



# San Diego Ship Modelers' Guild

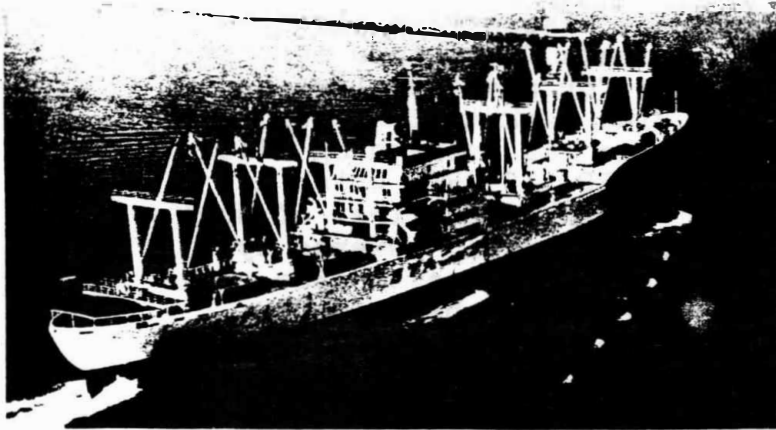
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NEWSLETTER

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1962

Photograph courtesy  
States Steamship Co.

SS CALIFORNIA of the States Steamship Company fleet. This s

1996		APRIL						1996	
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28	29	30							

NEXT MEETING NIGHT...

BRING A MODEL!!!  
BRING ANYTHING OF INTEREST  
FOR "SHOW & TELL.."

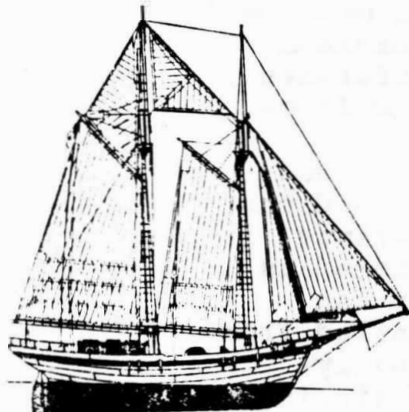
## FROM THE EDITOR'S DESK:

This month's newsletter is a longer "double" issue as a way to clear our hold or pending files. We hope there is something inside for every-one's interest.

Guildmaster Tom Taylor plans to bring a homemade pantograph. See an easier way to copy or enlarge.

CHECK YOUR ADDRESS LABEL..IF IT SHOWS A RED "95", YOUR DUES ARE OVERDUE!!!

"Likely as not, the child you can do the least with will do the most to make you proud."  
-Mignon McLaughlin



"The game of life is not so much in holding a good hand as playing a poor hand well."  
-H.T. Leslie

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## SOME NOTES ON OUR LAST MEETING

Guildmaster Tom Taylor experienced a rousing meeting in the orlop of the STAR OF INDIA, what with the good attendance and guest speakers from the Nautical Research Guild of Alexandria, VA.

From the floor (deck!, oops) Russ Lyons displayed a plastic-kit bonanza recently discovered, with comments from other members about the present high prices one must pay for plastic kits--if you can get them. Fred Fraas mentioned Blue Jacket plans selling today for \$1.00, having increased in price as has everything else.

Fred also brought his model of SS "UNITED VICTORY" which he has been fine-tuning for several years. She was the first of some 456 vessels of this design--the WW II Victory ships, powered by steam turbines. The model is encased in a plastic case, also built by Fred--but he has concluded that he cannot beat either the price or quality of those made by MARK HANNA of El Cajon.

Member Mike Davis displayed some recent photos of NINA (the small one) replica now open to the public in SD. Mike added that NINA, one of Christopher Columbus' vessels, was built with old-style hand tools in Brazil.

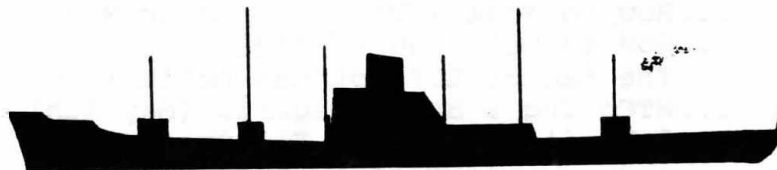
Ed White cornered the market on some items for sale: no wonder Ed can't get to some of his machinery in the garage!

Tom elicited any and all ideas to make our meetings informative and interesting. If you have some particular technique in model making, please bring the necessaries and share your "secret" with us. Building a detailed model is painstaking, time-consuming "fun" and any and all good ideas are welcome.

Bob Crawford told us that the Cane Rattlers, the local research group, is planning a picnic this summer and that if it is held July 13 th it will coincide with the Argonauts regatta. It is to be free, no-charge. Not many of those around today. Also, see or call Bob concerning a wood model get together on April 20th.

WITHOUT FURTHER ADO, Tom Taylor introduced the eastern visitors by way of our former member, Bill Fleming. But first Bill mentioned that he had observed former member Albert Lerieux's "RATTLESNAKE" in a display. Also, that the next model convention or conference will be organized around the U.S. frigate CONSTITUTION, Old Ironsides.

Eugene L. Larson, chairman of the Board of Directors of the Nautical Research Guild was introduced, who in turn introduced our speaker for the evening, Rod Napier, who presented Dick Strange, Treasurer of NRG. Lights were dimmed and Rod Napier acquainted us with perhaps one of the most envied positions a modelmaker can attain. Malcom Forbes, wealthy publisher and investor, called from Colorado and described in some detail his collection of mostly-British ship models in 1/4" scale, much of it in a state of disrepair.



- THE STRONGER THE  
MERCHANT MARINE -  
THE STRONGER THE  
NATION -

Was there someone who could tackle the job of repairing them? For several years now, Rod Napier has tackled this job and since 1991 has been permitted to bring an assistant with him. But there are other "bennies" than being around many fine shipmodels: the collection is kept in a replacement hunting lodge built in 1980 in the Sangre de Cristo mountains of south central Colorado. At 9,500 feet altitude, the air is clear (and rarified!). There are mule deer and elk to hunt--and very quiet terrain and vistas to enjoy with no telephones to interfere with one's sanity. Our evening was spent looking at the colored slides Mr. Napier projected, including not only the models but also some of the beautiful surrounding area not seen by many today.

A brief list of the models follows: A few are sailors' models, several are shipping office exhibits and others are detailed efforts of fine modelmakers.

- #1--Princess Margaret.
- 2--A light protected cruiser.
- 3--Unidentified frigate, plank on frame, left-hand laid shrouds.
- 4--An original 1840 dockyard model.
- 5--Scots steam yacht Daza.
- 6--Self-propelled hopper barge.
- 7--1/8" builder's model of post WWII freighter.
- 8--Operating model, five-feet long, of the Hood.
- 9--Half model on reflective surface, both sides exposed.
- 10--Victory, Nelson's flagship, Longridge plan, has elastic head rig.
- 11--Model of the Bedis (?).
- 12--A Medway sailing barge.
- 13--Shipping line mirrored half-model.
- 14--Ram bow protected cruiser.
- 15--Two shipping office models, Avon & Rangitiki, first oil-engined.
- 16--One of the Highlander yachts.
- 17--Three-stack Monmouth, British cruiser.
- 18--Bassett-built model, popular in England, of Burma Emerald.
- 19--Royal Scot, standard tramp, torpedoed WWII.
- 20--Helen Barnett Gring, E. coast 4-mast schooner, 4-ft. model.
- 21--Favorite, a hospital ship.
- 22--Turret deck steamer, "tax-evasion" design.
- 23--TransAtlantic packet, 2-stacker, never built.
- 24--Model of four-mast fullrigged ship, few ever built.
- 25--Modern cargo waterline model, metal hull, house aft, 3 kingposts.
- 26--Triple screw, toy, 3-stack model.
- 27--Singer funnel, modern, powered, blt. by Denny Bros.
- 28--Br. full-rigged ship Torrens. Joseph Conrad joined this vessel in London in 1891. In 1880, under Capt. Angel, this vessel made the passage from Plymouth to Adelaide in 64 days, a sailing record yet unequalled.
- 29--President Roosevelt, tug, steam-powered.
- 30--HMS Belfast, display model w/fold down sides for interior view.
- 31--Clan Forbes, modern freighter.
- 32--Harbor bucket dredge, 1:48, builder's model.
- 33--Golcarða, British India liner, 4-mast bark aux., 2-funnel.
- 34--Liner of the SE Africa run.

Napier was given a rousing hand for this fine presentation. The coffee was gone...and so were we, leaving with the feeling of a worthy evening. Ed.

Special Thanks to Gordon Jones for providing these detailed notes.

WHERE DID ALL THE "STICK" SHIPS GO???:

by Fred Fraas

There was a time, from the mid-50's to the early 70's, when new merchant ships were built to replace those aged veterans of the late 30's and World War II. Their numbers were small in comparison to the thousands built during WWII. Over 2700 Liberties (EC2-S-C1) and some 531 Victory-type ships (VC2-S-AP2 & 3;AP5) would need eventual replacement by faster and more efficient ships.

While C-2s and C-3s were built in the early 40's with the faster post-war trade in mind; C-4s and C-5s would be needed to replace these ships as well. The dry cargo ships were to be called "break-bulk" and eventually many were converted to container ships which were far more cost-efficient. Container ships practically eliminated the need for longshoremen or stevedores and reduced the time needed for loading/unloading cargo in port. As these ships were replaced by larger, more efficient container ships, the former began to be called "stick ships" due to their dozen or so, prominent booms which on a small model, or from a distance, appeared just as so many "sticks" sticking up.

These ships displayed grace, charm and a beauty hardly comparable to any of today's container ships, which in my opinion only resemble little more than a streamlined self-propelled barge stacked high with rectangular boxes. It would seem to me that future ship modelers would find these ships lacking in eye appeal as well as any type of building challenge. But perhaps those modeling period sailing ships could make the same criticism about any modern steam ship or warship. To each his own??

For ship modelers, the good news is that many of these ships are still around. Not only are they around, but you can buy the plans for them. Our February newsletter listed the index of plans available from the Smithsonian as well as an explanation of ship designations used by the Maritime Administration for ship types and classes.

