



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

JULY, 1995

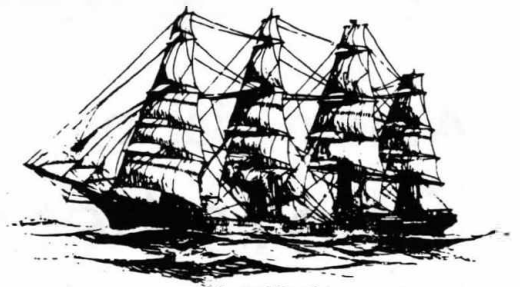
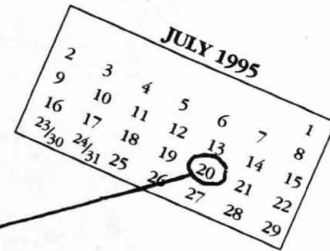
NEWSLETTER

VOLUME 19, NUMBER 7

PARTY TIME AT OUR JULY MEETING:

Leave your models at home, don't bring anything else for "show & tell" unless it's your wife (or girlfriend), just bring a mild appetite and thirst. Guildmaster Jim Hawkins has planned a buffet featuring chicken and ribs. Of course there will be our usual traditional libation. There will be a surcharge of \$5.00 per person for the food. Please pay this amount when you first board the "Star" so we can keep the books right. Should be a lot of fun in the early evening and under the stars. Hope to see you there.

*See Editor



Four mast full-rigged ship
FALLS OF CLYDE, still afloat
in Hawaii...



"Row, Row, Row

JUNE MEETING NOTES:

Sixteen attended our last meeting including one guest, Brad Voght. Brad is in the navy and is stationed in Coronado on a temporary assignment. He's building the HMS Serapis. New member Robert Hewitt is building the HMS Victory and reported he was fortunate enough to visit the actual ship in England.

Dave Manley gave us a last minute run-down on the status of the regatta and it appeared that "all systems were go." Actually, we held our collective breaths as a rare June frontal storm was moving down the coast.

It was announced that Saturday, July 15th, would be a special "schooner fleet" day at the pond. On another Saturday, September 16th, Chula Vista "Harbor Days" will be held from 10AM to 5PM. This year will feature a better display and operating area for model boats than has been the case in the past. If you a tall ship fan, you're in luck, as there will be four of them there.

For "Show & Tell", Gordon Jones brought two books he had for sale; didn't get the exact titles, but one was about the Andrea Doria and the other on historic ship models. Our June meeting was supposed to be favorite tool night. Either no one has any favorites or they forgot to bring them. Fred Fraas (who suggested the topic at a previous steering committee meeting, brought some assorted tools including a Micro Mark cut-off saw.



A memorial to The Father of Model Shipbuilding

by Theodore Donaldson

While the manuscript for the completed model of the ALABAMA was being checked for publication its author, Capt. E. Armitage McCann was taken seriously ill in his Ridgefield, Connecticut home and died three days later on October 6, 1937. He was 62 years old.

Capt. McCann will probably be remembered best for his articles on model shipbuilding. From Brooklyn Heights, the headquarters of his Ship Model Society, McCann published a monthly magazine called *The Ship Modeler* and wrote for *Popular Science*. His first article was printed in February 1926 (volume 108 #2).

This unpretentious beginning lead to 21 more installments over a period of 11 years. During this time, thousands of people who had never seen a ship joined the hobby by working from the detailed plans that were published in conjunction with his articles.

McCann's enthusiasm and skill inspired men and women to build miniature fleets of accurately detailed galleons, clippers, and warships. His "hints" to the ship modeler only further enhanced the amateur craft movement. Who was this man who did more to popularize model shipbuilding than anyone before him?

Capt. McCann was what I would call an old salt, holding captain's licenses in the American and British Mercantile Marine. He went to sea at age 14, served his apprenticeship on the Elder Line of wood clippers, and at age 19 was captain on a bark trading in the Indian Ocean. When he was 22 years old he served in the Boer War. World War I saw him back at sea on transports. He was mined, torpedoed, shelled, and air attacked at various times. After the war he was in command of American

vessels, then settled down in Brooklyn to become a marine consultant for the movie industry.

It is only natural that Americans should thrill to the call of the sea, and make their outlets through the creation of the various ships that sailed them. Capt. McCann really brought this art form to our attention through his *Popular Science* articles, and they are listed here as a reminder of what he has contributed to our craft.

