



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

June, 1996

NEWSLETTER

Volume 20. Number 6

WWII cargo ship open to public

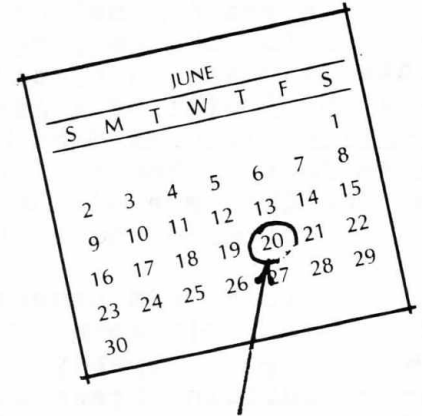
The Lane Victory, one of a handful of fully operational World War II cargo ships remaining in the world, will be on display at the San Diego Maritime Museum next Saturday and Sunday from 9 a.m. to 9 p.m.

A crew had attempted to sail the Lane Victory to France for the 50th anniversary of the D-Day invasion in June 1994, but turned back to San Pedro when the ship experienced engine problems off the coast of Mexico.

The Liberty ship will be berthed just north of the San Diego Maritime Museum along Harbor Drive, across from the County Administration Building. Admission is \$5 for adults, \$4 for senior citizens and children 13 to 17, \$2 for children 6 to 12, and free for children 5 and younger.

The event is sponsored by the San Diego Maritime Museum and the Port of San Diego. For information, call 234-9153.

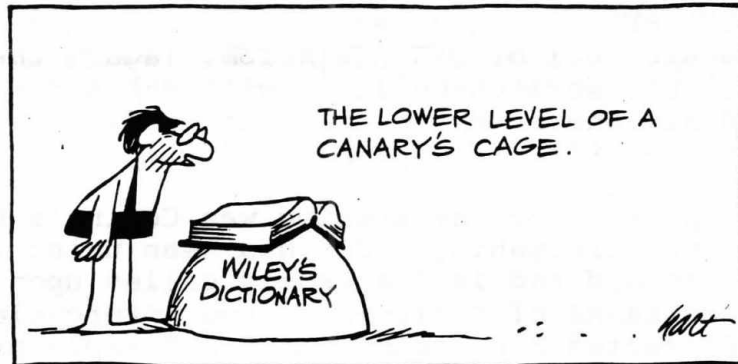
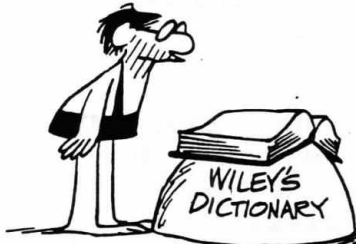
Union Tribune, June 8th.



Throw a little light on your craft by coming to the next meeting.

B.C. by JOHNNY HART

POOP DECK



NOTES FROM OUR MAY MEETING

The meeting began with Regatta Commodore DAVE MANLEY reviewing his efforts and preparations for our June regatta. Everything appeared to be "on track" except he still needs volunteers to serve as judges and also assist in setting up tables, awning, registrations etc. starting Saturday morning at 07:30. He further stated he had received \$150 to be used for food and beverage purchases. FRED FRAAS had obtained the park use permit and briefly described some of the problems and procedures for obtaining same at a cost of \$30. Purser ED WHITE mentioned some problems he encountered in updating the club roster/ mailing lists due to wiping-out the hard drive on his computer.

DOUG MACFARLAND received a call from Jeff Sharp regarding a "military encampment" which is scheduled to be held October 5 & 6 in the Embarkadero Park. Doug will put out more info as it becomes available. GORDON JONES discussed talking with a gent who served on the USS Langley from 1929 to 1935. He also brought a book to be auctioned off, on the rescue of survivors from the Andrea Doria. Gordon proposed that we establish an honorary membership for the MARITIME MUSEUM Curator of models, BOB CRAWFORD. This was passed by unanimous vote and he will be listed alongside club officers in future newsletters.

Model Curator BOB CRAWFORD gave a run-down on the work party projects to be accomplished the forthcoming Saturday at the museum. He also discussed the projected Medea cruise to be held the same day for members of the Ship Model Association of Fullerton. He further explained two model projects which will be completed by club members. (ED. Note: BILL FORBIS, K.C. EDWARDS and FRED FRAAS did this work.)

BOB O'BRIEN held the spotlight for "Show & Tell" having brought his 1/8 scale model of USS WHITESIDE (AKA-90) which he has been working on for the past several years. Bob served aboard this ship in 1948-1949 and is completing it with electric power and radio control. His model will be a real beauty and will not take up his entire Olds station wagon as does his 1/8 scale model USS ESSEX (CV-9) which is nine feet in length. In addition to building this model Bob serves as the Chairman of the Whiteside Reunion organization and even puts out a Whiteside newsletter several times a year. Busy man!!