This newsletter will attempt to briefly explain what became of these ships. As government subsidies diminished and disappeared, the costs of building and operating these ships became prohibitive --in the world market. Steamship companies such as Moore-McCormack, Grace, American Export, Lykes Bros. Farrel, American Mail etc. went out of business. Their ships were sold, renamed, resold etc. Eventually, our government stepped in to buy and also rename these ships for our ready reserve fleet which proved invaluable during the recent Gulf War. Some 97 ships were reactivated to haul about 98% of the cargo and supplies needed in this conflict.

A table of "Sealift Ship Names" is included in this n/ltr. Also included is a listing of ships manned by one seaman's union. It is apparent that many of these ships have been renamed after capes located along the U.S. coastline. Others have just their names shortened; i.e. Mormacscan becomes "Scan;" Mormaclake is now "Lake." The President Truman later became Japan Mail and finally, "Diamond State," an Auxiliary Crane Ship.

If these ships changed names, they also changed colors. Nearly all are now painted "haze grey" resembling warships or naval auxiliaries except for a red, white and blue stripe painted around the stack. The white-hulled ships of States Line really stood out in comparison to nearly all other companies which painted their ship hulls the more conventional black. Maritime Pre-positioning ships still have black hulls, and white houses.

\*↑  
↓\*Steamship

# RRF Drops to 89 Ships

## Impact on Shipboard Jobs Is Minimal

Beginning December 6, the U.S. Maritime Administration (MarAd) will eliminate 16 vessels from the Ready Reserve Force (RRF) and reduce 29 others to 30-day readiness status.

The changes were announced after the Senate Commerce Committee approved only \$150 million of a \$250 million budget request from the administration for maintaining the RRF. MarAd last year received \$298 million for the reserve fleet.

RRF vessels are used in times of surge shipping, such as the Persian Gulf War or the recent developments in Haiti. The ships in the reserve fleet are owned by the government and operated by private shipping companies.

For several reasons, the reorganization is expected to have a minimal effect on the number of shipboard jobs held by U.S. merchant mariners. The 29 ships that will lose their maintenance contracts and shift to 30-day readiness status had been maintained by reduced operating status (ROS) crews. Additionally, under the RRF restructuring, 30 roll-on/roll-off vessels (each with a crew of at least 10) will be maintained in the highest state of readiness.

However, the cuts reportedly will eliminate hundreds of shipyard jobs, and they also will

reduce the number of RRF ships available within five days of a mobilization notice to 32 from the current 57—calling into question America's capacity to quickly respond to a crisis. Overall, the RRF will shrink from 105 ships to 89.

Additionally, none of the 32 vessels to be maintained at maximum readiness is a breakbulk ship.

### Added to NDRF

Ten breakbulk vessels and six tankers will be placed in the National Defense Reserve Fleet (NDRF), an unmaintained, inactive fleet whose 300-plus vessels are anchored at ports in Texas, Virginia and on the West Coast.

Of the 29 ships being reduced to 30-day readiness, 27 are breakbulk vessels.

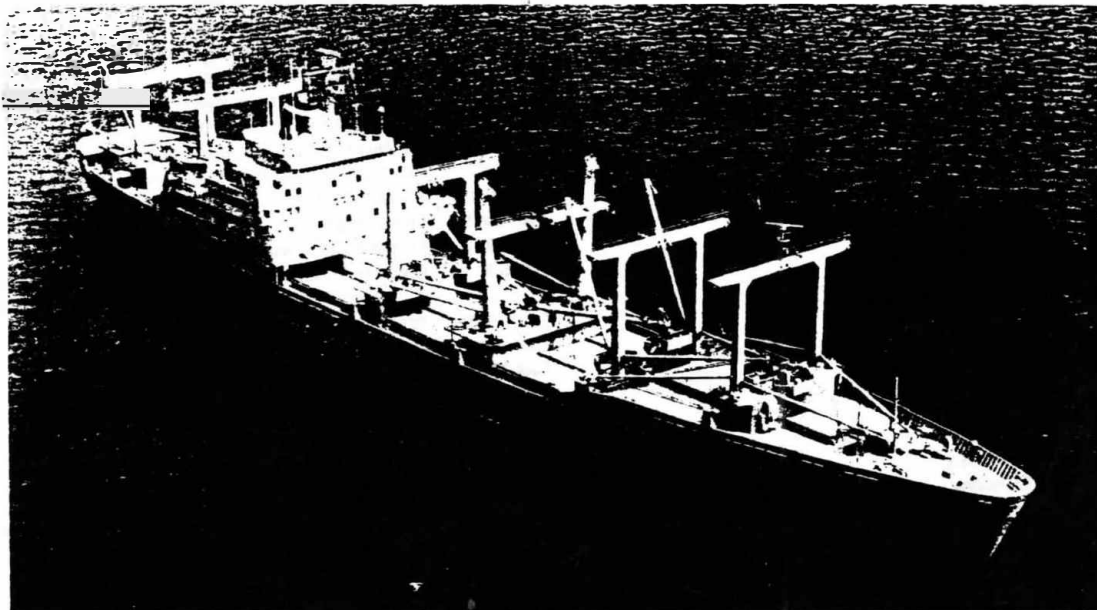
Moreover, 12 vessels will be kept at 10-day readiness and 16 will be maintained at 20-day status.

The budget shortfall leaves unmet the recommendations of a Department of Defense study on U.S. sealift capability—called for by Congress in 1991—which concluded that the RRF should be expanded. That study was ordered after most of the RRF ships did not meet their activation deadlines during the Persian Gulf War.

### SIU-Crewed RRF Ships

Vessel	Type	Readiness	Operator
AMERICAN OSPREY	Tanker/OPDS	Prepo	Bay Ship
CAPE WASHINGTON	RO/RO	Prepo	AMSEA
CAPE WRATH	RO/RO	Prepo	AMSEA
GOPHER STATE	T-ACS	Prepo	IOM
POTOMAC	Tanker/OPDS	Prepo	Bay Ship
DIAMOND STATE	RO/RO	ROS-4	IOM
CAPE INSCRIPTION	RO/RO	ROS-4	APL
CAPE INTREPID	RO/RO	ROS-4	APL
CAPE ISABEL	RO/RO	ROS-4	APL
CAPE ISLAND	RO/RO	ROS-4	APL
CAPE LAMBERT	RO/RO	ROS-4	AMSEA
CAPE LOBOS	RO/RO	ROS-4	AMSEA
CAPE RACE	RO/RO	ROS-4	IMC
CAPE RAY	RO/RO	ROS-4	IMC
CAPE RISE	RO/RO	ROS-4	IMC
CAPE TAYLOR	RO/RO	ROS-4	Apex
CAPE TRINITY	RO/RO	ROS-4	Apex
CAPE TEXAS	RO/RO	ROS-4	Apex
COMET	RO/RO	ROS-4	APL
METEOR	RO/RO	ROS-4	APL
CAPE FAREWELL	LASH	10-day	IMC
CAPE FLATTERY	LASH	10-day	IMC
CAPE JACOB	Breakbulk	10-day	AMSEA
CAPE JOHNSON	Breakbulk	10-day	AMSEA
CAPE MAY	Seabee	10-day	OMI
CAPE MOHICAN	Seabee	10-day	OMI
CORNHUSKER STATE	T-ACS	10-day	IOM
FLICKERTAIL STATE	T-ACS	10-day	IOM
GEM STATE	T-ACS	10-day	IOM
GRAND CANYON STATE	T-ACS	10-day	IMC
CAPE BOVER	Breakbulk	20-day	APL
CAPE BRETON	Breakbulk	20-day	APL
CAPE FEAR	LASH	20-day	IMC
CAPE FLORIDA	LASH	20-day	IMC
CAPE GIBSON	Breakbulk	20-day	APL
CAPE GIRARDEAU	Breakbulk	20-day	APL
CAPE JOHN	Breakbulk	20-day	AMSEA
CAPE JUBY	Breakbulk	20-day	AMSEA
CAPE MENDOCINO	Seabee	20-day	OMI
CHESAPEAKE	Tanker/OPDS	20-day	Bay Ship
DIAMOND STATE	T-ACS	20-day	IOM
EQUALITY STATE	T-ACS	20-day	IOM
GREEN MOUNTAIN STATE	T-ACS	20-day	IMC
KEYSTONE STATE	T-ACS	20-day	IMC
MT. WASHINGTON	Tanker/OPDS	20-day	Bay Ship
PETERSBURG	Tanker/OPDS	20-day	Bay Ship

RO/RO = Roll-on/Roll-off ship  
LASH = Barge-carrying ship  
Prepo = Prepositioned under military control  
ROS-4 = Reduced Operating Status with a four-day activation schedule  
T-ACS = Auxiliary crane ship  
Seabee = Barge-carrying ship



The SANTA VICTORIA anchored off Diego Garcia in the Indian Ocean. (U.S. Navy)

EDITOR'S NOTE:

The Naval Institute Guide to the SHIPS AND AIRCRAFT OF THE U.S. FLEET - Fifteenth Edition (1993) lists all the ships of the Military Sealift Command, for the first time. Chapter 24 of this superb reference lists them all; from page 285 to page 328. Listed below and on the following page is a summation of these ships. By starting with the furthest name to the right for each listing, you can see "where the "stick ships" went.

