

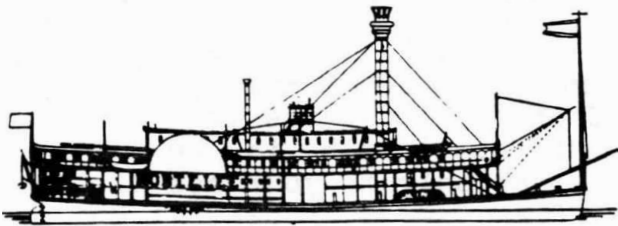


San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

May 1996 Newsletter Volume 20; Number 5



ROBERT E. LEE



WHAT'S COMING UP:

- May 16 SDSMG Meeting
- May 18 Museum Model Shop Work/Fun Day

- June 15-16 SDSMG 19th Annual Regatta
- June 18 Opening Day - Del Mar Fair
- June 20 SDSMG Meeting
- June 29 San Francisco Scale Concours
- June 30 Crowley Cup - San Francisco

NOTE: Our June meeting is AFTER our regatta.

Bring a model!!

See you about 7PM on board the "Berkeley."

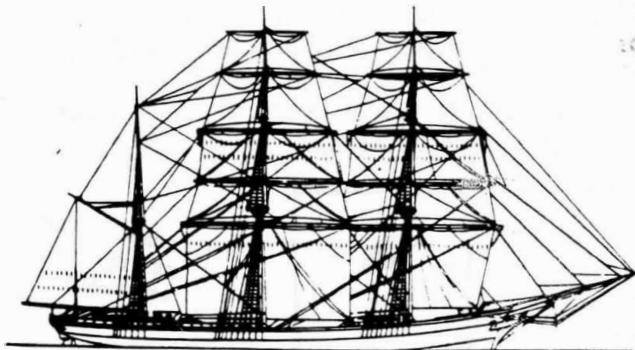
"Experience is the name everyone gives to their mistakes."
-Oscar Wilde

"The hours we pass with happy prospects in view are more pleasing than those crowned with fruition."
-Oliver Goldsmith

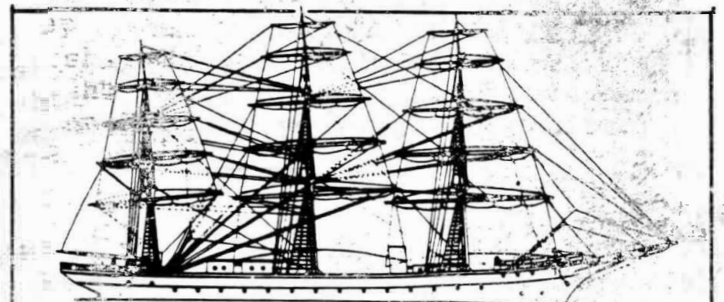


WHAT'S INSIDE:

- **Notes from April 18th Meeting pp2-3
- **Model Shop Work/Fun Party p 4
- **Del Mar Fair Volunteer Schedule p 5
- **15th Annual Design in Wood p.6
- ** " " " " " Entry p 7
- **San Francisco Regatta Letter/Info p 8
- ** " " " " " Flyer p 9
- **SDSMG 1996 Officers & Addresses p10



THE CHINA CLIPPER SHIP HELENA



SEVEN SEAS

NOTES FROM APRIL 18th. MEETING

Good attendance was the order of the evening under Guildmaster Tom Taylor who introduced the guest of the evening, Greg Aten of El Cajon, owner of Model Emporium. He may be contacted at 13162 Business Hiway 8, #57, tel: 561-7282.

When so many of our public officials are under scrutiny, your assistant editor felt justified in asking treasurer Ed White to prove that he owed dues for the new year. Pilgrim that he is, Ed moved ahead without hesitation to prove that not only is your ass't. ed. delinquent, but that several other "scofflaws" were present also, enjoying the goings-on without due process. The situation was quickly remedied and the treasury was in much better condition at the end of the meeting.