Spanish Galleon	May 1926
SOVEREIGN OF THE SEAS (Clipper Ship)	Oct. 1926
CONSTITUTION (Frigate)	Jan. 1927
Viking Ship	April 1927
SANTA MARIA	Dec. 1927
MAYFLOWER	April 1928
BUCKEYE STATE (Steamboat)	Nov. 1928
How to Put a Ship in a Battle	Aug. 1930
U.S.S. PRESTON (Destroyer 327)	Dec. 1930
WANDER (Whaling Ship)	April 1932
Fore and Aft Sails	Sept. 1932
U.S.S. TEXAS (Battleship)	Nov. 1932
REVENGE (Galleon)	April 1933
HARTFORD (Steam & Sail Warship)	Jan. 1934
A Ship Model Vane	April 1934
SWALLOW (Clipper Privateer)	Nov. 1934
Trading Schooner	March 1935
H.M.S. BOUNTY	April 1935
Showboat	June 1935
GREAT REPUBLIC (Clipper)	Dec. 1935
MALEK ADHEL (Brig)	March 1937
ALABAMA (Confederate Commerce Raider)	Feb. 1938

*Model Ship Builder No. 8
Nov./Dec. 1980*

SALUTING OUR REGATTA VOLUNTEERS:

Our 18th annual regatta proved to be highly successful as well as a lot of fun for all. In our organization, not unlike many others, a few did all the work...very few, and much work. A last minute threat of rain had us wondering if this would be the first regatta conducted between showers. While it rained in much of Southern Calif. the day before, and even during the night, the skies cleared up very nicely after sunrise.

Dave Manley, Regatta Commodore, deserves the lion's share of credit. The two courses which he designed, were all set up the day before, so we were all ready to go when the first contestants arrived. This task involved setting out all the assorted islands, buoys, docks etc. most of which Dave designed and built. Dave along with Vice Commodore Jim Hawkins handled all the registrations and even provided hot coffee and fresh donuts to all the earlier modelers. Before each R/C boat was placed in the water, it was judged by Jim. Jim also provided an impressive newly-designed scoring sheet, which among other things, allowed us to give each participant his copy of the scoring. Two boat pond regulars, Al Berger and Mike monitored each model as it was maneuvered around the courses. Both said they enjoyed the job very much and would be happy to do it again next year. Most of the R/C portion of the regatta was completed by lunchtime.

Jim and Dave didn't even take a break over the noon hour. They turned to as messcooks assisting Dave's father-in-law who brought and cooked all the food. Their \$2.00 luncheon "blue plate special" included a choice of hot dogs or hamburgers along with baked beans, cold slaw, chips, sodas plus fresh condiments.

New trophies were also evident for this regatta. They were made mostly by Dave and featured a resin-cast plaque of our club logo with a smaller inscription of the type of award and level i.e. 1st, 2nd, or 3rd place.

This regatta was financially solvent as well, as some 55 entries were received @ \$5.00 each. The "break-even" point was passed primarily due to the prize donated by DUMAS. This was early 1900's type tug kit which included a fiber glass hull and retailed for \$299.00. Many participants bought \$5 or \$10 more of tickets as this prize was awarded seperately in a special raffle. Dave plans to give us a fiscal run-down at the next business meeting in August.

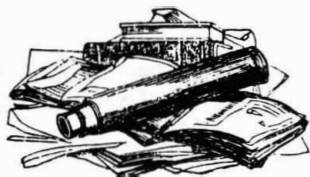
Special thanks also go to Joe Bompensiero who assisted as a static judge, Bob O'Brien, Evan Hull, Roy Norton and Kevin Gatton who helped in setting up the courses. Your editor helped by keeping a running tally of the scores.

Also worthy of note was Bob Herrera's efforts in covering our regatta for a future issue of Scale Ship Modeler magazine. Bob is a regular attendee who comes down from Los Angeles and volunteered to do this when he learned they were not sending a staff member for this task.

(Fred Fraas)

Patrick O'Brian's Tour de Force

To celebrate the publication of his new novel, *The Commodore*, popular British author Patrick O'Brian made a tour of the US in April which included visits to maritime heritage sites. The writer's itinerary included a reception aboard the "HMS" *Rose* in New York harbor and special guest status at The Mariners' Museum when it celebrated the acquisition of its Research Library's 75,000th volume on 11 April. O'Brian has now published 17 novels following the adventures of Royal Navy Captain Jack Aubrey and his friend, ship surgeon Stephen Maturin, and has attracted so much critical attention that publisher W. W. Norton has begun producing the *Patrick O'Brian Newsletter*. The free, twice-yearly newsletter carries a glossary of "Useful Terms," for navigating O'Brian's sometimes dense nautical parlance. The novels have become a staple in maritime museum bookstores everywhere (a recent visit to Nelson's Dockyard Museum in Antigua revealed the whole series on sale there) and NMHS also carries them (to order call 1-800-221-NMHS). To receive the newsletter write to Patrick O'Brian Newsletter, c/o Direct Mail Computer Services, 23 Potter Street, Farmingdale NY 11735.