TABLE 24-2. SEALIFT SHIP NAMES

Number	Name(s)		
T-AKR 1001	ADM. WM. M. CALLAGHAN	T-AKR 5052	CAPE DOUGLAS, ex-LALANDIA
T-AK 9652	ADVANTAGE, ex-TACNA II, THERMOPYLAE, CONFIDENCE, BARBER THERMOPYLAE	T-AKR 5051	CAPE DUCATO, ex-BARRANDUNA
T-AK 5005	ADVENTURER, ex-EXPORT ADVENTURER	T-AKR 5069	CAPE EDMONT, ex-PARRALLA
T-AK 5008	AGENT, ex-EXPORT AGENT	T-AKR 5073	CAPE FAREWELL, ex-AMERICAN MAR
T-AK 5006	AIDE, ex-EXPORT AIDE	T-AKR 5070	CAPE FLATTERY, ex-DELTA NORTE
T-AOG 81	ALATNA	T-AK 5071	CAPE FLORIDA, ex-DELTA CARIBE, LASH TURKEY
T-AKR 287	ALGOL, ex-SEA-LAND EXCHANGE	T-AK 5051	CAPE GIBSON, ex-PRESIDENT JACKSON, INDIAN MAIL
T-AKR 291	ALTAIR, ex-SEA-LAND FINANCE	T-AK 2039	CAPE GIRARDEAU, ex-PRESIDENT ADAMS, ALASKAN MAIL
T-AK 5007	AMBASSADOR, ex-EXPORT AMBASSADOR	T-AKR 5067	CAPE HENRY, ex-BARBER PRIAM
T-AKR 9673	AMERICAN CONDOR, ex-ZENIT EXPRESS	T-AKR 5068	CAPE HORN, ex-BARBER TØNSBERG
T-AK 2062	AMERICAN CORMORANT, ex-FERNCARRIER, KOLLBRIS	T-AKR 5066	CAPE HUDSON, ex-BARBER TIAF
T-AK 2044	AMERICAN EAGLE, ex-ZENIT EAGLE, FINNEAGLE	T-AKR 5076	CAPE INSCRIPTION, ex-TYSON LYKES, MAINE
T-AOT 165	AMERICAN EXPLORER	T-AKR 5062	CAPE ISABEL, ex-CHARLES LYKES, NEVADA
T-AKR 9672	AMERICAN FALCON, ex-ZENIT CLIPPER	T-AK 5075	CAPE JOHNSON, ex-MORMACSA, M.M. DANT
T-AK 9651	AMERICAN KESTREL, ex-LASH PACIFICA	T-AK 5077	CAPE JUBY, ex-MORMACSEA, HAWAII
T-AOT 5075	AMERICAN OSPREY, ex-GULF PRINCE	T-AKR 5077	CAPE LAMBERT, ex-FEDERAL LAKES, AVON FOREST
T-AKR 294	ANTARES, ex-SEA-LAND GALLOWAY	T-AKR 5078	CAPE LOBOS, ex-FEDERAL SEAWAY, LAURENTIAN FOREST, GRAND ENCOUNTER
T-AK 5061	AUSTRAL LIGHTNING, ex-LASH ESPAÑA	T-AKR 5063	CAPE MAY, ex-ALMERIA LYKES
T-AK 1005	AUSTRAL RAINBOW, ex-AMERICAN VETERAN, AUSTRAL MOON, AUSTRALIAN BEAR, PHILIPPINE BEAR	T-AKR 5064	CAPE MENDOCINO, ex-DOCTOR LYKES
T-AK 5008	BANNER, ex-EXPORT BANNER	T-AKR 5065	CAPE MOHICAN, ex-TILLIE LYKES
T-AP 197	BAY STATE, ex-GEIGER (USNS)	T-AK 1014	CAPE NOME, ex-RAPID, AMERICAN RAPID, RED JACKET, MORMACSTAR
T-ACS 10	BEAVER STATE, ex-AMERICAN DRACO, MORMACDRACO	T-AKR 293	CAPELLA, ex-SEA-LAND MCLEAN
T-AKR 288	BELLATRIX, ex-SEA-LAND TRADE	T-AOG 82	CHATTAHOOCHEE
T-AOG 9687	BLUETANK STARLET	T-AOT 5084	CHESAPEAKE, ex-HESS-VOYAGER
T-AOG 9622	BRAVADO	T-AK 851	CLEVELAND, ex-PRESIDENT CLEVELAND
T-AK 2033	BUYER, ex-EXPORT BUYER	T-AKR 0007	COMET (T-AKR 7)
T-AK 5029	CALIFORNIA, ex-SANTA RITA	T-ACS 6	CORNHUSKER STATE, ex-STAGHOUND
T-AK 5012	CAPE ALAVA, ex-COMET, AFRICAN COMET	T-AK 5019	COURIER, ex-EXPORT COURIER
T-AK 5010	CAPE ALEXANDER, ex-METEOR, AFRICAN METEOR	T-AOT 1007	COURIER, ex-ZAPATA COURIER
T-AK 5009	CAPE ANN, ex-MERCURY, AFRICAN MERCURY	T-AK 3000	CPL LOUIS J. HAUGE JR., ex-ESTELLE MAERSK
T-AK 5011	CAPE ARCHWAY, ex-NEPTUNE, AFRICAN NEPTUNE	T-AK 5049	DEL MONTE, ex-DELTA BRAZIL
T-AK 5013	CAPE AVINOF, ex-SUN, AFRICAN SUN	T-AK 5050	DEL VALLE, ex-DELTA URUGUAY
T-AK 5060	CAPE BLANCO, ex-MASON LYKES	T-AK 5026	DEL VIENTO, ex-DELTA MEXICO
T-AK 5059	CAPE BON, ex-VELMA LYKES	T-AKR 289	DENEbola, ex-SEA-LANE EXCHANGE
T-AK 5058	CAPE BORDA, ex-HOWELL LYKES	T-ACS 7	DIAMOND STATE, ex-PRESIDENT TRUMAN, JAPAN MAIL
T-AK 5057	CAPE BOVER, ex-FREDERICK LYKES	T-AK 2040	ELIZABETH LYKES
T-AK 5056	CAPE BRETON, ex-DOLLY TURMAN	T-AP 1001	EMPIRE STATE VI, ex-CAPE JUNCTION, MORMACTIDE, OREGON
T-AK 5040	CAPE CANAVERAL, ex-ALLISON LYKES	T-AP 196	EMPIRE STATE V, ex-BARRETT (USNS)
T-AK 5037	CAPE CANSO, ex-AIMEE LYKES	T-ACS 8	EQUALITY STATE, ex-AMERICAN BUILDER, PHILIPPINE MAIL, SANTA ROSA, PRESIDENT ROOSEVELT, WASHINGTON MAIL
T-AK 5042	CAPE CARTHAGE, ex-MARGARET LYKES	T-AK 3003	1ST LT ALEX BONNYMAN JR., ex-EMILIE MAERSK
T-AK 5074	CAPE CATAWBA, ex-CAPE, MORMACCAPE	T-AK 3010	1ST LT BALDOMERO LOPEZ
T-AK 5043	CAPE CATOCHE, ex-CHRISTOPHER LYKES	T-AK 3011	1ST LT JACK LUMMUS
T-AK 5036	CAPE CHALMERS, ex-ADABELLA LYKES	T-ACS 5	FLICKERTAIL STATE, ex-LIGHTNING
T-AK 5038	CAPE CHARLES, ex-CHARLOTTE LYKES	T-AK 9720	GALVESTON BAY
T-AK 5039	CAPE CLEAR, ex-MAYO LYKES	T-ACS 2	GEM STATE, ex-PRESIDENT MONROE
T-AK 5041	CAPE COD, ex-SHELDON LYKES	T-ACS 4	GOPHER STATE, ex-EXPORT LEADER
T-AKR 5054	CAPE DECISION, ex-TOMBARRA	T-ACS 3	GRAND CANYON STATE, ex-PRESIDENT POLK
T-AKR 5055	CAPE DIAMOND, ex-TRICOLOR	T-AK 2064	GREEN HARBOUR, ex-WILLIAM HOOPER, AUSTRAL RAINBOW, CHINA F
T-AKR 5053	CAPE DOMINGO, ex-TARAGO	T-AK 1015	GREEN ISLAND, ex-GEORGE WYTHE

TABLE 24-2. SEALIFT SHIP NAMES (CONTINUED)