PHIL MATSON announced that HENRY WENZ recently underwent successful knee replacement surgery and is now at home on the mend. HENRY; we wish you a speedy recovery. Phil also described his efforts in scratchbuilding brass cannon for HMS ALFRED and where he found (locally) abrasive discs .006 to .009 in thickness needed for this project. ROYCE PRIVETT brought an 1/8 scale model of USS ESSEX (the first one, not CV-9) that he has had for some 14 years starting from a Bluejacket kit. DAVE ARMBUSTER brought his BLUENOSE by Bluejacket which he obtained from a friend. Dave also showed a pair of brass drawer knobs he purchased at Home Depot which will make dandy and inexpensive display stand pedestals.

CORINA BEAUCHEMIN added a real "femine touch" with her beautiful 1/4 scale hull of USS LEXINGTON. (again the first one, not the carriers.) She scratch-built it with oak and alderwood and further described how she "burnishes" these woods. Even her deck grates were scratch-built. FINE JOB, CORINA!!

Our speaker for the evening was Corina's husband, JOE BEAUCHEMIN who spoke on airbrushing. JOE has been using air brushes since he was 15 years old and is frequently called upon to do custom paint jobs on gas tanks of Harley-Davidson motorcycles. Needless to say, JOE has perfected his techniques. JOE explained how he uses three different styles of Pache air brushes and how he also uses inexpensive shelf paper available at K-Mart for masking. He stressed that anyone can get into airbrushing for under \$150 and why CO2 tanks are more efficient and less expensive than air compressors. (Also more quiet.) He stated that he gets most of his parts (Pache) from "Pourpouri" at 70th and El Cajon as well as "H.G. Daniels" downtown on India Street.

At this point, time precluded JOE from going into demonstrating his various techniques, but he offered to continue his presentation at our June meeting. There was unanimous interest among all members present, that he do this. Thanks JOE, for a fine and most interesting presentation. We look forward to our June meeting.

Thanks for the good, clean notes, Fred. I'm gonna hafta get a 'lectric.



Assistant Editor's Note.

Captain Gene Harrower, whom I met a short time ago, has given us permission to reprint this research paper on HOG ISLANDERS and just one of the good things about it is that Captain Harrower speaks from firsthand knowledge of these vessels. (GJ)

Don't Call Them "Hog Islanders"

Many people seem to think that all steel ships built for the Government for World War I were "Hog Islanders," and many seamen who sailed on World War I-built ships think they were on a "Hog." In the November 1992 issues of the newsletters of *Merchant Ship Veterans* it was noted that the MOBILE CITY and the JEFFERSON MEYERS had been referred to as "Hog Islanders" by men who had served in them during World War II. It is stated that the latter ship was originally powered by a coal-fired, triple-expansion engine that had been converted to oil. This is not correct. Well then, what are the true facts?

There were 1,562 steel cargo ships built for the United States Shipping Board for World War I use, most of which were completed after the war was over. At the time of the entry of the United States into the War in 1917, 345 cargo ships that were being built or under contract were completed for the USSB. Another 1,217 cargo ships were contracted for and built to 40 different USSB designs.

The ships that received the most publicity, and thus seem to have given a generic name to all the World War I ships, were the 122 built at Hog Island, Pennsylvania, which is the present location of the Philadelphia International

Airport. These were "fabricated" ships in that they were the forerunners of the Libertys and Victories of World War II and were assembled at the shipyard from parts built all over the eastern half of the United States. The shipyard was enormous, with 50 building ways and 28 fitting-out berths. The size of the yard was supposed to impress the Kaiser and thus was given much publicity.

The ships built at Hog Island were of two types. Design No. 1022 were cargo ships, 390 feet long (401 feet overall), 54.2 ft. beam, of about 5,750 gross tons and 7,500 deadweight tons. There were 110 of these, all with oil-fired boilers and double reduction-gearred turbines of 2,500 shaft horsepower. The other twelve were troopships to carry 2,100 troops, built as Design No. 1024. They were 437 feet long (448 feet overall) with 6,000 shaft horsepower compound turbine engines. The cargo ships were designated Hog Island Type A and the troopships were Hog Island Type B.

None of these ships were completed prior to the Armistice on November 11, 1918, but they all served useful lives and came in mighty handy at the start of World War II. The writer of this paper started his maritime career in one of these cargo ships, the COLDBROOK,

and later served in another, the SATARTIA.

The so called "Hog Islanders" MOBILE CITY and JEFFERSON MEYERS were somewhat different in size. The MOBILE CITY was built at Chickasaw, Alabama, in 1920 for and to the design of the Isthmian Line. Measuring 6,157 gross tons with dimensions of 395.5 ft. length and 55 ft. beam, she was slightly larger than the Hog freighters. The JEFFERSON MEYERS was considerably larger than the Hogs, with a gross tonnage of 7,582 and a deadweight of approximately 11,300. Her length was 440 feet between perpendiculars with a beam of 56 feet. She was built at the Bethlehem Shipbuilding yard at San Francisco, California, in 1920 as the HANNAWA, one of five ships of USSB Design Number 1032. My records indicate she used oil fuel all her life and had a triple expansion engine. She was renamed JEFFERSON MEYERS in 1928 when she started operations for the Portland firm, Pacific-Atlantic Steamship Company (States Line). Transferred to foreign flag in 1947, she lasted until November 22, 1957, when she foundered in the North Atlantic.