The John Alden design 72-foot staysail schooner *Bagheera* is the newest addition to the Nautical Heritage Society's fleet of ships in Long Beach CA. NHS President Steve Christman accepted the donation of the schooner from Tom and Patricia Gay of San Diego and announced NHS's plans to spend six months converting the boat for use in educational and environmental programs. This brings the Society's total number of ships to four. (NHS, 24532 Del Prado, Dana Point, CA 92629; 1-800-432-2201)



The 8th Fleet at anchor in the bay. The Cruiser *Chicago* entering the harbor, receives anchoring position from the *Essex*, Senior in Command. Other ships are the *Arizona* and *O'Brien*.

PHOTO BY EVAN HULL

(Jim Hawkins)

The FLEET gathers for the June Regatta.

The following is courtesy of Tony De Feo from our membership.

HELPFUL HINTS IN CONSTRUCTING PLANK ON FRAME SHIP MODELS #3

Beginning in the July/August 1994 Seaways' Ships in Scale magazine is an outstanding 6 part series by Master Ship Modeller N. Roger Cole of Canada of some of the research and techniques he used in scratch building the Santa Maria. Some of those techniques will be included in this and future issues of our newsletter to impart information and also to give our members ideas that may be useful in your projects.

In our last newsletter we talked about Mr. Cole's methods for weathering brass metalwork and finishing woods. This article deals with wood finishing, dyeing rigging lines and treating lines with a preservative.

The making of the Santa Maria, required the fabrication of anchor handling sheave blocks. Mr. Cole fabricated these blocks using lignum vitae indicating that he prefers this material where rigging is concerned, because a metal sheave will eventually corrode and rot the line.

To finish the hull exterior, the hull was sanded with 1200 grit sandpaper and polished by lightly rubbing down the surface with pumice and leather. Final finishing of the wood was done by applying 3 coats of Floquil flat finish which is simply a mixture of 65% flat finish, 15% Diosol, 5% Retarder and 15% Glaze. Once totally dry, the hull was lightly rubbed down with very fine finishing paper and given two coats of Renaissance wax and buffed to a soft sheen.

Cordage for rigging was various sizes of linen line. Mr. Cole suggests that using tea or coffee to die rigging lines be avoided as they can be disastrous due to tannin which is activated into tannic acid by moisture in the air that eventually deteriorates the rigging. His dye solutions are prepared in British 16 fluid ounce jars (15 fluid ounce U.S. or 450ml) and are used hot. He uses the following RIT colors: #15 Black, #20 Cocoa Brown, #23 Gold, #39 Pearl Gray, #25 Dark Brown and #42 Golden Yellow.

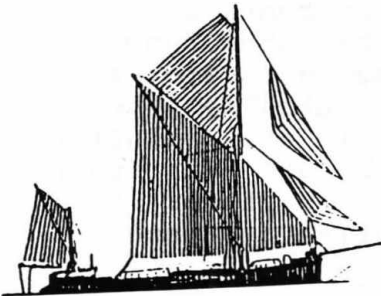
The dyes are mixed as precisely as possible using measuring spoons, with the dry crystals leveled to the top of the spoon. Line to be dyed is tied in hanks with two slightly loose ties. The line is presoaked in water to thoroughly wet it, then immersed in the dye solution, and stirred gently during the dying process. When the process is finished, the hanks are rinsed under warm and then cold running water until the water runs completely clear. After a thorough rinsing, the hanks are left to soak in a solution of cold water and Kodak Photo-Flo (one drop per fluid ounce of water). Soak the hanks in this solution for 5 minutes with frequent agitation. The hanks are then rinsed in a cold water bath with fresh water trickling in it for 15 minutes. The hanks are then untied, loosely coiled and hung to dry.

Mr. Cole makes a preservative mixture by mixing 4 ounces of shaved beeswax in 16 ounces of distilled turpentine. (Mr. Cole recommends that the distilled turpentine be purchased from an art supply house rather than a paint or hardware store as the art supply turpentine is much finer.) The beeswax is added gradually and the solution is given a good shaking on a regular basis. Once the mixture has absorbed all of the beeswax it will accept, it's strained through cheesecloth.