Number	Name(s)
T-ACS 9 (none)	GREEN MOUNTAIN STATE, ex-AMERICAN ALTAIR, MORMACALTAIR GREEN RIDGE, ex-WOERMAN MERCUR, CAROL MERCUR, SLOMAN MERCUR
T-AK 2050	GREEN WAVE, ex-WOERMAN MIRA, SLOMAN MIRA
T-AK 5044	GULF BANKER
T-AK 5045	GULF FARMER
T-AK 5046	GULF MERCHANT
T-AK 2035	GULF SHIPPER
T-AK 2036	GULF TRADER
T-AOT 1121	GUS W. DARNELL, ex-OCEAN CHAMPION
T-AK 9723	JOHN LYKES
T-AK 9808	JOSEPH LYKES
T-AKR 0011	JUPITER (T-AKR 11) ex-LIPSCOMB LYKES, ARIZONA
T-ACS 1	KEYSTONE STATE, ex-PRESIDENT HARRISON
T-AK 5016	LAKE, ex-MORMACLAKE
T-AKR 1192	LASH ATLANTICO
T-AOT 1125	LAWRENCE H. GIANELLA, ex-OCEAN STAR
T-AK 9838	LESLIE LYKES
T-AK 2043	LETITIA LYKES
T-AK 2048	LOUISE LYKES
T-AKR 112	LYRA, ex-REICHENFELS
T-AK 5021	MAINE, ex-SEATRAN MAINE, TOMAHAWK
T-AK 9656	MAERSK CONSTELLATION, ex-ELIZABETH MAERSK
T-AK 3007	MAJ STEPHEN W. PLESS, ex-CHARLES CARROLL
T-ATF 414	MALANAE/PUNA HELE
T-AK 2037	MALLORY LYKES
AOT 149	MAUMEE
T-AKR 0010	MERCURY (T-AKR 10), ex-ILLINOIS
T-AKR 0009	METEOR (T-AKR 9), ex-SEALIFT (USNS)
T-AK 271	MIRFAK
T-AOT 1012	MISSION BUENAVENTURA, ex-SPIRIT OF LIBERTY
T-AOT 5005	MISSION CAPISTRANO (T-AOT 182), ex-COLUMBIA, FALCON LADY
T-AOT 5083	MOUNT VERNON, ex-MOUNT VERNON VICTORY
T-AOT 5076	MOUNT WASHINGTON
T-AK 9783	NANCY LYKES
T-AO 9657	NEWBRIDGE, ex-CHRISTIAN F. REINAUER, N.W. GOKEY
T-AGDS 9642	NICOR CLIPPER
T-AK 9653	NOBLE STAR, ex-CONCORDIA STAR, HOEGH STAR, COSTA ATLANTICA
T-AOG 78	NODAWAY, ex-BELRIDGE
T-AK 0284	NORTHERN LIGHT (T-AK 284), ex-MORMACCOVE
T-AO 9659	OMI CHAMPION, ex-OGDEN CHAMPION, PENN CHAMPION
T-AOT 1203	OVERSEAS ALICE
T-AOT 1204	OVERSEAS VALDEZ, ex-OVERSEAS AUDREY
T-AOT 1205	OVERSEAS VIVIAN
T-AOT 1001	PATRIOT, ex-ZAPATA PATRIOT
T-AP 1000	PATRIOT STATE, ex-SANTA MERCEDES
T-AOT 1122	PAUL BUCK, ex-OCEAN FREEDOM
T-AOT 9101	PETERSBURG, ex-SINCLAIR TEXAS, CHARLES KURZ, KEYSTONE
T-AK 3009	PFC DEWAYNE T. WILLIAMS
T-AK 3006	PFC EUGENE A. OREGON, ex-THOMAS HEYWOOD
T-AK 3002	PFC JAMES ANDERSON JR., ex-EMMA MAERSK
T-AK 3001	PFC WILLIAM B. BAUGH JR., ex-ELEO MAERSK
T-AK 2016	PIONEER COMMANDER, ex-AMERICAN COMMANDER
T-AK 2018	PIONEER CONTRACTOR, ex-AMERICAN CONTRACTOR
T-AK 2019	PIONEER CRUSADER, ex-AMERICAN CRUSADER
T-AKR 290	POLLUX, ex-SEA-LAND MARKET
T-AKR 9831	PONCE, ex-PONCE DE LEON
T-AOT 181	POTOMAC (T-AO 150), ex-SHENANDOAH, POTOMAC
T-AK 5017	PRIDE, ex-MORMACPRIDE
T-AK 3004	PVT HARRY FISHER, ex-EVELYN MAERSK
T-AOT 1002	RANGER, ex-ZAPATA RANGER
T-AKR-292	REGULUS, ex-SEA-LAND COMMERCE
T-AOT 1124	RICHARD G. MATTHIENEN, ex-OCEAN SPIRIT
T-AK 1013	ROVER, ex-AMERICAN ROVER, DEFIANCE, MORMACSEA
T-AOT 1006	ROVER, ex-ZAPATA ROVER
T-AK 9636	RUTH LYKES
T-AOT 1123	SAMUEL L. COBB, ex-OCEAN TRIUMPH
T-AK 5022	SANTA ANA, ex-C.E. DANT
T-AK 1010	SANTA VICTORIA, ex-AMERICAN TROJAN, MONTANA
T-AOT 75	SAUGATUCK, ex-NEWTON
T-AK 5018	SCAN, ex-MORMACSCAN
T-AOT 176	SEALIFT ANTARCTIC
T-AOT 169	SEALIFT ARABIAN SEA
T-AOT 175	SEALIFT ARCTIC
T-AOT 172	SEALIFT ATLANTIC
T-AOT 174	SEALIFT CARIBBEAN
T-AOT 170	SEALIFT CHINA SEA
T-AOT 171	SEALIFT INDIAN OCEAN
T-AOT 173	SEALIFT MEDITERRANEAN
T-AOT 168	SEALIFT PACIFIC
T-AK 3008	2ND LT JOHN P. BOBO
T-AKR 9731	SENATOR
(none)	SENECA/Barge 255
T-AK 3005	SGT MATEJ KOCAK ex-JOHN B. WATERMAN
T-AK 3012	SGT WILLIAM R. BUTTON
T-AOT 151	SHOSHONE
T-AK 2085	SOUTHERN CROSS (T-AK 285), ex-TRADE, MORMACTRADE
T-AP 198	STATE OF MAINE, ex-UPSHUR (USNS)
T-AKR 9716	STRONG AMERICAN
T-AK 9670	STRONG TEXAN
T-AK 2045	TAMPA BAY
T-AK 5020	WASHINGTON, ex-SEATRAN WASHINGTON, MISSION SAN DIEGO
T-AOT 152	ex-YUKON



RRF "Stick Ships" pierside  
in Dammen, Saudi Arabia.

These ships were presumably  
loaded with ammunition and  
as such were the last to  
leave after "Desert Storm."

Photo by Fred Fraas 9 Oct '91

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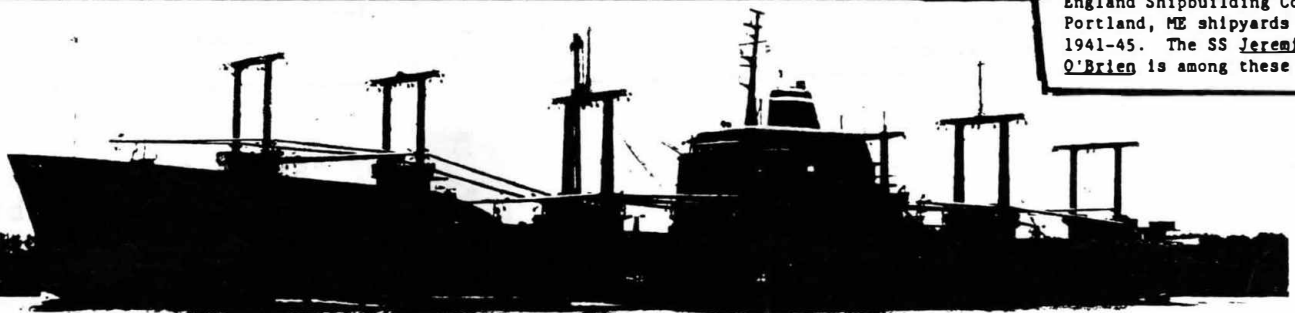
The Maritime Administration Collection of Ship Plans (1939-1970):  
(continued -- from February '96 News/ltr)

EDITORS NOTE:

As previously stated, this catalog contains a listing of those plans available for 55 different type ships. Listed below is page 1 of this catalog showing the 25 separate plans available for the WWII Liberty Ship (EC2-S-C1.) as well as the scale and price. The pages for S.S. UNITED STATES show 76 individual plans for that ship.

MARITIME ADMINISTRATION SHIP DESIGN COLLECTION

PLAN NO.	DESIGN TYPE	YEAR(S)	DESCRIPTION	SCALE	PRICE	REMARKS
MA1-1	EC2-S-C1	1941	Outboard Profile	1/8"	\$10	Designer: Gibbs & Cox 2,580 ships were built to these basic plans in 18 shipyards.
MA1-2	Dry Cargo	thru	Inboard Profile & Holds	1/8"	\$7	
MA1-3	Liberty Ship	1945	Capacity Plan	1/16"	\$5	
MA1-4			General Arrangements--Second deck, Upper Deck & Superstructure	1/8"	\$7	
MA1-5			Rigging Arrangement	1/8"	\$15	
MA1-6			Arrangement of Machinery, Plan Views & Elevations	3/8"	\$10	
MA1-7			Arrangement of Machinery--Sections	3/8"	\$10	Plans M1-16 thru M1-22 are for ships built at Oregon Shipbuilding Corp., Portland OR which delivered 320 Liberty ships from 1942-44.  Plans MA1-23 thru MA1-25 are for the 274 EC2-S-C1 ships that were built in the two New England Shipbuilding Corp., Portland, ME shipyards from 1941-45. The SS <u>Jeremiah O'Brien</u> is among these ships.
MA1-8			Midship Section	1/2"	\$5	
MA1-9			Shell Expansion - Bow to Fr 80	1/4"	\$7	
MA1-10			Shell Expansion - Fr 80 to Stern	1/4"	\$10	
MA1-11			Lines & Offsets	1/4"	\$15	
MA1-12			Body Plan	1/2"	\$5	
MA1-13			Curves of Form	N/A	\$5	
MA1-14			Details of Propeller & Fairwater	1-1/2"	\$5	
MA1-15			Arrangement of Shafting	3/8"	\$7	
MA1-16			Capacity Plan	1/16"	\$5	
MA1-17			Body Plan	1/2"	\$7	
MA1-18			Lines - EC2-S-C1	1/8"	\$5	
MA1-19			Details of Propeller & Fairwater	1-1/2"	\$5	
MA1-20			Ship's Name & Registry - Draft & ABS Marks	1/2"	\$7	
MA1-21			Arrangement of Shafting	3/8"	\$10	
MA1-22			Erection Sequence Chart	1/16"	\$7	
MA1-23			Capacity Plan - SS <u>William P.H. Fessenden</u>	1/16"	\$7	
MA1-24			Capacity Plan	1/16"	\$7	
MA1-25			Proposed Arrangement of Shell Butts	3/32"	\$5	



Plans M1-16 thru M1-22 are for ships built at Oregon Shipbuilding Corp., Portland, ME shipyards from 1941-45. The SS Jeremiah O'Brien is among these ships.

The CAPE JUBY is a typical break-bulk ship. (1991. L. Van Ginderen Collection)

↳ CARGO SHIPS: C4-S-1u TYPE

Number	Name	Launched	To RRF	Status
T- AK 5022	SANTA ANA	18 Aug 1962	May 1980	MSC-RRF
T- AK 5029	CALIFORNIA	28 July 1961	Dec 1980	MSC-RRF
T- AK 5075	CAPE JOHNSON	5 May 1962	June 1988	MSC-RRF
T- AK 5077	CAPE JUBY	9 Feb 1962	July 1988	MSC-RRF

Length: 528 1/2 feet (161.1 m) waterline  
565 feet (172.25 m) overall  
Beam: 76 feet (23.2 m)  
Draft: 32 feet (9.75 m)  
Propulsion: 2 steam turbines (General Electric); 17,500 shp; 1 shaft  
Boilers: 2 (Foster Wheeler)  
Speed: 20.75 knots  
Range: 12,600 n.miles (23,335 km) at 20 knots  
Manning: 30 to 33 civilian  
Radars: navigation

Builders: T-AK 5022, 5075, 5077 National Steel and Shipbuilding, San Diego, Calif.  
T-AK 5029 Newport News Shipbuilding, Va.

Displacement: 22,629 tons  
Tonnage: SANTA ANA 12,724 GRT  
SANTA ANA 14,376 DWT  
CAPE JOHNSON 12,724 GRT  
CAPE JOHNSON 14,467 DWT  
others 12,691 GRT  
others 14,321 DWT

**NOTE!**  
Ed.

Break-bulk cargo ships originally built for States Steamship Co. & Moore-McCormack Lines.

Design: One 60-ton-capacity boom, ten 20-ton cranes, two 10-ton cranes, and ten 5-ton cranes.

Engineering: Normal horsepower is indicated above; maximum is 19,200 shp.