Projected programs were discussed for the coming months and possible subjects included: spray painting, lofting ships lines as they apply to models, micro-milling, demonstration of a rope walk and ship-in-a-bottle. After the bottle was emptied, the discussion deteriorated. Hey! Just kiddin'. But...Vic Crosby, where are you when we need you?

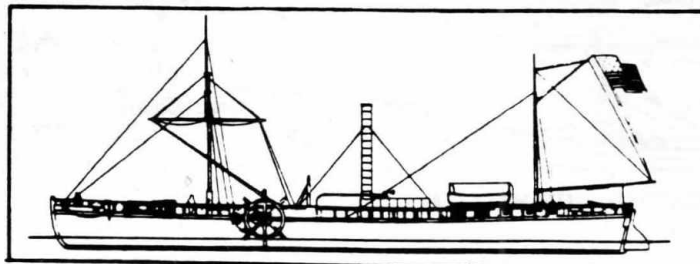
It was noted, also, that a very good paperback called "Historical Shipmodels" is for sale on the BERKELEY. Check it out.

Two appeals went out to members present: (1) Help still is needed on manning our club's booth at the Del Mar Fair. Most spots are being filled by veterans, but toss in your oar and call Jack Klein at 698-3091 or call the model shop at the Museum. There will be free passes to the Fair for volunteers. Ask Jack about parking. And (2), Please check with Bob Crawford at the Model Shop about our volunteer parties. They have been called "work" parties, but it is fun, really it is. They'll even let you finger paint if you insist, and it puts you in touch with other interesting types also.

It was noted that we will host the '99 Nautical Research Guild conference in San Diego. Speakers are needed for talks about the west coast maritime history.

Our spotlight is looking for a "Modeler of the Quarter". The affable KC Edwards has been mentioned. Please submit other nominees at the next meeting.

Our Guildmaster is the supreme garage sale scanner and offered a recent purchase--a Model Shipways kit of the clipper Flying Fish which was begun but never completed--for bidding. A nominal bid early in the offer cheated Ed White of exercising his excellent tobacco auctioneer hubba hubba and his demeanor became somewhat downcast. Not to worry, Ed, there will be more auctions.



"CLERMONT" FIRST STEAMBOAT

"He is so unlucky that he runs into accidents which started out to happen to somebody else."
-Don Marquis

SHOW and TELL brought out a most unusual model by Robert Hallbach, a Dean's Marine Kit of the "Christian Bruning", a Dutch single-screw pilot vessel of the Dutch Ministry of Transport. In the winter this vessel was used as an ice-breaker and in the summer an additional duty was the patrolling of the many canals in the low country. She was kept hidden from the enemy during WW II and in 1968 was retrofitted for display as a national museum. She has a two-cylinder compound steam engine, was originally fitted with a Scotch boiler and is of 375 indicated HP. Hallbach has done a good job with her, fueling the miniature steam engine with LPG and she is radio-controlled on 7 channels.

Speaker of the Evening

If we were asked to provide a nickname for Jack Klein it would surely be "Plank-On-Frame". He provided a most interesting evening with a scholarly talk on building his 3/16 model of the Continental Frigate RALEIGH from Harold Hahn's plan.

In building a model of this type, Jack says that the jig is the most important part, for in the long run it more than makes up for the time spent; the jig allows well-aligned and secure assembly. It provides an easy way for the model to be worked on from any angle, and keeps the progressive framework altogether.

This is to be an Admiralty type model, that is, unrigged and with only part of the planking secured. Naval authorities in Britain wanted to see this type, rather than the fully-completed model, for it revealed the methods of construction more fully throughout the hull. The captains of the ships were given considerable leeway in the rigging and masting because of their experience with such things.

Some interesting observations during Jack's talk: The backbone or keel, stem and sternpost, are set in the jig first. Then, frames are set on it both forward and aft and lastly the midship frames are brought up inside. Fastenings--mostly treenails or "trunnels", used to be of bamboo (for model work) but Jack has gone to working them from 3/64" square beech wood because a perfectly round section is achieved with the latter.

Instead of painting the model, Jack prefers to imitate the original colors of the real vessel by using similar-colored natural woods. The false keel is of ebony, decks are of holly or lemon wood and masts and yards are of beech. The gun deck is planked on one side only to provide a view below.