Once dry, the hanks of dyed rigging requiring preservation can be immersed into the beeswax solution for coating. Once saturated, Mr. Cole hangs the line across an overhead string so that the excess material will drip into the mixture below. Once drained, the line is pulled through a wad of paper towel held firmly between the fingers to remove the excess solution. The line is left for a day or two to allow the turpentine to evaporate. The last step is to again run the line through another wad of paper toweling which in turn imparts a sheen on the line.

The following chart indicates the colors of dye, the amounts required and colors obtained when using these formulas.

RIT COLOR	AMOUNT	MINUTES	COLOR OBTAINED
#23 #39	1 tsp. 1/4 tsp.	3	Approx. the color of new manila, which has a slight green cast.
#23 #20	1 tsp. 1/4 tsp.	2	A light brown with a touch of gold providing some life.
#23 #20	1 tsp. 1/2 tsp.	2	A good light to medium brown (a slight tarred effect)
#20 #15	1 tsp. 1/4 tsp.	2	A medium dark brown (a heavier tarred effect)
#15 #20	1 tsp. 1/2 tsp.	7	Standing rigging. Treated with beeswax/turpentine looks like freshly tarred standing rigging.



The fore-head capstan of the bark Moshulu clanks around again as restoration work begins. This "forgotten masterpiece," as Hajo Knuttel (in white hat), under whose direction the work goes forward, calls her, had been laid up in Camden, New Jersey. This spring, her owners, Specialty Restaurants, decided to re-commission her as a restaurant ship and youth training center, at the urging of NMHS. Her story is carried in Sea History 60, 61, 62.

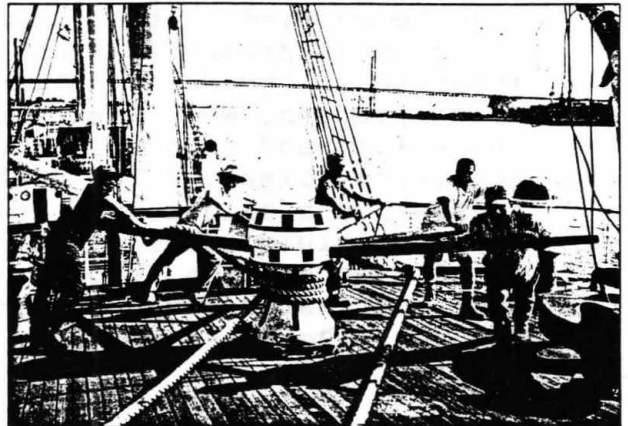


PHOTO: HAJO KNUTTTEL

DEL MAR FAIR REPORT

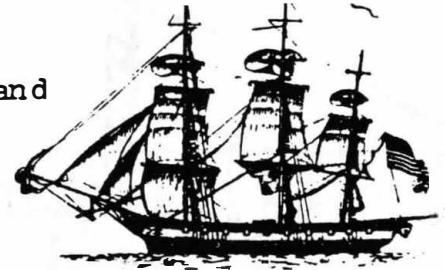
By: Jack Klein

Well, the Del Mar Fair of 1995 has come and gone. There were many people who were interested in ship models, their design and construction and many Guild applications were given out. The following members deserve our gratitude and thanks for the many hours they gave to our exhibit.

