10.95 | 1980 | P |
| 0-393-30821-9 | 8. <i>The Ionian Mission</i> . Aubrey commands the Worcester, a ship of the line, but his friendship with Maturin will be sorely tested as Maturin's gains strange control of their mission. | | \$10.95 | 1981 | P |
| 0-393-30863-4 | 9. <i>Treason's Harbour</i> . In the Red Sea, Maturin's intrigues, now more in the open to enemy intelligence require particular care since facts indicate a deeply hidden spy in English intelligence. | | \$10.95 | 1983 | P |
| 0-393-30862-6 | 10. <i>The Far Side of the World</i> . Maturin carries a cargo secret even from Aubrey. Later the two find themselves swimming out of sight of ship and land on a quiet empty Pacific. | | \$10.95 | 1984 | P |
| 0-393-30960-6 | 11. <i>The Reverse of the Medal</i> . Aubrey missteps at the Stock Exchange. Maturin suspects connections to his intelligence work but the threat may reveal the high placed spy. | | \$10.95 | 1986 | P |
| 0-393-30905-3 | 12. <i>The Letter of Marque</i> . Aubrey becomes privateer with Maturin's support in order to recover his commission. | | \$10.95 | 1988 | P |
| 0-393-30907-X | 13. <i>The Thirteen-Gun Salute</i> . As a privateer, the Surprise provides cover for a delicate but important diplomatic mission to separate the French from the Malays. | | \$10.95 | 1989 | |
| 0-393-30906-1 | 14. <i>The Mutiny of Consolation</i> . Shipwrecked, the HMS Diane find that rescuers turn into attackers, allies turn into enemies, but eventually they reach Botany Bay. | | \$10.95 | 1991 | P |
| 0-393-31016-7 | 15. <i>The True Love</i> . The puzzling Mrs. Oakes, after coming aboard as a convict, provokes deep thoughts of love and lust, jealousy and honor, yet may have the key to the identity of Maturin's most dangerous foe. | | \$10.95 | 1992 | P |
| 0-393-03558-1 | 16. <i>The Wine-Dark Sea</i> . Now available in paperback! Aubrey chases an American privateer across a South Atlantic turned grotesque. A surprising twist requires Aubrey, using a small boat, to seek Maturin before an escaped prisoner exposes Maturin. Maturin, to avoid capture, must attempt to escape across the winter Andes. | | \$11.00 \$22.50 | 1994 1994 | P H |

The Horatio Hornblower series, paperback, 5x7.75, published by Little, Brown and Co.