— Captain Gene Harrower

"WEST" SHIPS OF WORLD WAR I

There seem to be different opinions regarding whether the "WEST" designation in the original names of ships built for or requisitioned by the Emergency Fleet Corporation (EFC) indicates a single design. These ships are also referred to as "The 8800 tonners", as this was their deadweight tonnage. There is good reason to accept either of these two names, but in fact they are not quite correct.

This review considers ships with "WEST" as the prefix of the name. This includes ships with one word or two word names such as WESTBORO and WEST CUSSETA and also ships starting with "WESTERN" such as WESTERNER and WESTERN ALLY.

There were 58 ships of 8800 tons deadweight that were requisitioned by the EFC at the outset of the US entry into the war. They were all being built in Portland or Seattle except for three at Chester PA. Twenty nine were "WEST" and

23 were "WESTERN" with six having names not conforming to this. Since these ships were being built for private owners (although with their government's backing) it is fair to say they were not all of one class. The shipyards are:

Shipyard		Number built	Number WEST	Number WESTERN
Ames Shipbuilding & DD.	Seattle	11	8	3
Columbia River Shipbldg.	Portland	10	6	4
J. F. Duthie & Co.	Seattle	12	6	6
Merchant Shipbuilding Co.	Chester PA	3	0	0
Skinner and Eddy	Seattle	7	3	2
Willamette Iron & Steel	Portland	15	6	8
		58	29	23

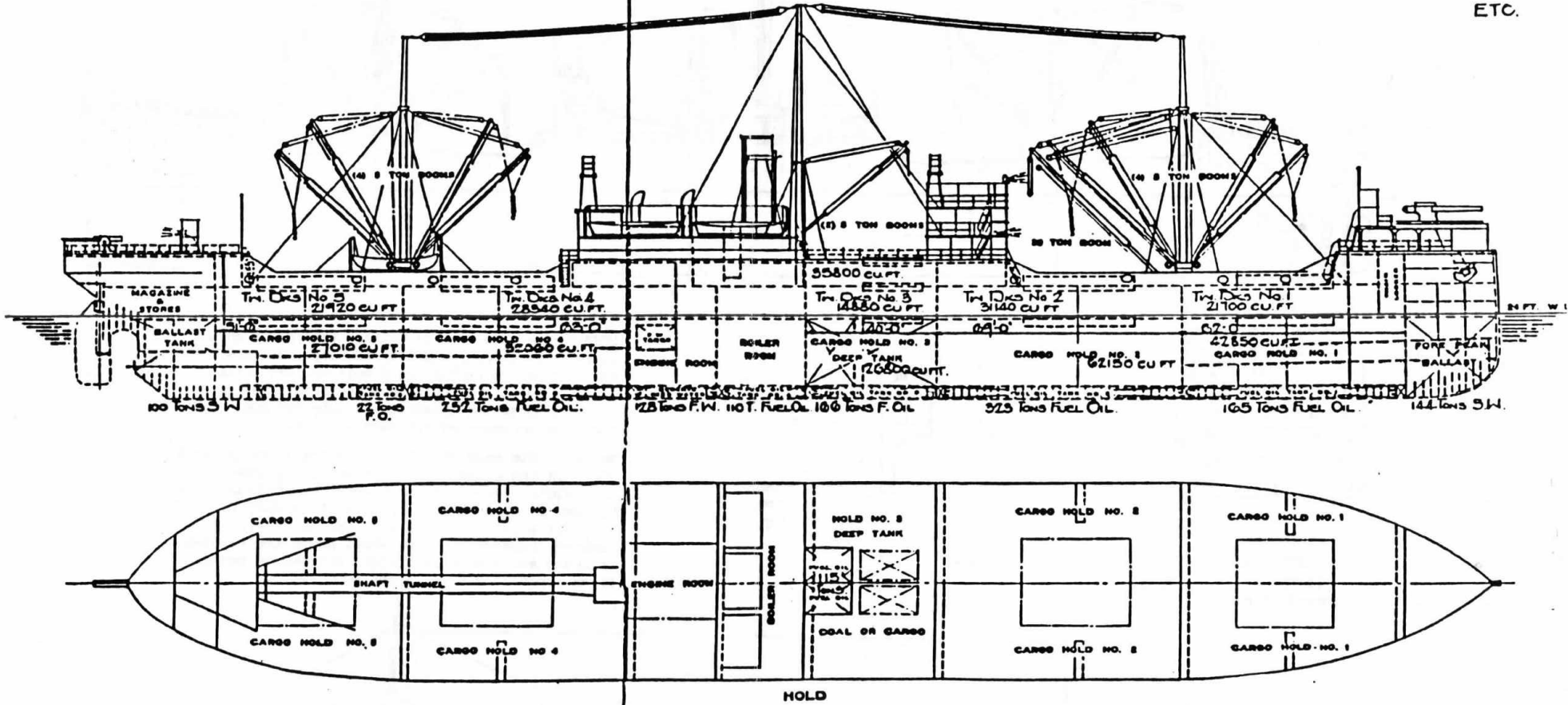
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When contracts were made for further building for the EFC we find that four different design numbers and names were used for 8800 DWT ships. These ships were built in these shipyards:

EFC Design Number	Name	Shipyard	Number Built	Number WEST/WESTERN
1013	Robert Dollar	J. F. Duthie	12	9
		Los Angeles Shipbldg	30	21
		Northwest Steel, Ptld	23	18
		Skinner & Eddy	24	21
1016	Baltimore DD	Baltimore Drydock	8	0
		Columbia River Shipbldg	22	17
		Groton Iron Works	6	0
1019	Standard Ferris	Atlantic Corp. Portsmouth NH	10	0
		Long Beach Shipbldg.	8	6
		Southwestern Shipbldg San Pedro	19	16
		Western Pipe and Steel San Francisco	18	15
1080	Ames Type	Ames Shipbldg & DD.	12	11
			192	134

7825 D. W. T. STEEL CARGO SHIP
STANDARD FABRICATED
HOG ISLAND "A" SHIP

VESSELS OF THIS
TYPE:
QUISTCONCK
SACO
SATARTIA
OGONTZ
ETC.

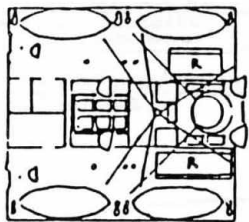
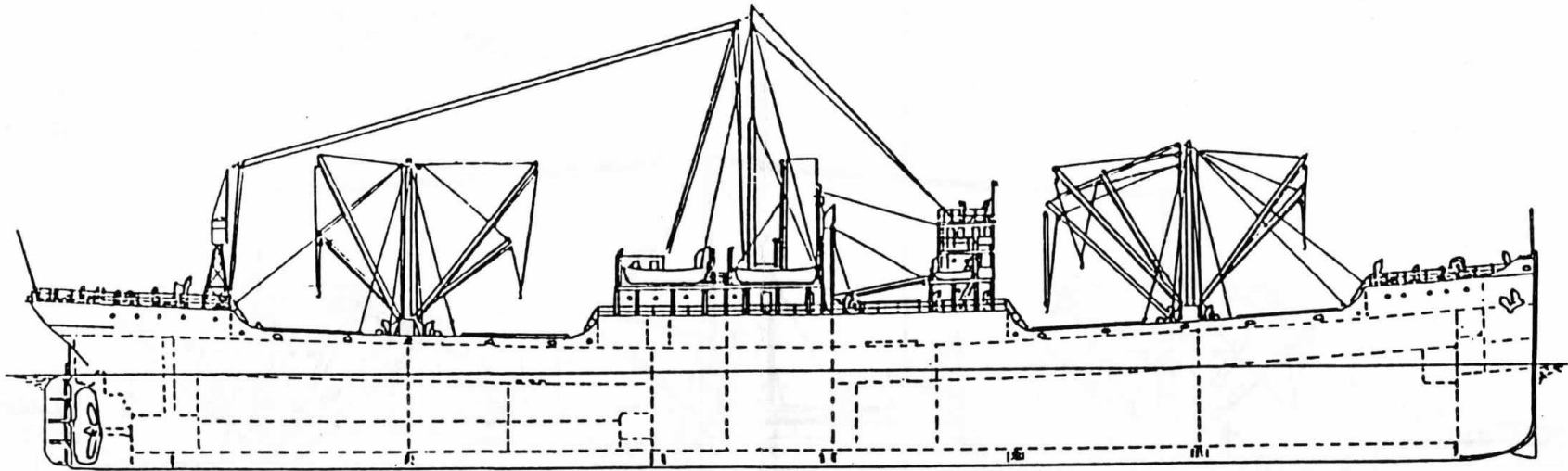


In addition Design No. 1041 consisting of five ships built by Los Angeles Shipbuilding Co. and called the Los Angeles Special Type had names starting with WEST. These ships were larger and had a deadweight of 11000 tons.

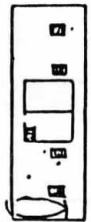
The dimensions of the contract ships were all about the same. That is: 410' x 54' x 27' although the depth varies somewhat. The Los Angeles Special type were 431' in length.

Thus we find that the vast majority of 8800 tonners had WEST names. We also find that five ships with WEST names were not 8800 tonners. Due to the diversity of yards building requisitioned ships and the four different design numbers of the contract ships there were many variations in these ships and they therefore were not a class of sister ships, although many from the same yard and of the same design number were undoubtedly sister ships.

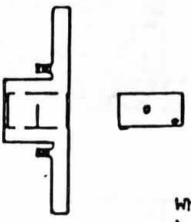
Capt. Gene Harrower
Revised Dec. 1990.