PRESS RELEASE

NAUTICAL RESEARCH GUILD, INC.

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Eugene L. Larson, Chairman, 9223 Presidential Drive, Alexandria, VA 22309, 703/360-2111

## **The Nautical Research Guild Announces Inauguration of The Ship Modeler's Telephone Assistance Network**

As part of a continuing effort by the not-for-profit Nautical Research Guild to provide an ever expanding range of services, to encourage the building of high quality ship models and help increase the number of people who practice this skill and art, the Guild is establishing the Ship Model Builder's Telephone Assistance Network for its members. Ship modelers, whether they be new or experienced builders, will be able to use this network to get help and assistance on almost any problem or question in this field. Examples of some of the types of assistance that will be provided include advice on:

- Research methods and sources.
- What techniques can best be used to build various parts and fittings or to complete an entire model.
- Where supplies, parts, tools, plans, and fittings can be obtained.
- How to perform unique modeling techniques.
- How to make a start in the world of quality ship model building.

The realm and scope of advice that can be provided is almost unlimited. The network volunteers who will be furnishing assistance and advice will be drawn from the ranks of the most experienced practitioners of this art within the Nautical Research Guild. Most, if not all, will have been past prize winners in premier ship model competitions, such as the quintennial competition at the Mariner's Museum in Newport News, Virginia, or the annual Model Engineer's Exhibition competition in London.

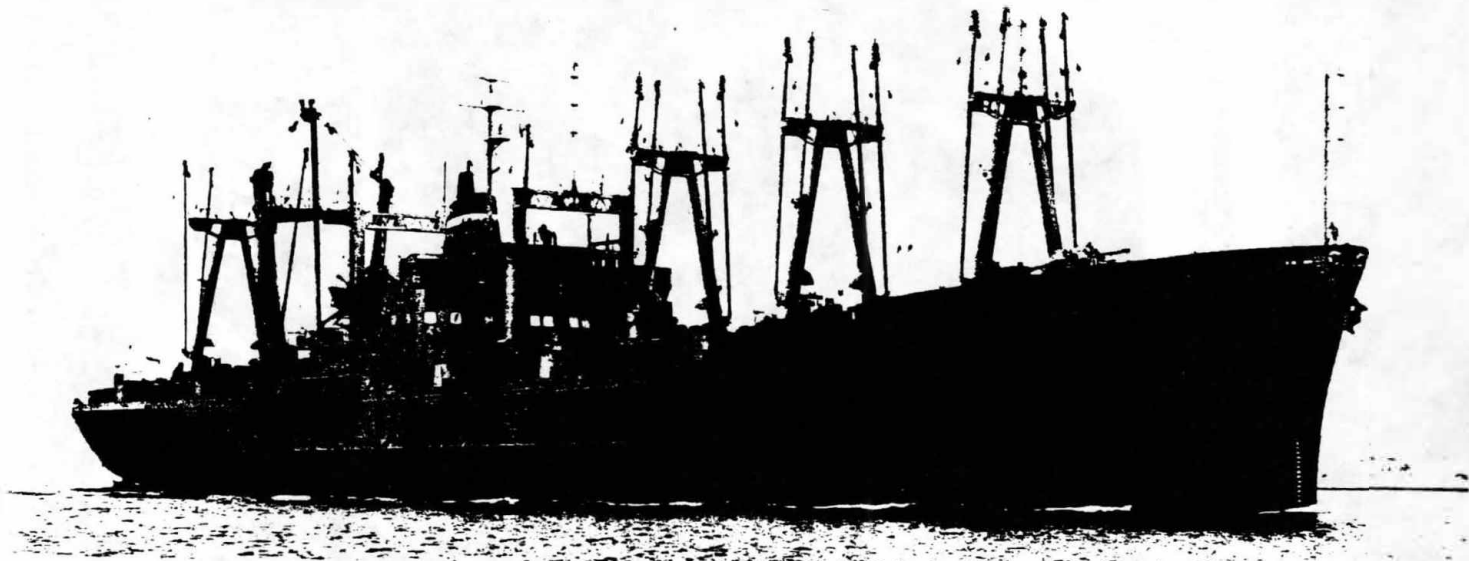
Detailed information on how this assistance network will function will be published in the March and June editions of the *Nautical Research Journal* which is the principal publication of the Nautical Research Guild. Membership is \$30.00 per year and can be obtained by writing to The Nautical Research Guild, 19 Pleasant Street, Everett, MA 02149.

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SAN DIEGO SHIP MODELERS GUILD  
Roster February 15 1996

Name	City	St	Zip	Phone	Yr	Spouse
Bob Alberts	Chula Vista	CA	91913		96	
Terry Alden	El Cajon	CA	92020		95	Susan
Ernest J Andrew	San Diego	CA	92116		95	Jean
David Armbruster	Vista	CA	92083		96	--
Capt Reuben R Baker	Wellfleet	MA	02667		96	
Ray H Beals	La Jolla	CA	92037		95	
Joe Beauchemin	Santee	CA	92071		95	Karina
Walter E Cagle	Chula Vista	CA	91910		95	Kathlyn
Blanche Catinia	San Diego	CA	92110		95	
Robert L Cunningham	Hot Springs Village	AR	71909		95	Leanne
Mike Davis	Poway	CA	92064		96	Sue
Donald E Deal	Encinitas	CA	92024		95	
Tony De Feo	Oceanside	CA	92057		95	Vicki
John De Friest	San Diego	CA	92124		96	Mary
Robert L Eberhardt	Grantville	CA	92120		95	Rosemarie
Kenneth C Edwards	San Diego	CA	92117		96	Jo Ann
William J Flemming	Everett	MA	02149		96	Aurora
John F Fluck	Vista	CA	92084		95	Rita
William H Forbis	Big Arm	MT	59910		96	Margy
Fred Fraas	San Diego	CA	92119		95	Shirley
Jerry Gavaldon	Fort Collins	CO	80525		96	
Albert Grimes	Cordes Lakes, Mayer	AZ	86333		95	Jackie
Robert J Hallbach	El Cajon	CA	92020		96	Edith
James Hamill	San Diego	CA	92123		95	Marie
Jimmie C Hawkins	San Diego	CA	92101		95	
Robert T Hewitt	San Diego	CA	92102		95	
Evan B Hull	Rancho Bernardo	CA	92128		96	
Bruce Jamieson	Bonita	CA	91902		95	Cathy
Johnny R Johnston	Poway	CA	92064		95	
Lewis E Johnson	San Diego	CA	92120		96	Helen
Gordon Jones	San Diego	CA	92111		95	Betty
John Kirk	Murrieta	CA	92562		96	Sharon
Jack Klein	San Diego	CA	92119		96	Jackie
Aaron Kozlof	Aliso Viejo	CA	92656		95	Tommy-Lynn
Frank D Lee	St Louis	MO	63116		96	
Jack R Lind	Coronado	CA	92118		95	
Russ Lloyd	San Diego	CA	92117		96	Chris
David Manley	San Diego	CA	92117		96	Megan
John C Mathews	Coronado	CA	92118		96	Mrs
Phillip T Mattson	La Jolla	CA	92037		96	Helen
Doug McFarland	San Diego	CA	92131		96	Jeanne
Tom Moffette	La Jolla	CA	92037		96	Ann
Mathew Moranville	Poway	CA	92064		96	
Howard L Newman	San Diego	CA	92120		96	
Robert E O'Brien	Poway	CA	92064		96	Treva
Thomas Ortman	Carlsbad	CA	92008		95	Susan
William Paylor	Murrieta	CA	92563		95	Marcy
Gerald Pearce	San Diego	CA	92154		96	

Name	City	St	Zip	Phone	Yr	Spouse
Royce Privett	Santee	CA	92071		96	
Calvin D Raymond	Poway	CA	92064		96	
Richard G Reineman	San Diego	CA	92106		95	Mildred
O. Nicholas Rugen	Del Mar	CA	92014		95	Ellen
E G Schweizer	Cardiff	CA	92007		96	Florence
Earl D Squier	San Diego	CA	92106		96	Florence
Dave Snook	Henderson	NV	89015		96	Carol
Thomas L Taylor	San Diego	CA	92109		96	Kay
Paul Thompson	Chula Vista	CA	91911		95	
Henry S Wenc	La Jolla	CA	92037		96	Lauretta
Edmund F White	San Diego	CA	92120		95	Ruth
Robert K Willis	Poway	CA	92064		96	Isabelle
Bob Wright	San Diego	CA	92119		96	Joyce
Arthur J Yeend	San Diego	CA	92122	453	96	Margenette
Dave Young	Encinitas	CA	92024		95	Bertha



The CAPE GIRARDEAU is one of several multi-cargo ships in MSC service and the RRF. The ship has seven king posts of three variations. (1991, L. Van Ginderen Collection)

4 CARGO SHIPS: C5-S-37e TYPE

Number	Name	Launched	Status
T-AK 9123	JOHN LYKES	1960	<b>MSC-Active</b>
T-AK 9808	JOSEPH LYKES	1960	<b>MSC-Active</b>
T-AK 9783	NANCY LYKES	1961	<b>MSC-Active</b>
T-AK 9838	LESLIE LYKES	1962	<b>MSC-Active</b>

Beam: 69 feet (21.0 m)  
 Draft: 30 feet (9.1 m)  
 Propulsion: steam turbine: 1 shaft  
 Boilers: 2  
 Speed: 17 knots  
 Range: 18,800 n.miles (34,818 km) at 16 knots  
 Manning: 32 civilian  
 Radars: navigation

Builders: Bethlehem Steel, Sparrows Point, Baltimore, Md.  
 Displacement:  
 Tonnage: 11,891 GRT  
 14,301 DWT except LESLIE LYKES 14,526 DWT  
 Length: 592 feet (180.6 m) overall

Container ships.