Jack commented that the original Admiralty models were built not just by one model builder, but by many different tradesmen, each following his own particular craft, thus producing models of unequalled quality.

When completed, Jack releases such a model from the jig by sawing the frame heads off at the level plywood base. His only "painting" is the application of some Watco Danish oil to protect the overall structure.

(Notes: Asst. Ed.)

Thanks, Gordy, for the great job in writing up these notes. We are still looking for a log-keeper (or two.) This job could be split-up. Anyone interested please call Gordy or Fred.

MODEL SHOP WORK/FUN PARTY:

Saturday, May 18th is the date. Museum Model Curator Bob Crawford is looking for a few good men, (actually all he can get) to help out on several projects. He has scale sailors to place inside models cases to better illustrate the model's scale. Another project to be started is cutting out "bread and butter" hull sections for a variety of small sailing craft which will be used to display and explain various rigs; i.e. ketch, sloop, cutter, yawl etc. He also has 1:96 scale WWII aircraft which require painting and finishing. These will be placed on the CVL Langley model.

As an added bonus, on this date about forty members of the Ship Modelers Associates from L.A./Orange county will be here to take a harbor cruise aboard MEDEA. They will shove off about 11AM and Bob will be manning the Engine Room. (he will give all the necessary instructions to the volunteers beforehand.) Anyway, this should be a rare opportunity to meet some of our counterparts from us north, especially if you missed the Queen Mary show last month. Looks like a good chance to have some fun while racking-up some volunteer recognition hours for the museum. If interested, plan to show up about 9AM.

**Retrospective on
Captain E. Armitage McCann**

Captain E. Armitage McCann is generally credited with sparking the interest in ship modeling that began and grew in this country in the 1920's and 1930's. During that time, he published 38 articles that included instructions for building 31 ship models. This material appeared in Popular Science Monthly between 1926 and 1938.

The US Naval Academy Museum is planning to produce an Armitage McCann retrospective in 1998, probably in the Fall. To do this, the museum is looking for the following:

- Original copies of the Popular Science Monthly articles by Capt. McCann. (The Museum already has Xerox copies.)
- Original Popular Science drawings and related materials.
- Models made using Capt. McCann's plans: Ship Modelers are invited to construct models of the less popular models and loan them to the museum for the retrospective.

If you would like to see a list of the Popular Science Monthly articles, and their titles, please contact Bill Russell at (310)924-9276. For further information about the Retrospective, please write to:

John C. Hudock, Jr.
McCann Project Coordinator
U. S. Naval Academy Museum
118 Maryland Ave.
Annapolis, Maryland 21402-5034

Editor's Note: The two articles above are from the April Newsletter of the Shipmodeler's Association. Thanks,guys. More on this later.

Trip Aboard 1904 Steam Yacht

In his letter concerning the Western Ship Model Conference and Exhibit, Bob Crawford, Curator of Models at the San Diego Maritime Museum, invited 38 members of the Ship Modelers to visit the Museum on Saturday, May 18. While there, the Museum will host them for lunch, and for a trip on the 1904 steam launch MEDEA followed by a visit to the Museum. The MEDEA will be under way at 12:00 noon, so guests are requested to arrive at 11:30 am.

This is a wonderful opportunity, and the list of attendees will be developed on the basis of "first come, first served". If you want to go on this trip, call Lloyd Warner at (310)326-5177.

**Proceedings
Western Ship Model Conference
and Exhibit**

Proceedings are being prepared to document the recent conference held on-board the RMS Queen Mary. The Proceedings will summarize all the seminar presentations, describe the demonstrations, list and describe all models in the exhibit, list all attendees, give a history of the SMA, and more. If you would like a copy, please tell Lloyd Warner, and give him a check for \$11.