Boat deck
"R" indicates rafts, probably removed after war



Fwd boat deck

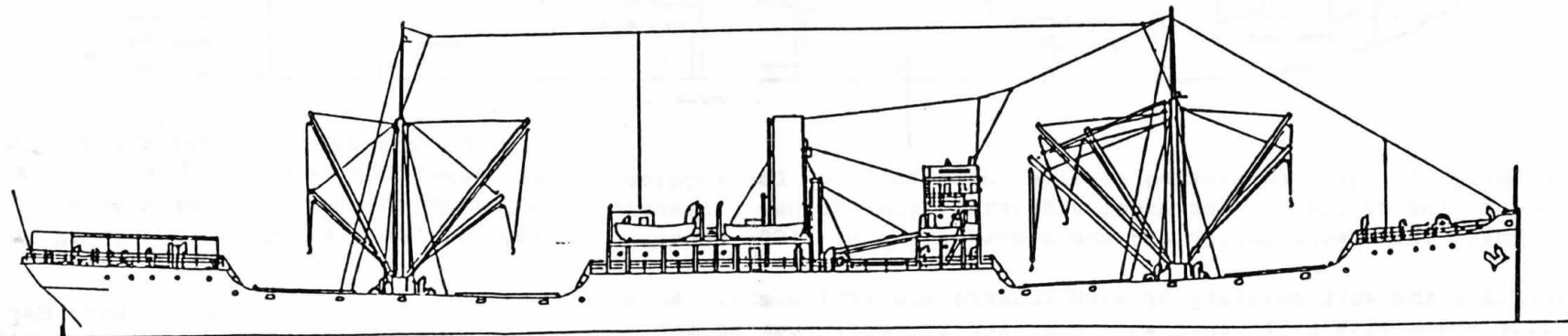


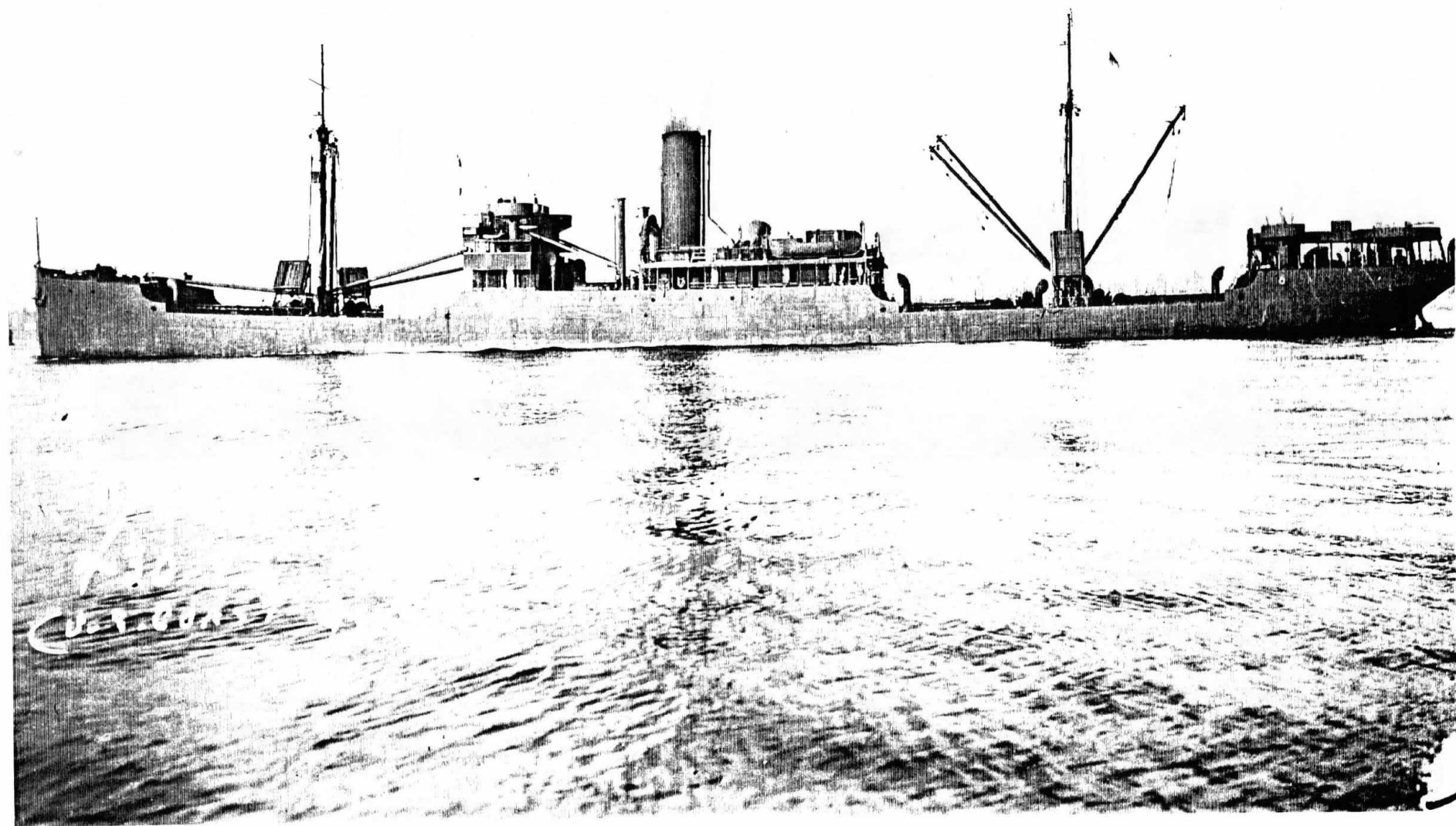
Nav. bridge

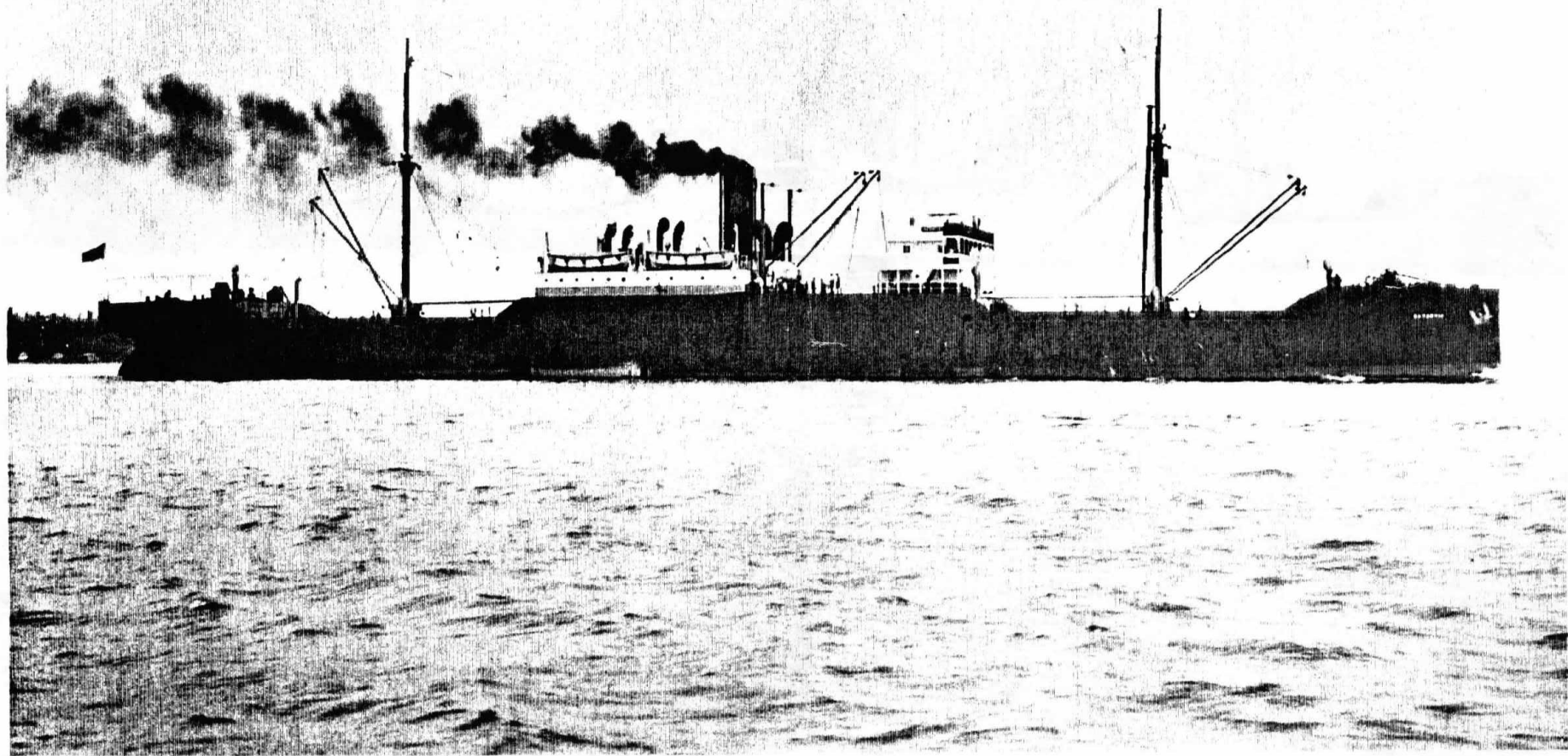
Wheel house top

USSB Design 1013 "Robert Dollar" type cargo ship as built by Skinner and Eddy SB Corp., Seattle. Vessel shown is CANOGA, yard hull No. 18, built 1918. Shown as she would have appeared after war and removal of two lifeboats on poop and gun platforms on poop and forecastle head.

Below : The same Skinner & Eddy built Design 1013 shown as the class would have generally appeared in the 1930's. Vessel is the Oceanic and Oriental Nav. Company's GOLDEN KAURI, built 1918 as WEST ELCAJON. Original signal mast and kingpost ventilation cowls removed, topmasts fitted, wheel house top railing enclosed and awning stanchions erected on poop, often supporting a permanent wood awning.







Saving Time in a Bottle

by Anne Johnson

Donald Pearson once asked Alan Villiers, the sailor and author of many fine books on deepwater sailing, what was the best way to keep up the tradition of modelmaking. Alan Villiers' reply was this directive: study the ship well, know every detail—how she worked, how she was constructed, and then make the model to the best of your ability.

Good advice, and a demanding standard for every modelmaker. But to the ship-in-a-bottle modeller working under the limitations of space—masts collapsed, everything must fit through the small mouth of a glass bottle—it is a true challenge.

Don Pearson, who is now working on his model number 210, has developed numerous techniques and tools of his own to create the kind of authenticity Villiers spoke of. Near the work area in his shop in Deephaven, Minnesota, looking much like a jeweller's bench, lie precise rows of hundreds of small tools at the ready, and surrounding shelves carry glass bottles custom made in Colorado and neat stacks of wood drying for future models; hardwoods such as holly and apple for the hull, boxwood and lemon for the spars. Sails are made of various papers ranging from watermarked rag bond to thin rice paper.

