



# San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

October, 1996

NEWSLETTER

Volume 20, Number 10

NEXT MEETING--will be the third Thursday in October, namely the 17th.

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A GREAT MUSEUM: At the last meeting, Fred Fraas reported having visited the VENTURA COUNTY MARITIME MUSEUM in which are displayed many wonderful ship models. Its address in Oxnard is:

Ventura County Maritime Museum  
1645 Pacific Ave. #107  
Oxnard, CA, 93033, Tel. (619) 486-9867

## SEPTEMBER MEETING NOTES:

Guildmaster TOM TAYLOR opened the meeting promptly at 7PM and turned it over to Maritime Museum Model Curator BOB CRAWFORD for some important announcements. Bob stated that Saturday, October 19 (this will be two days after our next meeting), had been picked as our next "work party" date aboard the Berkeley. The project at hand will be starting small models of the "Star" under various sailing rigs. The finished models will go on permanent display to help explain such evolutions as "wear ship"; "ready about" etc.

Bob also gave an update on the pleasure sailing boat project started earlier this year. Seven boats with fore and aft rigs have been completed and he has seven more at home with merchant-type rigs in progress. -- We have talked about the USS MIDWAY (CVA-41) coming to San Diego as a museum ship for the past several years. Bob stated that this was a "done deal" and that this would happen in late '97 or early '98. The ship will be moored at the Supply Pier (about two blocks away from the "Star." Ed. Note: It doesn't seem possible that San Diego is finally getting a naval warship as a museum ship. There are very, very few on the entire West Coast. One destroyer and two submarines are all that come to mind besides the most visible, which are the WWII merchants, S.S. JEREMIAH O'BRIEN and the S.S. LANE VICTORY.

In other maritime museum news, Bob announced that the "Star" had been selected to receive the very rare and prestigious "Historic Ship" award. You can count the number of recipients in the world that have this award with less than ten fingers. It is usually presented by the head of state of the country where the ship is on display. (USS CONSTITUTION is the only other U.S. ship with this award.) Museum officials are hopeful that they can get President Clinton to make the presentation of this award here. --When asked by a member about the youth activity program, Bob gave a short run-down on the overnight "camping" aboard the "Star" by various youth groups. Cont'd, over

(MEETING NOTES - cont.)

ROBERT HEWITT kicked-off the "show and tell" session with his 1:380 scale model of USS CONSTITUTION. Built from a kit, he scratched out the 4 cannons because he was dissatisfied with those supplied with the kit. He also brought a scratch-built launch for HMS VICTORY built in 1:220 scale. He asked about the best wood to be used for planking. Either beech or boxwood was suggested which can be obtained custom-cut and sanded at Cut & Dry Hardwood in Solana Beach. (it's 1½ blocks south of the Amtrac Station.) In drying wood, a member stated it takes one year per 1" thickness of wood to properly dry wood in an attic.

A large fire<sup>e</sup>works display started nearby, so we decided to take out coffee break at this point. It originated from a barge anchored off Broadway Pier and apparently capped-off an event for armed forces appreciation day, lasting 25 minutes. Quite a sight! what an unusual coffee break. -- Besides all this going on, your newsletter co-editor, Gordy Jones sat down at the piano topside on the Berkeley and started playing requests. He mentioned that he selected this piano in 1973 obtaining it for \$150 at the direction of Capt. Ken Reynard who then was in charge of Berkeley's restoration. Thanks so much, Gordy, for the nice impromptu concert.

As the meeting resumed, a second catalog from Red Ensign Enterprises in Canada, was passed around. The book "Art of Rigging" by George Biddlecombe was offered for auction. It was decided to save this item for a later auction. --A member stated that the art supply store, H.G. Daniels Co. will be changing owners soon. This place had the best selection of English dry transfer letters and will now carry most of these by mail order only.--Gary Emery brought two of Donald McNarry's books on miniature ship modelling. A general discussion of his unique work followed.

At this point, guests Wayne and Jenny Watson were introduced. They are working on a kit of Charles Morgan, which they purchased from "K.C." in his shop and pretty much have the hull completed

In other announcements, DOUG MCFARLAND reviewed plans for the forthcoming Chula Vista "Harbor Days." Still looking for a few more volunteers, he stated the model display booth would be located right next to the three "tall ships" attending this festival. Not a bad place to work and lots of fun meeting all the people according to Doug. --FRED FRAAS passed around a letter from ABE TAUBMAN along with his two newest catalogs which he again provided at no cost to our club. His Plans Catalogs will be available to all members in our model shop aboard Berkeley. If you missed this meeting, next time down at the model shop, check these out, they are indeed, the largest selection of plans available from one source, in the world.

TOM TAYLOR had a recent opportunity to visit both the Ventura Cty. Maritime Museum and Cole's shop in the Ventura/Oxnard area. He was very much impressed with both and especially the models on display in the museum. He definitely concurred with an earlier recommendation by FRED FRAAS, to stop and see the museum when in the area. He further described some of the outstanding models and exhibits there.

**KARL CROUCH KORTUM**

*Founder of San Francisco Maritime National Historical Park, 79*

NEW YORK TIMES NEWS SERVICE

Karl Crouch Kortum, founder of what is now the San Francisco Maritime National Historical Park, died Thursday in San Francisco at the age of 79. The cause was congestive heart failure.

Mr. Kortum's love of ships and the sea dated from his 1941 passage in the bark Kaiulani from Gray's Harbor, Wash., east around Cape Horn and the Cape of Good Hope to Durban, South Africa, and Hobart, Tasmania. The voyage, on which Mr. Kortum served as acting mate, was the last of an American merchant ship under sail.