DEL MAR FAIR VOLUNTEERS:

First Mate JACK KLEIN is also looking for a few good men to help man the Fine Woodworking/Ship Model booth at the fair. He pretty much has it covered as you can see from his schedule below. He does have three dates open; two Saturdays (22nd & 29th), and Thursday, July 4th. Can you help them out? (Jack, Joe, Chuck and Suzanne all work in the model shop on a daily/weekly basis.) Please give Jack a call at his home, /redacted/; or the museum model shop, /redacted/ for more details.(see inside for more info also.)

June 1996
MUSEUM CALENDAR

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July 1996
MUSEUM CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 JOE JACK	2 CHUCK SUZANNE TOM	3 JOE JACK	4	5 CHUCK NICK RUGEN	6 ED JOHN
7	8	9	10	11	12	13

Non-Profit
Organization
U.S. Postage
PAID
Del Mar, CA
Permit No. 100

15th Annual

DESIGN IN WOOD

An Exhibition of
Fine Woodworking

DEL-MAR-FAIR

June 18 to July 7, 1996

Robert G. Stevenson
Superintendent



MEMBER
FINE
WOODWORKERS

Presented in association
with the San Diego Fine
Woodworkers Association

CONDITIONS OF ENTRY

Who can enter?

All woodworkers who reside in the State of California may enter. Wood projects must have been created by the artist whose name appears on the entry form.

How many entries can I submit?

A maximum of three entries, all classes combined, may be submitted per entrant. Works previously displayed in this show are not eligible.

Is there a fee?

The processing fee is \$10.00 per wood project entered. Processing fees are non-refundable.

How do I enter?

You must pre-register the wood projects you want to enter. Your completed entry form, processing fees and slides/photos only (not the wood projects) must be postmarked on or before May 3. Hand-delivered forms, fees and slides/photos will be accepted in the Entry Office during normal office hours until Friday, May 3, at 5:00 p.m. Late entries will not be accepted. Entry forms without the correct fees will not be processed. It is recommended that you keep a copy of your completed entry form for reference. Blank entry forms may be photocopied. Faxes will not be accepted.

What are the project requirements?

Exhibits that do not adhere to the requirements specified will be disallowed.

- Projects produced under the supervision of an instructor or those constructed from kits are not eligible.
- You must provide color slides or photos of your work, whether complete or in progress, with no more than three views per entry. Each slide or photo must show the entrant's name and item number to correspond to the entry form. They will be returned when you deliver your projects.
- Exhibits that are unsuitable, soiled or require excessive display space may be disallowed as determined by Fair Management.

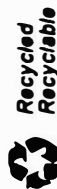
What is the judging procedure?

Design in Wood is a juried show. Judging panels will consist of woodworkers and professionals in the industry. The following judging criteria will be used for all classes: Design Integrity; Understanding and Use of Materials; Use of Form and Color; Overall Craftmanship; and Appearances and Quality of Finish. Outstanding and award winning works, as selected by the judges, will be displayed during the run of the Fair. The decision of the judges is final. A notification of your results will be mailed to you prior to the opening of the Fair.

When do I bring my exhibits?

All pre-registered exhibits will be received at the Del Mar Fairgrounds in Caballo Hall, located next to the East Grandstand, on Saturday, June 8, from 9 a.m. to 4:00 p.m.

22nd District Agricultural Association
Del Mar Fair Entry Office
2260 Jimmy Durante Boulevard
Del Mar, California 92014-2216



Access the Fairgrounds through the Solana Gate off of Via de la Valle. No works will be received after this time. You must bring the projects described on the entry form. Claim checks will be issued when you bring your exhibits. Keep your claim checks. They must be presented in order to pick-up your exhibits. Small exhibits may be mailed, pre-paid, to arrive at the Del Mar Fair Entry Office between June 3 and 7. You must contact us prior to mailing your exhibits for delivery instructions.

When do I pick-up my exhibits?

All exhibits must be picked up Monday, July 8, the day after the Fair is over, between 10:00 a.m. and 7:00 p.m. You must come in person and present your claim checks in order to pick-up your exhibits. Exhibits will not be mailed back. If you are unable to come during the above time, please arrange for someone else to pick up your exhibits. That person must bring the claim checks and a signed, written authorization from you. No exceptions. Exhibits not picked up at this time become the property of the Del Mar Fair and will be disposed of promptly.