**A Historical Snapshot...** This is an aerial view of the Model Yacht Pond taken by City Engineers; June 1, 1952; looking Northwest. Mostly Undeveloped, yet still alot of activity

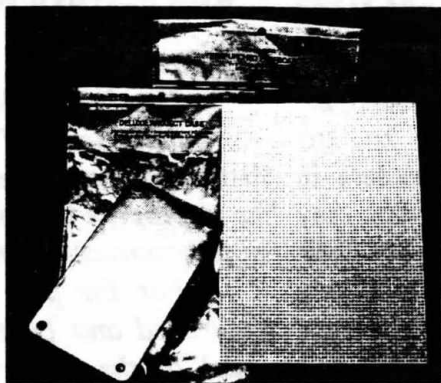
# HOW TO **Make a** by STAFF **Vacuum-Forming Box**

*An inexpensive way to make parts for your scale model*

**A**FTER getting past the trainer stage, many modelers want to build an airplane that looks more true-to-scale. All too often, however, many of the scale details on such kit models aren't provided by their manufacturer, but are left to the modeler's ingenuity. Having run into this problem a number of times for such things as air scoops, navigation lights, headsets for the pilot, etc., we decided to make a small vacuum-forming box to reproduce them. The photographs show you how.

• **Make a mold.** First, you have to make a male mold of the part you want to duplicate. A mold can be made of balsa, hardwood, or foam. The mold doesn't have to be perfect, and there's no need to fill the wood grain. When the plastic is pulled over the mold, any imperfections will be on the inside; the outside of the finished part will be smooth.

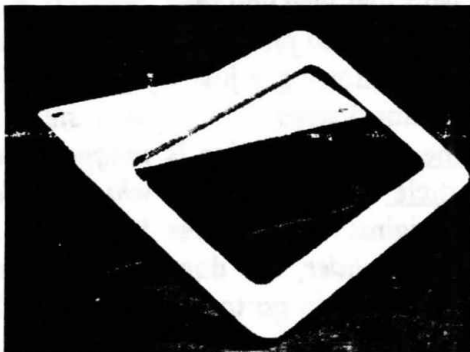
When making taller pieces, it can be difficult for the vacuum to pull the plastic completely down over the mold. When this is the case, drill a few small holes in the mold to allow the air to be pulled through. Generally, I find that the molds take less than half an hour to make.



**1** You'll need: Deluxe Project Case, Radio Shack—part no. 270-223; pre-punched Pertboard; Radio Shack—no. 276-1396; 1/4-inch-thick plywood; heat gun; shop vacuum.



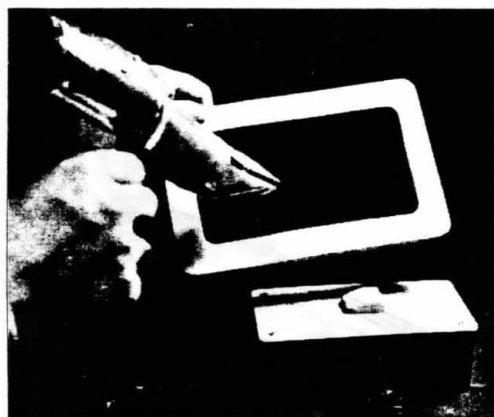
**2** Cut the middle out of the Project Case lid. Cut a piece of the Pertboard to fit on the top of the open box lid. Cut a hole in the side of the case to accept your vacuum hose. This is what your parts should look like when they've been cut and are ready to be assembled. Make the box airtight by gluing the box lid and Pertboard to it with CA.



**3** Make an 8x5-inch frame out of the 1/4-inch-thick plywood to fit over the box.



**4** Screw a sheet of 20- or 30-gauge plastic to the plywood frame, and you're ready to vacuum-form a part.



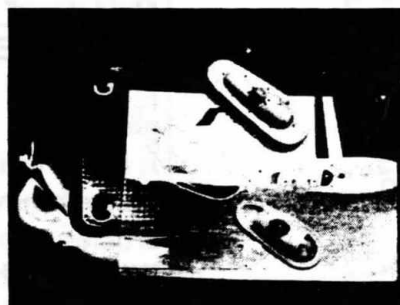
**5** Put your mold on top of the box and, using a heat gun, heat the plastic until you see it start to sag a little. This will take only a few seconds.



**6** Then turn on your vacuum, lay the frame over the box and watch the plastic "pull down" instantly!

• **Final steps.** After you have vacuum-formed the part, pop out the mold, trim away the excess plastic and paint it! This simple system will allow you to make parts of up to 5x3 inches in size. This is more than adequate for navigation lights, instrument panels, pilot accessories, air scoops and some small wheel parts and canopies.

Built for about \$10, you will find this vacuum-forming system can really allow you to add some pizzazz to your planes, without extra weight or cost! ■



**7** This shows navigation lights being formed; there's a completed part and one light primed and ready to be painted and detailed.

# The Broadaxe

The Newsletter of the Ship Model Society of Northern New Jersey

Volume 15 Numbers 5-6

November - December, 1995.

## How to Sell Your Article - with Marilyn Roberts

Publishing an article in a magazine *Dear Sir:*

may seem like a daunting goal. After all, the writers who contribute to the ship modeling magazines are leaders in their field — or are they? Perhaps they simply understand how to develop their material and present same to the editors.

If you have a good shop hint, or are working on a model that has presented some building challenges, chances are that other modelers would enjoy reading about your experiences. Isn't that why you read the magazines? Here's how to jump-start your writing career by following a just a few easy (albeit mandatory) steps:

**1. Determine which magazine is best for your article.** Know their readership. Serious original research does not go to *Model Ship Builder*, nor does superdetailing a plastic warship go to the *Nautical Research Journal*. Pick the one that has articles similar in type, length and style to yours.

**2. Write the editor for "Writer's Guidelines" for his magazine. Include a SASE.** Every editor has his own preferences for manuscript and photograph presentation and formatting. It is safe to say that most editors will NOT accept handwritten articles, blurry photos, articles typed in capital letters, etc. Whatever the editor's standards, follow them religiously. The SASE is a convenience and a courtesy.

**3. Query the editor about your article.** Write a brief but concise letter outlining your proposed article, and again enclose a SASE for his reply. Here's an example of how a query should read:

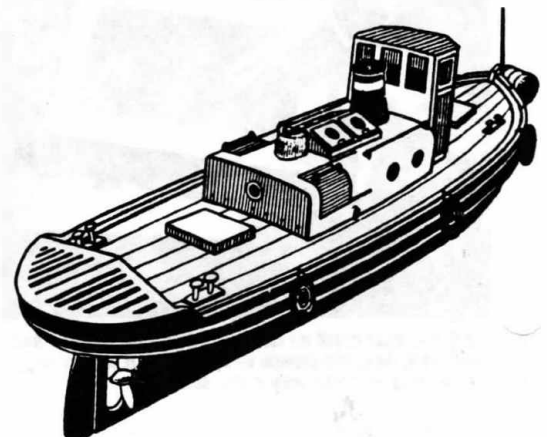
*I've been a long time reader of your publication and enjoy it very much (flattery will get you everywhere!) I would like to propose the following article idea for your consideration.*

*For the past two years I have researched and built a plank-on-frame model of the Passaic River Dredging Scow Bullwinkle. A number of construction challenges arose during the project: carving the moose figurehead, creating a small squirrel and two Russian figurines for the deck, and making my own stencils. I believe that this is a unique subject, never before documented, which would interest your readership. I have more than 50 photographs, black-and-white and color, as well as slides detailing all facets of construction.*

*If you are interested in an article on this subject, to run approximately 3,000 words, please contact me at your earliest convenience.*

*Sincerely,*

(continued on page 5)



*Editors' Note: We have been exchanging newsletters with this club for several years now. They have an excellent newsletter as evident by this very fine article. Perhaps this will "spur" some of our members to write for this newsletter or a national model magazine. Thank a bunch "BROADAXE" editors.*

\*\*\*\*\*

"I knew I was an unwanted baby when I saw that my bath toys were a toaster and a radio."  
-Joan Rivers

Now wait about six weeks. Editors are notoriously slow in answering, but they will contact you sooner or later. If you have not heard in that time, drop him a note and tell him you are offering the article elsewhere. That may light a fire. Do not telephone him. Editors hate phone calls, because they are usually up to their eyeballs in alligators and don't really have time to chat. It's truly a case of "don't call me, I'll call you."

**4. Write the damned thing.** Hopefully, you have been preparing for the editor's "yes," and have been documenting your article by making notes and taking photographs.

A note on photos: Slides reproduce the best; however, most of the photographs in the magazines are black-and-white. Color prints are OK, but lose definition when converted to black-and-white. If you want the editor to consider your project for a cover, you **MUST** take color slides. (Obviously, a shop hint is not cover material). Follow the individual magazine's guidelines for type of photo.

Take your notes and make an outline of what you want to say and when you need to say it. This will help you marshal your thoughts and prevent the omission of something important. Then write an introductory paragraph — it could be why you became interested in your

project or what problems led you to develop your particular technique — and get into the meat of your article quickly. People don't have a lot of time to read these days, so it is important to get to the point without fiddling around.

**A few dos and don'ts:**

Don't be cutesy. It's superfluous and annoys the pig.

Don't misspell anything, especially technical jargon. They'll getcha.

Do make sure that you put your material in logical order, keeping the sentences short and concise.

Do make sure that your information is accurate.

Don't make statements that you cannot back up later.

Do re-read and edit your own work several times before making the final copy.

Do keep a copy for your files.

Do make the assigned deadline. This is critical.

Once the manuscript is finished, select the photographs that you wish to use, put them in order of appearance in the article and number them with Post-its on the backs. **Do not write on the pictures** Slides should go in slide holders; then number each pocket with a china pencil. Write a caption for every photograph, explaining briefly what the photo shows. Try not to make captions longer than four or five lines apiece.

**5. The Long Road to Glory.**

Now you sit. It may be several months before you see your name in print. Magazines must work months ahead of publication, so be patient. Do not pester the editor with phone calls every other day. You may, however, ask in which issue your article will be published. Be forewarned, though. Editors must sometimes bump articles to the next issue because of space limitations. Expect to receive at least one free issue when your article is published. Some publishers are more generous, but often you must purchase extra s.

What about payment? Most likely, you will be paid upon publication, but it varies. In the case of the *Nautical Research Journal*, you contribute your talents gratis.