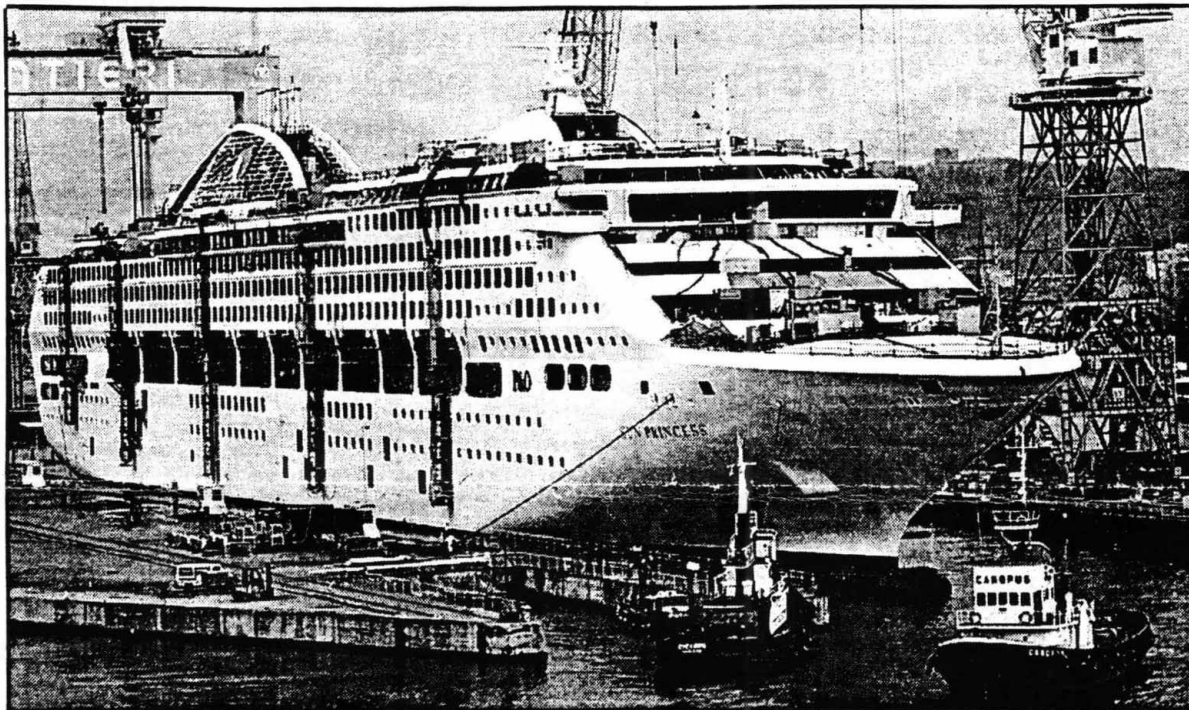
| | | | | |
|---------------|---|---------|------|---|
| 0-316-28912-4 | 1. <i>Mr. Midshipman Hornblower</i> . Hornblower, new to his ship and the British Navy, stands up to a bully. Rice destroys his first command. Hornblower and the Duchess under his care are captured but the surprises never stop. | \$11.95 | 1948 | P |
| 0-316-28921-3 | 2. <i>Lt. Hornblower</i> . Near-mutiny, hand-to-hand combat, command, and Maria. | \$11.95 | 1951 | P |
| 0-316-28928-0 | 3. <i>Hornblower and the Hotspur</i> . Command, sea battles, a bride--and mother-in-law. | \$11.95 | 1962 | P |
| 0-316-28929-9 | 4. <i>Hornblower and the Atropos</i> . 22 gun sloop, Nelson's funeral, sunken treasure, leadership. | \$10.95 | 1953 | P |
| 0-316-28932-9 | 5. <i>Beat to Quarters</i> . 36-gun HMS Lydia takes on the 50-gun <i>Natividad</i> , and Lady Wellesley. | \$11.95 | 1938 | P |
| 0-316-28936-1 | 6. <i>Ship of the Line</i> . Brilliant shore attacks lead to a one on four sea battle. | \$11.95 | 1938 | P |
| 0-316-28939-6 | 7. <i>Flying Colours</i> . Napoleon's personal spite, escape (on two levels), a dramatic coup. | \$10.95 | 1938 | P |
| 0-316-28938-8 | 8. <i>Commodore Hornblower</i> . 1812, in the Baltic to provide an edge for thwarting Napoleon. | \$11.95 | 1945 | P |
| 0-316-28943-4 | 9. <i>Lord Hornblower</i> . Sent into a mutiny to save a tyrant, into France to defeat one. | \$11.95 | 1946 | P |
| 0-316-28943-4 | 10. <i>Admiral Hornblower in the West Indies</i> . The war over, but pirates, revolutionaries remain. | \$10.95 | 1957 | P |
| 0-316-28944-2 | 11. <i>Hornblower During the Crisis</i> . Forester's incomplete novel with notes and short stories. | \$10.95 | 1950 | P |

SPECIAL OFFER: Order two featured novels and we will pay the shipping and handling for any other book ordered.

Is it just I, or do modern ships look more and more like office buildings, upended, with pointed ends? Ed.

LOOK AT THE SIZE OF THIS TUB!! There are aircraft carriers and battleships smaller than this.

4—TRAVEL / SUNDAY, JANUARY 29, 1995 / DAILY NEWS



Associated Press

The Sun Princess cruise ship is floated out for the first time in the Monfalcone harbor.

Colossal cruise ship launched

Associated Press

MONFALCONE, Italy — The state-owned shipbuilding company has launched what it says is the world's largest cruise ship, the Sun Princess.

The \$300 million vessel will join the fleet of Los Angeles-based Princess Cruises, said the builder, Fincantieri Cantieri Navali Italiani. It will remain in port near Trieste for internal work until this fall.

The 861-foot ship — which will ply routes in the Caribbean,

through the Panama Canal and off Alaska — is the largest cruise ship afloat, able to accommodate nearly 2,000 passengers, said cruise line officials.

The megaship will include a multistory shopping promenade, an indoor-outdoor food court and a computerized golf center where passengers can "play" on the world's most famous courses. Nearly 450 of the staterooms have private balconies.

The 77,000-ton Sun Princess is the first in a series of three ships ordered from Fincantieri, includ-

ing one scheduled to be even bigger. The three ships are part of a \$1 billion growth program for the cruise line.