Joe Bompensiero
Tony De Feo
K. C. Edwards

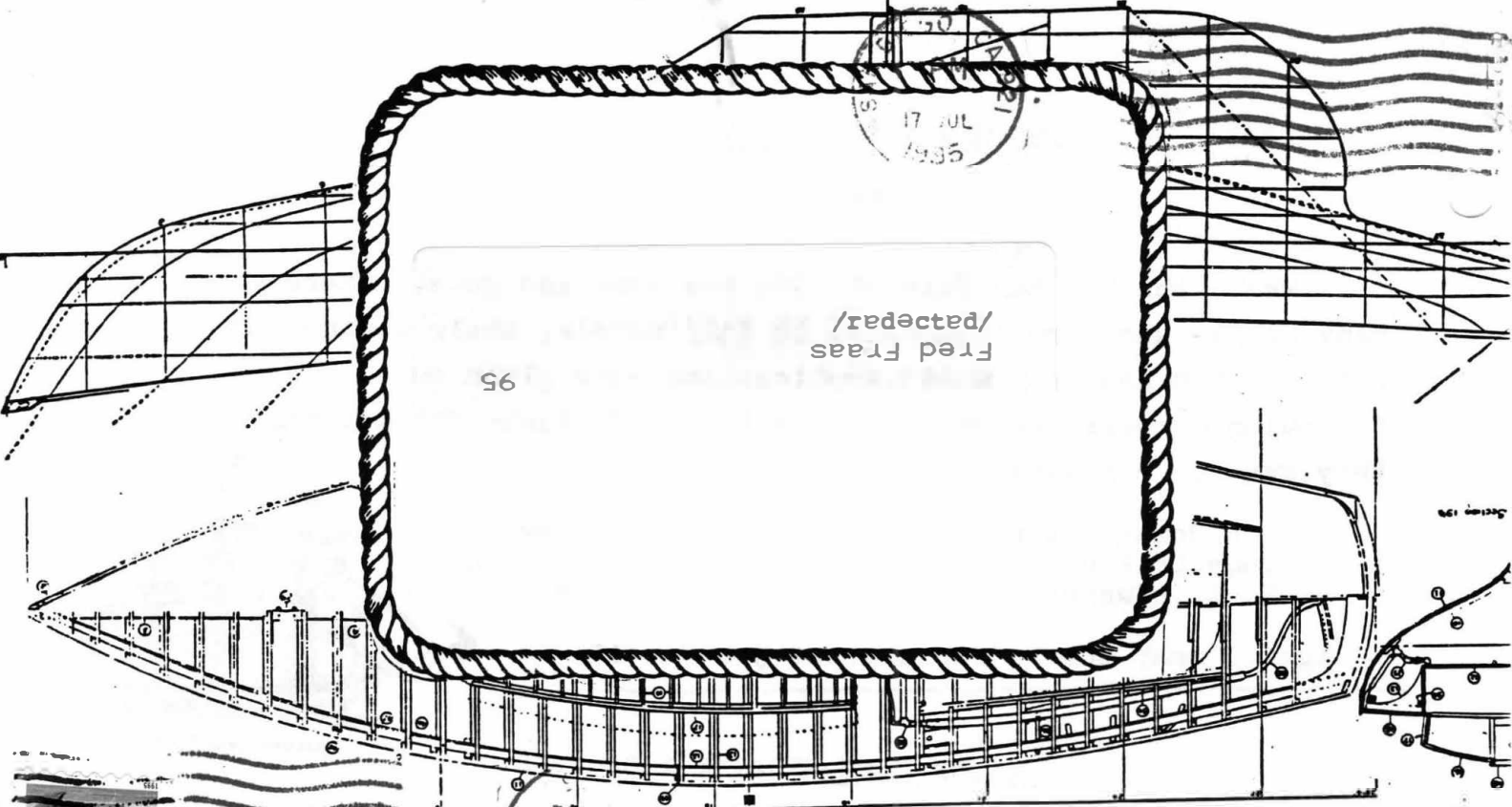
John Fluck
Doug McFarland
Ed White

Again, many thanks for a great job done!!

DONORS MAKE REGATTA A SUCCESS

Dave Manley reports that the several donors to the June regatta really capped this event. They were as follows:

- H & R PRODUCTS, PO Box 67, McHenry, Illinois, 600050, donated speed and other controls.
- VANTEC, 460 Casa Real Pl., Nipomo, CA, 93444. Miscellaneous items.
- RAM (electronics firm), 229B Rollins Road, Round Lake Beach, Illinois, 60073. Gift certificate.
- HARBOR MODELS, 17457 Appalachian St., Fountain Valley, CA, 92701. Gift certificate and T-shirt.
- TAUBMAN PLANS SERVICE Int'l, 11College Dr. #46, Dept. SSM, Jersey City, N.J., 07305. Miscellaneous items.
- DUMAS PRODUCTS INC., 909 17th. St., Tucson, AZ, 85719. Gift certificate and a grand prize, their latest release tugboat kit, a \$250.00 value. It's the "BROOKLYN", a very successful promotional item.
- BLUEJACKET, PO Box 425, Stockton Springs, Maine, 04981, furnished a catalog and boat kit.
- FLOATING DRYDOCK, C/O Gen'l Delivery, Kresgebille, PA, 18333. Gave a catalog and model plans.



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/redacted/
Fred Fraas



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San Diego Ship Modelers Guild
10 Maritime Museum Assoc. of SD
306 North Harbor Drive
San Diego, California 92101

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

Master	Jim Hawkins	/redacted/
First Mate	Doug McFarland	/redacted/
Purser	Jim Hawkins	/redacted/
Logkeeper/Secretary	Ed White	/redacted/
Newsletter Editors	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:

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