How can I sell my work?

All work on display will be considered for sale at the price indicated on the entry form. Work not for sale must be marked NFS on the entry form. Work not priced will be considered NFS. Exhibitors will be provided a list of prospective buyers at the close of the Fair. All sales will be the responsibility of the exhibitor. No sales are allowed on the Fairgrounds during the run of the Fair.

What else do I need to know?

No entry will be accepted where the exhibitor describes conditions under which he/she will exhibit. Although reasonable care of all exhibits will be taken, neither the Del Mar Fair (22nd District Agricultural Association) nor the San Diego Fine Woodworkers Association will be responsible for any loss or damage of any kind. The Local and State Rules found in the Del Mar Fair Competition Handbook apply to this department. Please read them carefully.

What dates do I mark on my calendar?

Pre-registration deadline (entry forms, fees and slides/photos): Postmarked on or before Friday, May 3
 Delivery of exhibits: Saturday, June 8, 9:00 a.m. - 4:00 p.m.
 Closed judging: Sunday, June 9
 Pick-up of exhibits: Monday, July 8, 10:00 a.m. - 7:00 p.m.

How do I get more information?

You may call us at (619) 792-4207. We're available Monday through Friday from 9:00 a.m. to 5:00 p.m. to answer your questions. If you need more brochures, please send a #10, self-addressed, stamped envelope to:

Design in Wood
 Del Mar Fair Entry Office
 2260 Jimmy Durante Boulevard
 Del Mar, California 92014-2216

CLASSES

- Class 1 Contemporary Woodworking - Furniture
- Class 2 Contemporary Woodworking - Accessories
- Class 3 Traditional Woodworking - Furniture
- Class 4 Traditional Woodworking - Accessories
- Class 5 Art Furniture
- Class 6 Made for Children
- Class 7 Model Building
- Class 8 Musical Instruments
- Class 9 Clocks
- Class 10 Veneering/Marquetry
- Class 11 Wood Turning - Solid, Face
- Class 12 Wood Turning - Solid, Spindle, includes end grain (grain running parallel to the ways of the lathe)
- Class 13 Wood Turning - Segmented or mixed media pieces
- Class 14 Wood Carving - Animals
- Class 15 Wood Carving - Birds
- Class 16 Wood Carving - Open

AWARDS

Del Mar Fair Awards

The following will be awarded in each class:
 First Place \$150 and Rosette
 Second Place \$100 and Rosette
 Third Place \$50 and Rosette

Superintendent's Choice - \$200, Trophy and Rosette

Honorable Mention Rosettes will be awarded at the discretion of the judges. No exhibitor will be allowed more than two money awards per class; however, there is no limit as to the number of rosettes an exhibitor may win.

Sponsored Awards

San Diego Fine Woodworkers Association Awards*
 First Place \$250 plus Trophy and Ribbon
 Second Place \$150 and Ribbon
 Third Place \$100 and Ribbon

Sponsor's Choice Perpetual Trophy*
 \$250 value in merchandise and plaque

*You must be a member of SDFWA as of May 1, 1996 to be eligible.

The Del Mar Fair assumes no responsibility for awards offered by clubs, firms or individuals.

OFFICE USE ONLY		Receipt # _____	By _____	Date _____
		Exhibitor Code _____		
Item No.	Description, including wood type	Dimensions LxWxH	Class	Selling Price or NFS
				OFFICE USE Entry #
1				
2				
3				

15TH ANNUAL DESIGN IN WOOD - 1996 Entry Form

Del Mar Fair Entry Office, 2260 Jimmy Durante Blvd., Del Mar, CA 92014-2216

(Type or block print clearly)

Name _____
 Address _____
 City _____ State _____ Zip _____
 Telephone _____

Processing fee is \$10.00 per wood project entered. Maximum 3 entries per exhibitor. Please make your check payable to the Del Mar Fair.

Mail your entry form, processing fees and slides/photos to the address above. Pre-registration materials must be postmarked on or before Friday, May 3. Late entries will not be accepted.

By entering this exhibition I accept all rules and regulations set forth.