A second sister ship, the Dawn Princess, will enter service in spring 1997, and will be followed later that year by the Grand Princess, the largest cruise ship ever constructed at 104,000 tons.

Princess Cruises officials said they decided to expand their fleet because their existing ships were sailing virtually 100 percent full and there was a growing demand for luxury cruises.

Courtesy Valley R/C Boat Club. Ed.

Research Sources

Cartographic & Archives Branch (NNSC)
National Archives
Washington D.C. 20408
(Naval plans prior to 1945)

Commander (NSES-09B21)
NavalSea System Command
Dept. of the Navy
Washington D.C. 20362-5101
(Naval plans after WWII)

Maritime Administration-NASSIF
Department of Transportation
400 17th St. SW., Rm. P 1 - 1327
Washington D.C. 20590
(Coast Guard plans after 1945)

US Coast Guard Headquarters (G - ENE -5)
2100 Second St., SW.
Washington D.C. 20597
(Very helpful with plans)

US Coast Guard Museum
1519 Alaskan Way South
Seattle, WA. 98134
(Very helpful with plans, pics, etc.)

Division of Naval History
National Museum of American History
Smithsonian Institution
Washington D.C. 20561

American Merchant Marine Museum
Kings Point, N.Y. 11024

Chesapeake Bay Maritime Museum
St. Michaels, MD. 21663

Confederate Naval Museum
P.O. Box 1022
Columbus, GA. 31902

Great Lakes Historical Society
480 Mani St.
Vermillion, OH. 44089

Francis Russell Hart Museum
55 Massachusetts Ave.
Cambridge, MA. 02137

Maine Maritime Museum
963 Washington St.
Bath, ME. 04530

Mariners Museum
Newport News, VA. 23606

Mystic Seaport
Mystic, CT. 06355

National Maritime Museum of San Francisco
US Dept. of Interior
National Park Service
Fort Mason, San Francisco CA. 94123

New Jersey Historical Society
230 Broadway
Newark, N.J. 07104

Peabody Museum
East India Square
Salem, MA. 01970

Philadelphia Maritime Museum
321 Chestnut St.
Philadelphia, PA. 19106

Steamship historical Society Collection
University of Baltimore Library
1420 Maryland Ave.
Baltimore, MD. 21201

Thousand Islands Shipyard Museum
350 Mary St.
Clayton, NY. 13624

US Naval Institute
2062 Generals Highway
Annapolis, MD. 21401

Tugboat Photos and Research
2861 Bardy Road
Santa Rosa, CA. 95404

The above list is courtesy of "Sacramento Model Shipwrights" & "Scuttlebutt". Ed.

IT'S "SHOW AND TELL" TIME:

DOUG MCFARLAND brought a 3½ ft. long model sloop, molded hull and deck. It's of uncertain scale, but its' for sale or up for the auction; not sure. Call DOUG for details.. or come to the next meeting.