Donald's chief inspiration for modelmaking was his seafaring grandfather,

Erick Michael Johnson, a retired sea captain with seven trips around the Horn, two on the bark *Parma* of the famous P Line. This old salt knew how to keep a young boy's hands busy during the summer months when Donald visited his East Hampton, Connecticut, farm. He started Donald on ship models, carving, fancy ropework and net making while telling him sea stories. Donald made his first ship-in-a-bottle at age eleven.

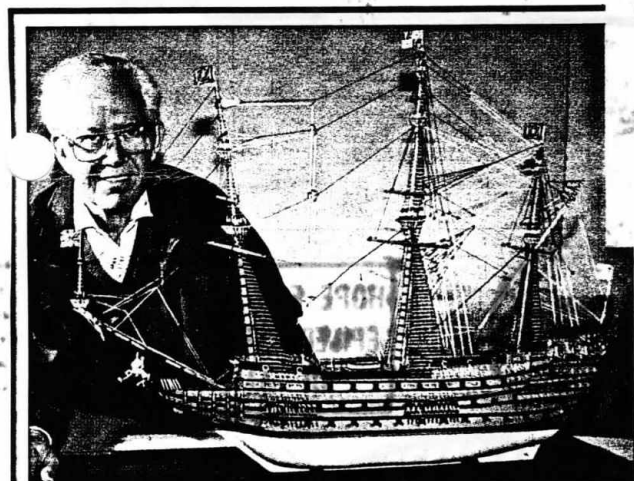
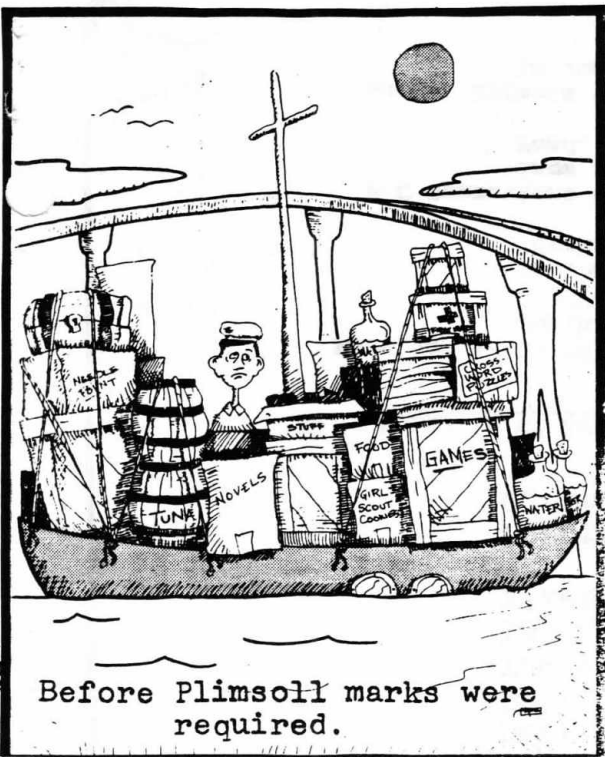
In later years, Don sailed to Nova Scotia with his grandfather in an old yawl and also raced Internationals and Lightnings on Long Island Sound. All this added to his first-hand knowledge of ships and the sea. As a reflection of this, Donald's current project is a model of the 60-ft *Duracell*, a gift for Mike Plant, a Deephaven neighbor who is solo sailing the sloop in the Globe Challenge representing the United States.

A further inspiration to Don is the late marine artist Gordon Grant. Donald came to know him as an artist and friend and acknowledges that some of Grant's techniques may be seen in his own work.

Although modelmaking is still a hobby for Don, it might turn into a full time business due to the demand. His current backlog is almost one year and growing! Asked why he chose ship-in-bottle modelling rather than regular ship modelling, Donald replied that to him, "it's more of a challenge and more unusual. Most modelling clubs I've been in have had no other ship-in-bottle modellers." On a practical note he adds, "and they take up less space!" □

At left, at a scale of .072" = 1", this model of the 46.5-ft ketch *Moonbeam* is representative of many of Don's commissions. Below, Don's model of the *Cutty Sark*, displayed at *Miniature Marine*, his Deephaven store. Constructed at a scale of .029" = 1", it required 231 yards of material and has 267 points that had to be pulled, glued and cut off.

PHOTO BY HARLAND'S CAMERA GRAPHICS.