Signature _____ Date _____
 Member SDFWA Yes No
 Returning Exhibitor First-time Exhibitor



SAN FRANCISCO MODEL YACHT CLUB

ESTABLISHED IN 1898

450 TARAVAL STREET, SUITE 235
SAN FRANCISCO, CA 94116



March 30, 1996

San Diego Ship Modelers Guild

Dear Fellow Boaters,

Enclosed are some flyers outlining the 19th Annual Golden Gate Scale Model Concours and Crowley Tag Competitions being held in San Francisco on June 29th and 30th, 1996. On behalf of the San Francisco Model Yacht Club, please extend our invitation to participate in this year's events to all the members in your club, their families, friends, and fellow modelers.

The last few years our contests have had sizable turnouts with nearly 100 boats at lakeside. This year, to increase participation from our out-of-town friends, we are sponsoring the competitions back to back, over a single week-end. Although it is always difficult to predict, we are hoping for and expect another large turnout over both days. This year's events will include free refreshments at lakeside, lunch, and raffle prizes. You can register for one or both events, and it promises to be a lot of fun for all. We encourage everyone to bring their favorite boat(s) or project(s) and enjoy a great weekend in scenic old San Francisco by the bay.

So please, pass the word along to all the members of your club. If I can answer questions or assist anyone with overnight accommodations feel free to call me during the evenings at (415) 755-2325. Hope to see you there!

Sincerely yours,

Ken Valk
Treasurer
1759 Louvaine Drive
Colma, CA 94015

SPRECKELS LAKE

GOLDEN GATE PARK

SAN FRANCISCO

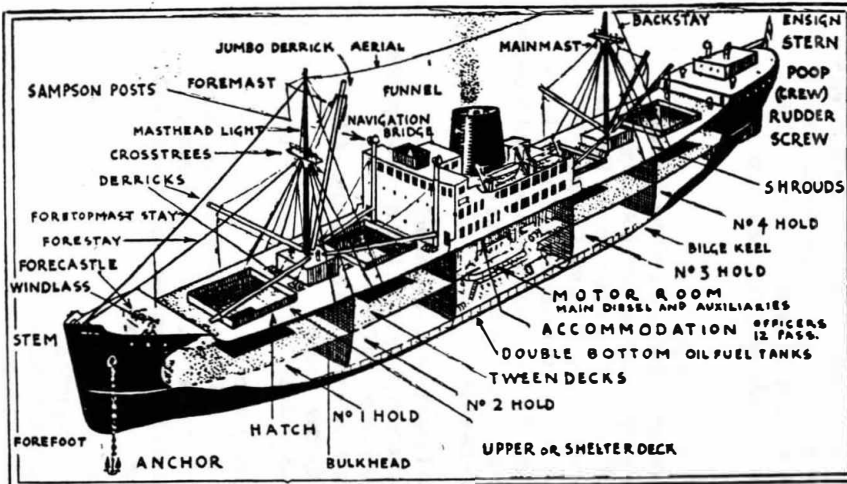


FIG. 9. Parts of a cargo vessel

3 — MERCHANT SHIPS

PARTS OF A CARGO VESSEL

The hull of a typical cargo-carrier is a flat-bottomed steel structure divided into a number of watertight compartments by vertical steel walls called transverse bulkheads. These bulkheads separate the holds from the machinery space. The double bottom consists of an inner and outer skin with tanks between for oil fuel and water ballast. The machinery space of the motor ship takes up much less room than that of the average steamship with her engine room, boilers and coal fuel bunkers. The holds are divided horizontally by one or two decks with hatchways giving access to the lower holds. The passenger liner may have several decks and as many as fifteen transverse bulkheads, and also have an inner and outer skin, several feet apart, on each side of the midship section of the hull.