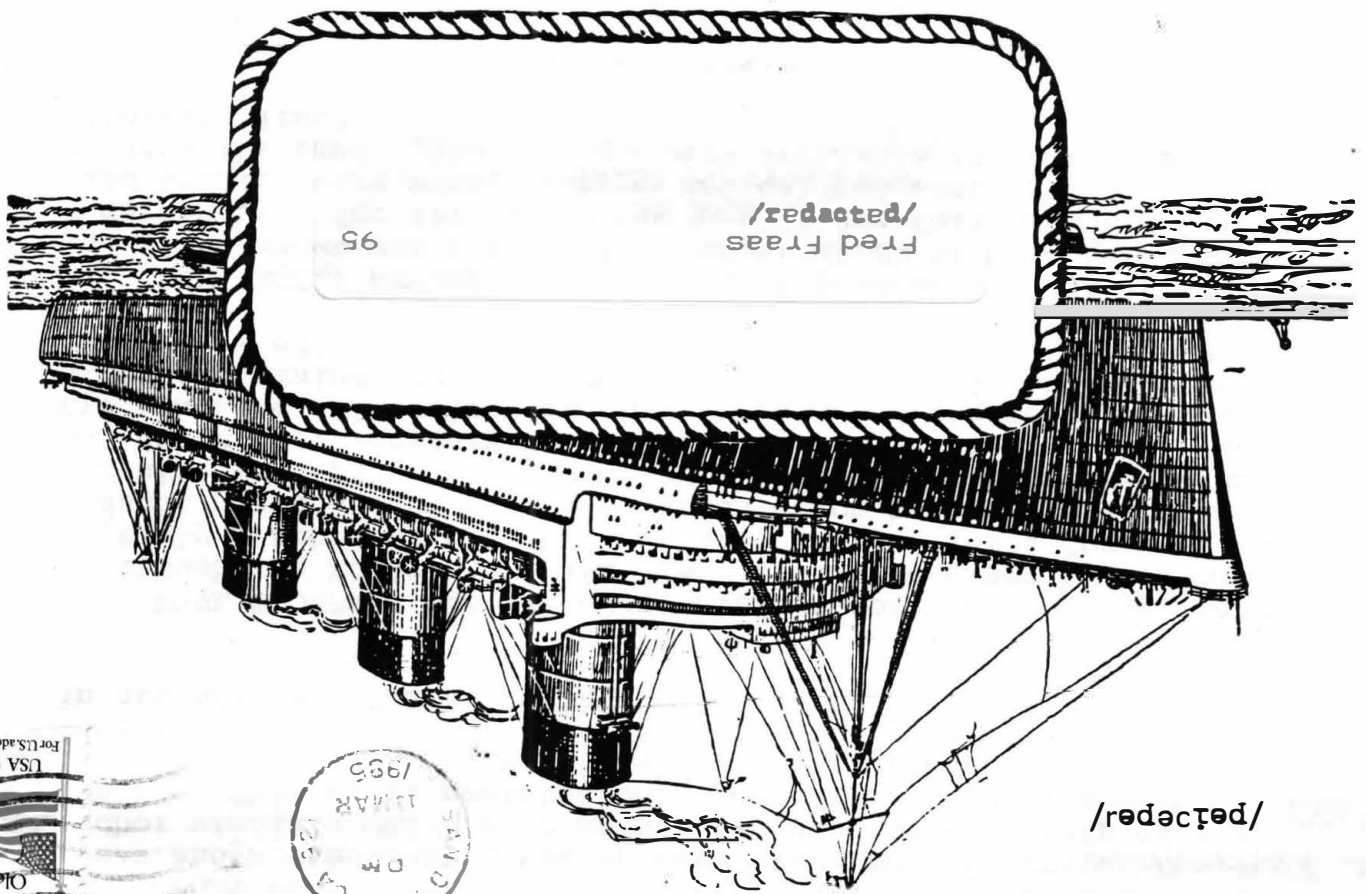
DAVE MANLEY treated us with his very attractive 1:32 scale model of a 126 ft. luxury yacht which he has named "Big Time." He won this at the Arizona regatta last year, as a Dumas kit which he very extensively modified. He has been literally working day and night to finish it completely in time for the same regatta this year, less than a week away.

DAVE started out by throwing away most of the fittings supplied in the kit and "scratching-out" his own. The model yacht was finished in SD Charger colors, most notably in the topside seat cushions. He purchased the paints from Kragen Auto and he further described some of the problems he encountered in painting. He said he was pleased with the way his deck planking came out, Northeast Scale items purchased from "K.C." Additionally, he explained how he glued and stained the planking.

For R/C operations, DAVE installed 12 volt motors (3,000 rpms) which are run off a 4 amp battery. He also designed a spin stabilizer operating on a pendulum and works like a bilge keel. For lighting, he installed underwater lights near the keel (to facilitate night scuba diving), flashing disco lights inside the cabin areas and stated that these operate off a Sony Walkman. Besides a anchor windlass which also works, he "scratched" a pair of surf boards. This model operates on a four channel radio and the people topside are MASH doll-types including "Hot Lips", "Radar" etc. DAVE'S presentation was well-received and appreciated by everyone in attendance. Thanks again, DAVE!

PAUL THOMPSON was our guest speaker for the evening. Many of us thought he built only live steam operating river boats, but PAUL is truly a schooner man as well having built over a dozen or so. He brought plans designed by John Alden which he took to a copy shop for his frame patterns. (PAUL explained that these were "frames" and NOT ribs....animals have ribs; ships have frames!) He described his planking, fibreglassing, and sanding techniques in detail. After explaining how he makes and pours his 16-18 lb lead keels, he generously offered to help any member cast his own keel at his home.

JIM HAMILL brought a sack full of goodies he uses in modeling. The first shown was a small hair dryer which he said he purchased at a garage sale for 25¢, and is very good for fast drying applications. Also helpful were worn, surplus medical hemostats and paper clamps. He said the small plastic cups were available at Smart & Final as condiment items.



/redacted/
Fred Fraas

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/redacted/

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



**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 inter-
ested 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.