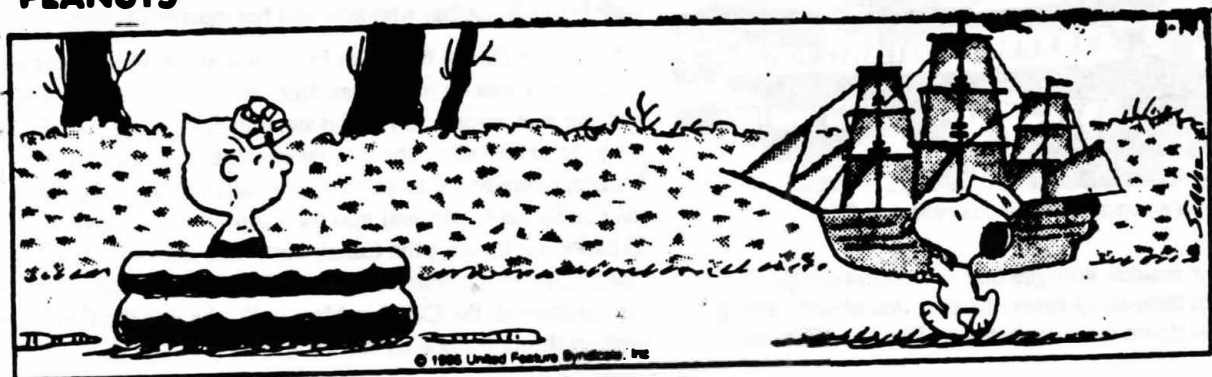
**6. A Few Final Thoughts.**

If you have done a professional writing job — if you have presented an interesting modeling project or technique in a clear, well-written manner, with good, sharp photos and accompanying captions, all packaged according to the writer's guidelines — you may find the editor calling you, asking for material. Nothing is more important to a busy editor than a hassle-free writer who gets the job done. And that writer could be you!

P.S. — You could start by contributing to *The Broadaxe*.

Marilyn Roberts

**PEANUTS**

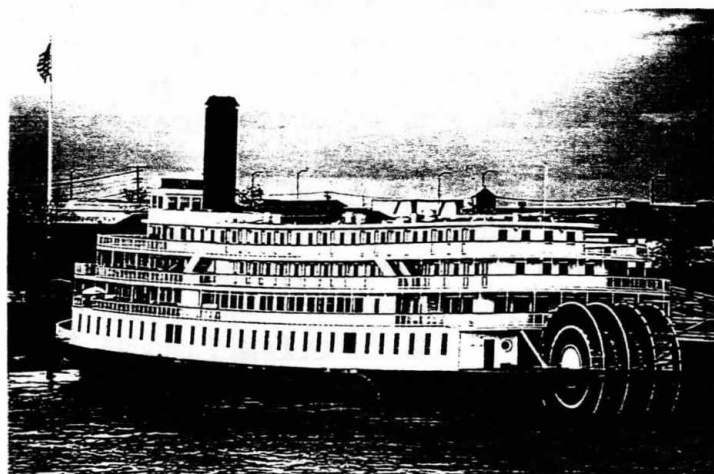


# THE SECRET LIFE OF THE DELTA KING

Thank to Bob Willis for this material.

Well, it's probably not such a secret to those who live in northern California. But to many others, it may come as a surprise to learn that the *Delta Queen*, the beloved steamboat enjoyed by so many USAA members, has a sister steamboat. The *Delta King* is alive and well in Sacramento, and continues to play hostess to delighted guests.

There is a rather major difference between the two historic sternwheelers, however. Whereas the *Delta Queen* plies the waters of the Mississippi, Ohio, and Tennessee rivers on 3-12-day cruises, the *Delta King* resides on the Sacramento River on a permanent basis. Her machinery long-since removed, she is the elegant centerpiece of the restored historical area of Old Sacramento, as a gracious 44-room hotel, restaurant, and meeting center.



*Delta King Hotel in Old Sacramento today*

Both true steamboats were built in Glasgow, Scotland for California's River Lines. They were identical with 96 cabins, (with accommodations for 200), plus chair space; 1,837 gross tons; a length of 285 feet (including the stern paddle wheel), a beam of 58 feet, and a draft of 6-8 feet. They were shipped, unassembled, to Stockton, where they were reassembled and launched in 1927. Years later, the high quality of their galvanized-steel hull plates was a major factor in determining the feasibility of restoring the *King* and the *Queen*. Their careers ran parallel until they were declared surplus at the end of World War II. Today, they are the sole survivors of a proud American entity, the night boat, and both are in the Registry of National Historic Landmarks.



*Delta King's maiden voyage on the Sacramento River — June 2, 1927*

They made their maiden voyages on the Sacramento River on June 1-2, 1927. In their early years, the two steamboats carried passengers up and down the river between San Francisco and

Sacramento. Leaving opposite ports at 6 p.m., they would pass each other on the river, arriving at the other port at approximately 6 a.m. As the use of the automobile expanded however, the need for this form of transportation began to decline.



*Delta Queen — In fall foliage season*

In 1940, they were chartered by the Navy to be used as recruit barracks and receiving ships in San Francisco, as well as quarters for those building Treasure Island and the submarine nets across the Golden Gate. Shortly before Pearl Harbor, they were sold to Isbrandsten Steamship Co. of New York for \$250,000 each, to be used as excursion boats on the Hudson River. A week after Pearl Harbor, the Navy formally acquired them from Isbrandsten.

Now painted a battleship gray, they received a new lease on life, and took on an expanded role serving their country. The boats were "placed in service as district craft but not in commission," and Navy crews were assigned to them.

The *Delta Queen* (now designated YFB-56 for Yard Ferry Boat), and the *Delta King*, YFB-55, served in varying roles, as did several other steamboats. They transferred Pearl Harbor wounded from hospital ships in San Francisco up the Sacramento River to inland hospitals; and ferried Pacific-bound troops from Treasure Island to San Francisco to board troop transports docked at piers at Fort Mason or along the San Francisco waterfront. When the war was over, the flow of troops was reversed with the boats going to Alameda NAS to pick up returnees coming in on the giant carriers. At times, they carried 3,000 troops each, much more than their normal capacity. In April-June 1945, the *Delta Queen* played hostess to delegates at the U.N. founding conference when she took them on sightseeing trips around the Bay.

In 1945, the sternwheelers were declared surplus, and placed in the hands of the Maritime Commission, and joined the growing mothball fleet to be put up for auction.

In 1946, the *Delta Queen* was sold for \$46,250 to Tom Greene of Greene Line Steamers, Inc. (which became the Delta Queen Steamboat Company in 1974). Tom, born aboard an ice-bound steamboat, was the son of the company's founder, river pilot Gordon Greene, who founded the company in 1890 and ran it with his wife, Letha, who also had her master's license.

To get the *Queen* from San Francisco to the Mississippi and Ohio rivers was no mean feat. Her lower decks were boxed up, and she was made ready. With steamboat veteran Capt. Frederick Way, Jr. at her helm, she was taken under tow out into the Pacific, (sometimes as much as 300 miles from land), down along the California Coast, and into the storm-wracked Gulf of Tehantepec; through the Canal, north into the Gulf of Mexico, and finally up the Mississippi and Ohio to Pittsburgh. When she passed through the Canal in May 1947, she was the first steamboat go through since its founding in 1914.





*Delta King sits on the muddy bottom for 15 months with 2 1/2 decks submerged in the deepwater channel in Richmond, Ca — 1984*

Her new life began with the scraping away of her wartime gray, and restoration allowed her beautiful mahogany, teak, Tiffany stained glass windows set with copper instead of lead, crystal chandeliers, and brass to gleam once again. In June 1948, the restored *Delta Queen* began her new life on the rivers. Her future was jeopardized in the 1970s however, when restrictive safety laws were passed, which she was unable to meet due to her wooden superstructure. This was eventually resolved through Congress and President Reagan, and today she proudly continues to sail the waters of mid-America on 3-12-night cruises.

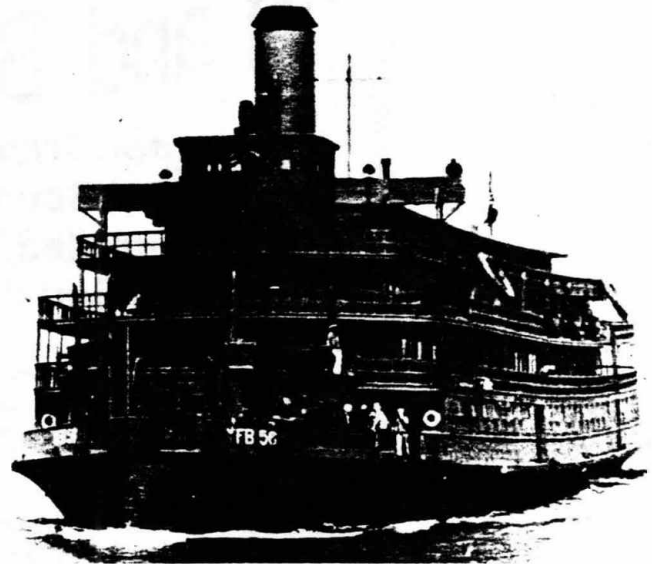
The fate of the *Delta King* was much more checkered and painful, and she suffered neglect, financial problems, being landlocked, mutilation, two sinkings, ownership disputes, and midnight piracy — over almost 40 years before finally being rescued and restored in the mid-1980s.

Her first four attempts at being auctioned off fell through, and she began to deteriorate rapidly with the leaking and warping of her wooden decks and superstructure. In June 1948, the San Francisco Chronicle announced she faced death by scraping. In late 1948 she was bought to be taken to Alaska to be used as a floating fish cannery, but she continued to sit when this plan ran into financial snags. In 1952, she was sold again, and was taken to Kitmal, AK to be used as a dormitory for construction workers. Her smokestack, engines and paddlewheel were removed, and she was intentionally landlocked. A trench and cofferdam were built: she was floated into the trench, the water drawn out: and she sat on the mud. For the next seven years, she served as a bunkhouse for nearly 200 Alcan workers.

In 1959, she was sold to interests in Stockton to be used as a monument and theater-restaurant. Unkempt and in a dilapidated condition, she was refloated, and towed back to California, where she met a big welcome in Stockton. But alas, litigation over who owned her, raised its ugly head again. She briefly played a cameo role in the movie "The Adventures of Huckleberry Finn," but then sat for ten years in Stockton, abandoned by civic leaders. In the interim, someone came up with the ill-advised plan to cut 48 windows in her hull, which eventually proved disastrous. In 1969, it was decided she really belonged in Sacramento. Attempts to acquire her failed, and under cover of night, she was towed to Sacramento. Cries of river piracy arose amid a "Save the King" campaign. At one point, she sank as a result of the new windows cut into her hull, and by 1974, she

was still deteriorating on the muddy bottom of the Sacramento-San Joaquin Delta. Again, the San Francisco Chronicle reported on the "Last Days of the Delta King."