The drawing—Fig. 9—shows a flush-decked vessel with a raised forecastle and raised poop and a compact bridge superstructure which comprises the navigating bridge, boat deck, and passengers' and officers' accommodation. The crew (rarely berthed in the forecastle) are accommodated in the poop. The derricks are capable of lifting three- to five-ton loads and many vessels are fitted with a jumbo derrick for weights of twenty tons or more. Each derrick is equipped with a steam or electric winch. The hatchways are covered by movable steel hatch-beams and wooden hatch-boards finally sealed with tarpaulins securely wedged up the hatch-coamings; many modern ships are equipped with labour-saving steel-hinged hatches. The conventional mast, with rigging of stays and shrouds, is now giving way to the self-supporting bipod mast (Plate VII, middle) which offers no obstruction and requires little maintenance.

**SAN FRANCISCO MODEL YACHT CLUB
PRESENTS THE 1996**

**GOLDEN GATE SCALE
CONCOURS**

Saturday, June 29th

Static and Remote Control
Competitions

Civilian, Military, Tugboat, Pleasure
Submarine, and Novelty, Classes

Coffee, donuts and soft drinks at
Lakeside from Start to Finish

Lunch will be served to competitors
and their guests

Raffle Prizes & Awards Presentations

**CROWLEY CUP
TUG REGATTA**

Sunday, June 30th

Tug Boating Skills
Competitions

Over 30", Under 30"
and Carry-On Classes

Tugs will be required to
perform conventional
duties such as:

Pushing and pulling a Barge
Loose Barge Retrieve
Ship Handling
Tight Maneuvering

PLACE: Spreckles Lake, Golden Gate Park, San Francisco.
Lake is located on North Side of Park @ 36th Avenue

TIME: Registration: 9:00am Competition: Begins 9:30 -10:00am

ENTRIES: \$10.00 first entry, \$3.00 each entry thereafter

INFORMATION:



Concours: Ken Valk,
Treasurer, 415-755-2325, Eves
Crowley: Bruce Hoffman,
Information Officer, 415-584-4770, Eves
Email: Editor @ Tugboats.com

Bring Your Own Display Tables

**COME ON OUT AND
ENJOY THE COMPETITION**

**CONTAINER SHIPS
(Plate X—lower)**

DURING recent years an important development has taken place in the handling and transport of cargoes with the introduction of the container, or unit, system. Traditional methods have usually involved numerous crates, of miscellaneous shapes and sizes, handled by different types of cranes, and carried by diverse means of transport. A completely integrated system has now emerged, based on the use of standard box units of internationally agreed dimensions: 8 ft. high, 8 ft. wide and either 10, 20 or 30 ft. long. The majority of containers are designed for general dry cargo but specialized units can take liquid or powder cargoes and some are refrigerated. Specially designed road vehicles, railway waggons, ships and dockside equipment handle these units in a co-ordinated way with great speed and efficiency, and will eventually provide a worldwide door-to-door service. U.K. goods destined for the Continent of Europe follow this procedure: the articles are packed in the factory by the manufacturer into his own containers, taken by road to the nearest freightliner terminal, transferred to freighter train, and then conveyed at 50 m.p.h. to Harwich docks where they are loaded by transporter crane (Fig. 18b) on to a cellular container ship bound for Rotterdam. At Rotterdam—Europe's major container port—the units are either transhipped for a further sea voyage or transferred to road or rail vehicles for their Continental destination. This is the pattern in Western Europe but a worldwide system is developing rapidly.

Some of the ships are converted general freighters but more and more purpose-built vessels are going into service. Primarily a bulk carrier, the container ship has similar characteristics. She has engines aft, a compact combined poop and bridge superstructure, a long uninterrupted deck and little or no fore-castle. Like the tanker and ore carrier, the container ship has no cranes or derricks as all loading and discharging is done by the specialized dock equipment; some container ships do, however, have transport or cranes which can operate the full length of the deck.