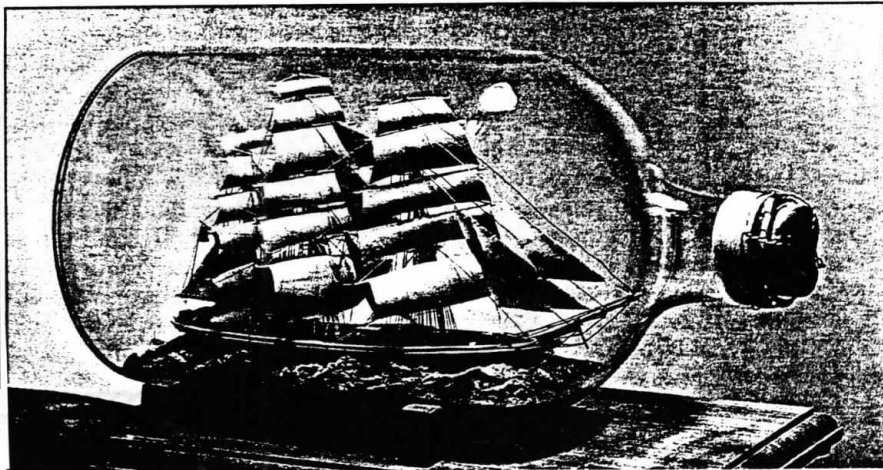
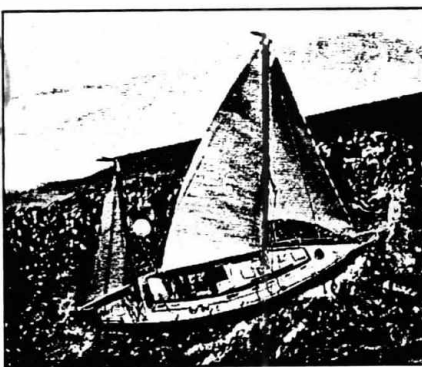
STANLEY

Reader Project Of The Month

Through the years, I had retained issues of POPULAR MECHANICS that featured *The Sovereign Of The Seas* with the sole purpose of building this model. The December 1932 and March 1933 issues were lost, but fortunately, your Reader Information Services manager sent me Xerox copies of those issues. I began construction of *The Sovereign Of The Seas* on July 25, 1992, and completed it in December 1994. Many thanks to you all.

ROBERT S. WALLACE
LOS ANGELES, CA

If your project is chosen as Reader Project of the Month, you will receive a Stanley Home Improvement Kit, complete with hand and decorating tools, and an electric stapler/nailer, valued at more than \$200. For your project to be considered, please send a clear, color photo and brief description to: Reader Project of the Month, Popular Mechanics, 224 W. 57th Street, New York, NY 10019.



We strongly encourage all to join the San Diego Maritime Museum as an expression of appreciation for the facilities they provide for our Annual Regatta -- Third weekend in June.

R/C Operations -- Saturday mornings at the Model Yacht Pond. (Mission Bay) on board the ferryboat "Berkeley."

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)

Schedule of Activities:

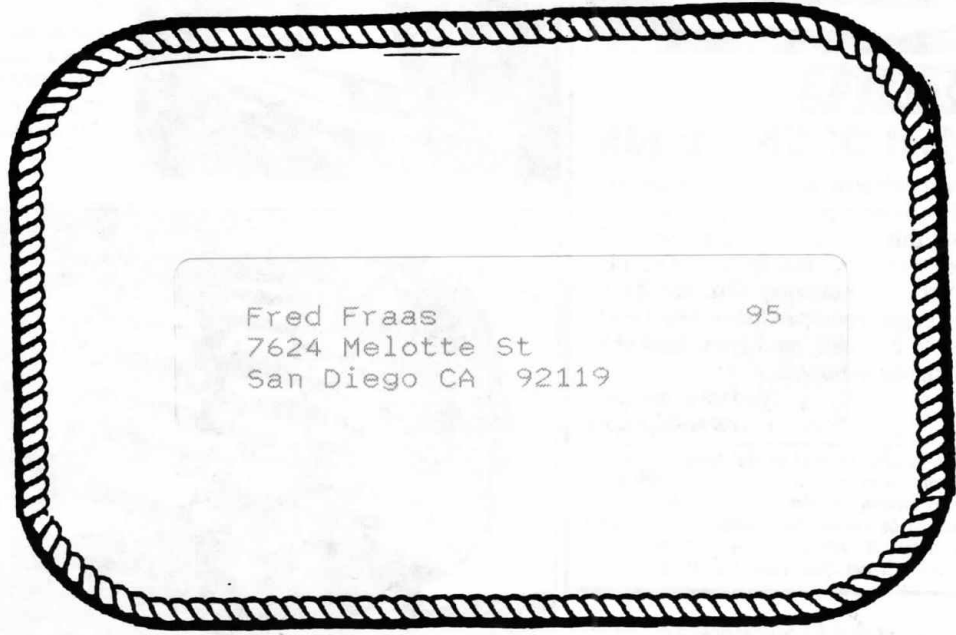
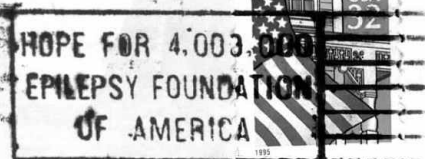
Membership:

581-2282	Tom Taylor	Guild Master
698-3091	Jack Klein	First Mate
583-0847	Ed White	Purser
	(open)	Logkeeper
460-7783	Fred Fraas	N'letter Editors
277-3366	Gordon Jones	Regatta Commodore
490-1066	Dave Nanley	Curator of Models, Bob Crawford
234-9153		

Officers for 1996

San Diego Ship Modelers Guild

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



Fred Fraas
7624 Melotte St
San Diego CA 92119

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