In April 1981, she was towed to Richmond near San Francisco, where more problems as to her use arose, and she again sank, but in much deeper water. After 15 months of being half-submerged, with 2 1/2 decks under water, she was raised with great difficulty. Barnacle encrusted, and covered with slime and mud, she was a sad sight. In March 1984, Sacramento recognized her original grace and beauty among the ruins, and bought her. She was lovingly restored into an elegant hotel and restaurant, and her grand opening took place on May 20, 1989. The *Delta King* had finally come home!



*Delta Queen during World War II*

*For information on the Delta King Hotel, call (916) 444-5464; [Fax: 916-444-5314].*

*For information on cruises on the Delta Queen or her two modern sisters, the Mississippi Queen and the new American Queen, call USAA Cruise Travel,*

**1-800-531-7245**

Special thanks to David Pence of the Delta King Hotel, and Nina Morrison-Jarrett of the Delta Queen Steamboat Company. For a fascinating, and meticulously researched and detailed history of the boats, read Stan Garvey's book, *King & Queen of the River*, River Heritage Press, P.O. Box 7441, Menlo Park, CA 94026-7411, (\$27.95).

Photos courtesy of the Delta King Hotel & the Delta Queen Steamboat Co.

References: Delta King Hotel, Sacramento, CA. Delta Queen Steamboat Company, New Orleans, LA. *King & Queen of the River*, Stan Garvey, River Heritage Press, Menlo Park, CA. 1995. *Cruise Travel*, Dec. 1995/*Great American Ships*, Preservation Press.

# Maritime Modelers Announce



# WTTCO Tug and Barge Regatta

**Wilmington Transportation Co. of San Pedro, Ca. Sponsors the First Annual Radio Controlled Tug and Barge Regatta of Southern California**

Event will include:                      Registration Fee: \$5  
 Tugs maneuvering barges              Contact: Bob Morgan 310-920-8621  
 Tugs retrieving derelicts(salvage)      Troy Waters 714-435-0716  
 Bollard pull against a certified scale  
 Static judging

Date: Sat. May 4th 1996  
 Loc: Greer Park/Huntington Bch- See map on backside  
 Registration Starts at 08.30 Competition starts at 1 000

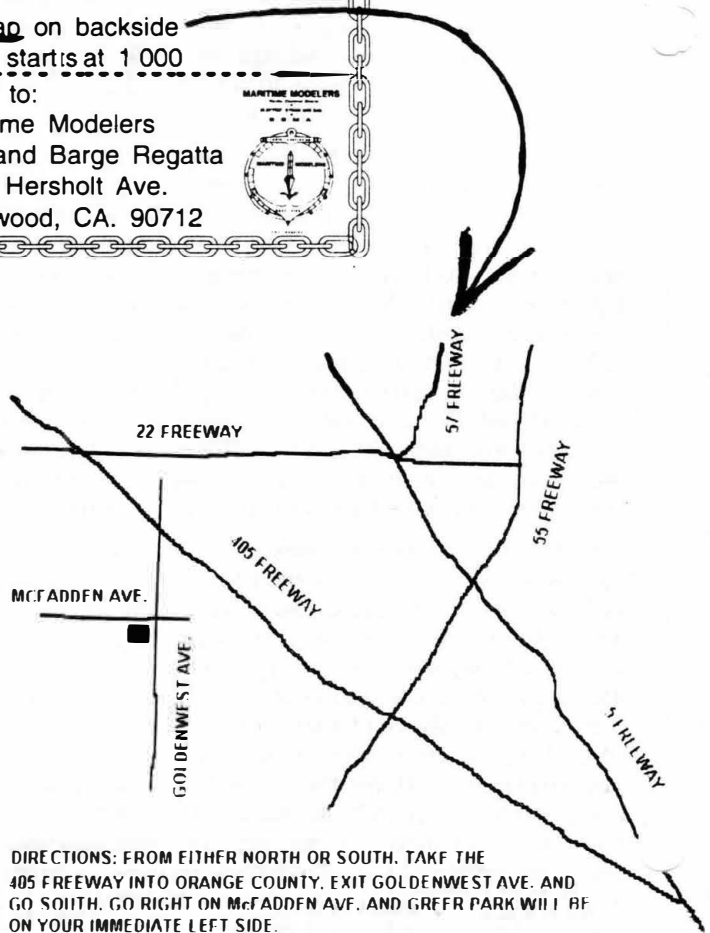
Pre-registration by mail:              Send to:  
 Name:    Maritime Modelers  
 Address:                                        Tug and Barge Regatta  
 Phone#:                                        5840 Hersholt Ave.  
 Vessels to enter:      RC Ch.:              Lakewood, CA. 90712



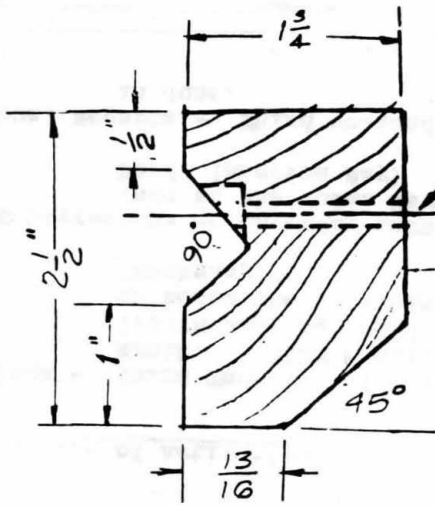
## WEST COAST SHIP MODEL CONF. ATTENDEES:

Our guild was well represented by members, if not models at this event. Some 217 ship models were on display; supplied by model clubs in the Los Angeles area. The logistics involved was the apparent reason for no models from our guild being on display. The eight members seen there included: Joe Bompensiero, Bob Crawford, Fred Fraas, Jack Klein, Phil Matson, Tom Taylor and Ed White. Their comments and observations should be of special interest at our April meeting. You'll want to be there....

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DIRECTIONS: FROM EITHER NORTH OR SOUTH, TAKE THE 405 FREEWAY INTO ORANGE COUNTY. EXIT GOLDENWEST AVE. AND GO SOUTH. GO RIGHT ON MCFADDEN AVE. AND GREER PARK WILL BE ON YOUR IMMEDIATE LEFT SIDE.



3/16" DRILL THRU  
1/2" C.B. FAR SIDE  
(2) HOLES 4" APART  
FOR WOOD  
SCREWS

MAKE FROM 1 3/4" x 2 1/2" x 6" OAK OR FIR.

### 3- POSITION HOLDING FIXTURE



1239 120th Avenue N.E.  
Suite G  
Bellevue, WA 98005  
(206) 454-3934

DWN BY  
*Harry M.*

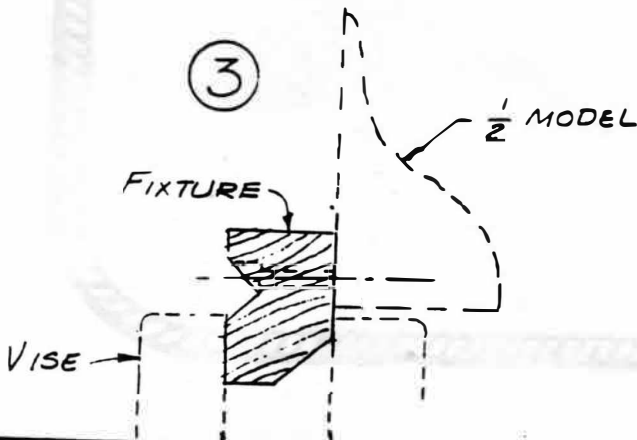
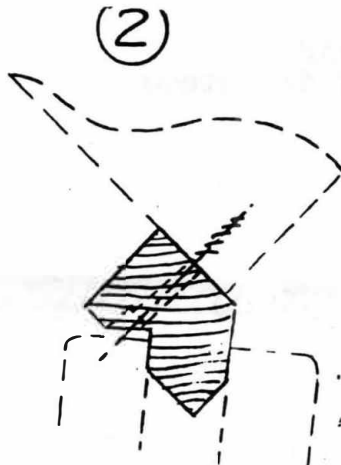
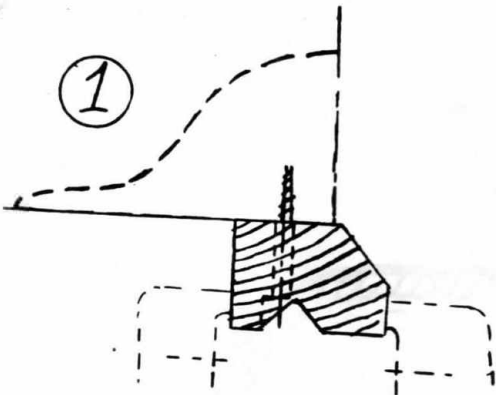
DATE  
Feb. 1996

JOB NO

CHKD BY

SCALE  
FULL SIZE

SHEET  
1 OF 2



G.T. SURVEYING INC.	DWN BY <i>Harry M.</i>	DATE Feb. 1996	SCALE FULL SIZE	SHEET 1 OF 2
	CHKD BY			

### 3- POSITION HOLDING FIXTURE

*Fred, This is a 3-position holding fixture sent in by Harry Whitcott of Seattle, an active ship modeler. It is for HALF MODELS, as seen by the drawing*

*Possible use next time;*



San Diego Ship Modelers Guild  
 c/o Maritime Museum Assoc. of San Diego  
 306 North Harbor Drive  
 San Diego, California 92101

**San Diego Ship Modelers Guild**

**Officers for 1996**

Guild Master	Tom Taylor	/redacted/
First Mate	Jack Klein	/redacted/
Purser	Ed White	
Logkeeper	(open)	
N'letter Editors	Fred Fraas	/redacted/
	Gordon Jones	/redacted/
Regatta Commodore	Dave Manley	/redacted/

Schedule of Activities:

Membership:

Meetings -- Third Thursday of the month. 7:00PM Social, 7:30PM Meeting, held on board the ferryboat "Berkeley."

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

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

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

Annual Regatta -- Third weekend in June.

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