The short-sea container ship (Fig. 18a) is a 4,000-ton vessel, with space for 148 30-ft. containers carried in the cellular hold and on deck, on the Harwich-Rotterdam service with a turn-round time of only five hours in each terminal port. The ocean-going container ship is much larger but has similar features. The illustrations (c) shows the stern end of a 12,000 g.t. motor vessel with space for 500 containers and 1,200 cars and lorries, operated by the Atlantic Container Line between the U.K. and North America. As will be seen from the drawing, cars and roll-trailers can be driven aboard through the stern opening at the same time that the containers are being loaded by transporter crane. Many of the large shipping companies have formed groups to operate container services and the one mentioned above includes the French C.G.T., Cunard, Holland-America and Swedish companies. Associated Container Transportation Ltd. comprises five British companies with an interest in the U.K.-Australia trade. In the latter they run 715-ft. (22 knots) ships with capacity for 800 20-ft. containers with an additional 330 refrigerated units.

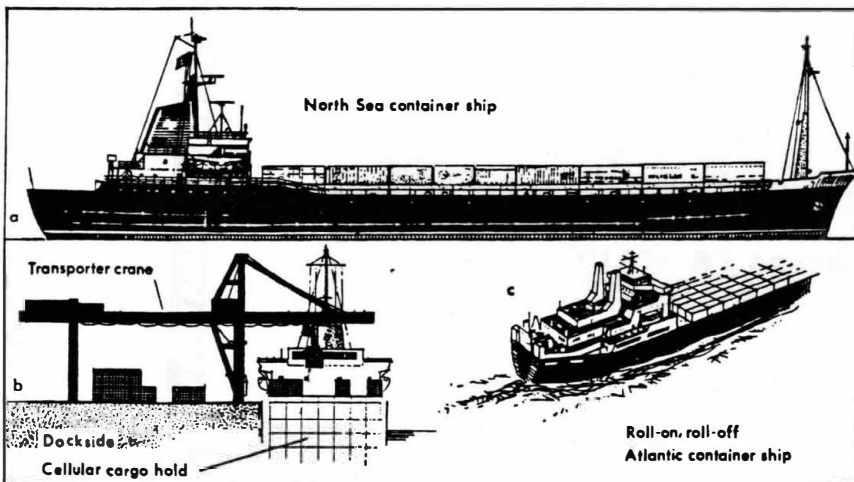
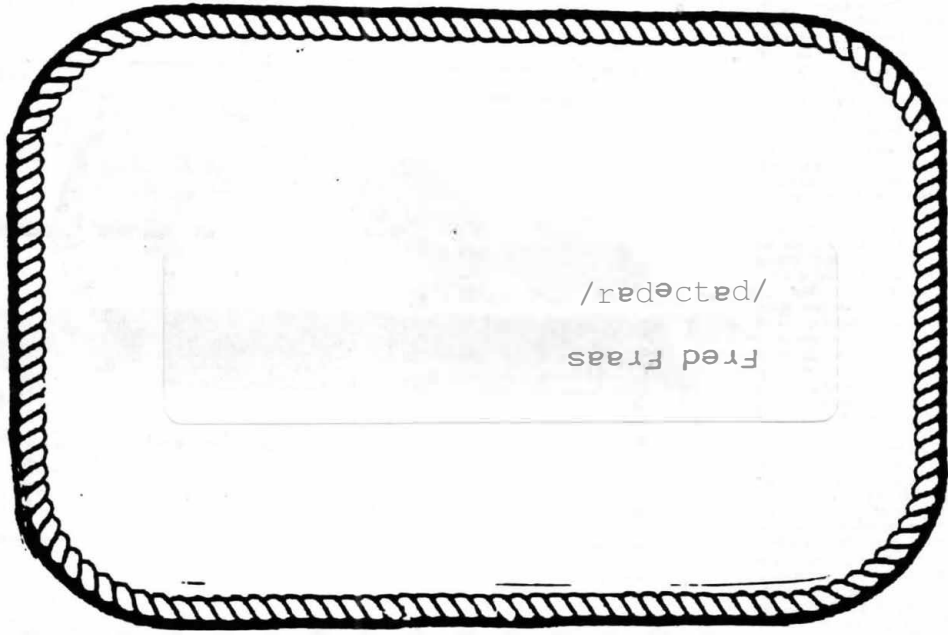


FIG. 18

circa 1970



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

**San Diego Ship Modelers Guild
Officers for 1996**

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

Schedule of Activities:

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

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 an expression of appreciation for the facilities they provide for our benefit.