Mr. Kortum served on steamships in the merchant marine during World War II, as well as in the personnel office of the Army's small ships division, and as mate on a variety of steamships until 1946.

But Mr. Kortum's heart remained in the golden age of sail, and after the war he devoted himself to the creation of a museum in San Francisco dedicated to the maritime history of the Pacific. Established in 1950 at Aquatic Park, the San Francisco Maritime Museum transformed the northern waterfront of the city, creating an attraction for tourists and locals alike.

The museum featured intricate wooden models of historic ships, in many cases built by sailors who knew them, as well as hardware and other artifacts of the era. But it was the 1953 acquisition and restoration of the steel-hulled square-rigger Balclutha that gave the museum landmark status. Over the years, the Balclutha was joined by a number of historic craft, both sail and steam, at San Francisco's Hyde Street pier.

Mr. Kortum was also instrumental in the restoration of the Falls of Clyde in Honolulu, the Great Britain in Bristol, England, the Waverree in New York, the Elissa in Galveston and the Moshulu in Philadelphia. He helped found a number of maritime museums around the world, including the South Street Seaport Museum in New York City, and also helped found the World Ship Trust and the National Maritime Historical Society.

In presenting Mr. Kortum the American Ship Trust Award at the New York Yacht Club in 1992, Walter Cronkite said, "By sheer deter-

We honor the memory of KARL KORTUM, ship-saver, historian and excellent photographer for his efforts at ship preservation--including his help to the STAR OF INDIA. He and longtime friend Harry Dring looked me up in Seattle in 1934 because they had heard I also was a "ship-head". I narrowley

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Dear Gordon: Four months, one week after raising the hook inside the Grays Harbor Bar we hove to off the Bluff, Durban's well known landmark, and were towed in to the anchorage. An enjoyable trip was at an end. We boomed down the N. Pacific in record time, in 100 days. struck the doldrums and had no wind but rain squalls for 17 days. Took pictures from a 10' skiff. SE trade brisk, brought us to Ducie, our 1st S. Sea island. 3 days later at Pitcairn, stood off and on 3 days, natives boarded. Got block of BOUNTY ballast. Then south, met sharp, short gales in Roaring Forties. 600 miles West of Horn squared away, sailed quietly past in cold, gray Antarctic summer, Dec. 17. Bore up in head winds until Falklands passed 80 miles off. In faltering winds reached 41st parallel, ran our easting down a long it for 23 days. Swung out our lifeboats just before changing course 400 miles S. of Lord Hope. On NW course stood in to coast, made land 60 miles S. of Durban. Driven back by headwinds in a gale that put a jibboom under. Wind hauled astern, sailed up coast in an afternoon and were here.



**POSKAART**

For address only  
Alleen vir die adres

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from  
Karl Kortum  
s/v KAIULANI  
Durban, S. Africa

to  
Gordon P. Jones  
3909 Meridian Ave.  
Seattle, Washington  
U. S. A.

Rec'd 5/30/42 ←  
Ans: 6/1/42

# Retired ironworker Lambo leads a model life

By Loren Tanner  
STAFF WRITER

**Y**ou really have to be retired to do this," says 77-year-old Alki resident Joe Lambo, standing in the small metalworking shop he rents on South Spokane Street.

A skilled ornamental ironworker, Lambo once forged the scrollwork adorning the iron pergola at Pioneer Square.

Now he builds model boats.

His most recent work — a 3.5-foot metal model of the ferry Spokane — just sold for \$4,000. It was his first sale.

Lambo, who retired after selling his ironworking business, Iron Craft, in 1975, has been making motorized tugboat models from metal since 1984.

More than anything, Lambo says, it was living on Elliott Bay, watching the working boats every day that gave him his inspiration.

**WHEN HIS** neighbor, Paul Marris, asked him to build a ferry model, Lambo resisted.

"He didn't want to do a ferry," Marris says. "(They have) too many windows. So I just had to wait him out."

Marris also helped things along. One day he showed up at Lambo's place with a copy of the actual manufacturer's plans for the Spokane. Eight months later, the model was completed.

Unlike Lambo's tugboats, the Spokane model has no motor, which is fine with Marris. All he wants is to look at it.

To Marris, who moved here from Minnesota with his wife, Mary, in 1981, ferries represent the inherent charm of the Puget Sound.



JOE LAMBO WITH PLANS OF THE JUMBO-CLASS FERRY WALLA WALLA.

"We're from the flatlands. Everyone that comes out from the Midwest has to take a ferry ride. The ferries are a unique part of the area."

But \$4,000?

Marris laughs.

"It's one-of-a-kind; you'll never see anything else like it. Not only do we enjoy it, it's an investment."

**LAMBO'S BOATS** are unique. They were the only metal boat models shown at the Coast Guard Museum's annual Puget Sound Modelers and Coast Guard Museum Boat Show last April, Lambo says.

His models have taken first place four times at the show in the past three years.

Dave Webb, museum curator and president of Puget Sound Ship Modelers, says Lambo's tugs are "the best replicas of (steel) ships I've seen, because they're made out of the actual material the ships are made of."

"I have trouble soldering," says Webb. "When I see what he does, I'm amazed."

Lambo spends hours welding, punching, soldering, pounding and cutting 22-gauge steel into models of ships that, with one exception, are all currently working in Puget Sound waters.

His tugboat models include the Shelley Foss, the Hercules, the Sea Wolf, the Sea Racer, the Navigator and the Neptune.

**THE WORK** is labor-intensive, and there are no numbered parts or 800 numbers to call for help.

But in 10 years Lambo has increased his productivity. His first tug, the Shelley Foss, took 800 hours to build. He logged 450 hours building the Spokane.

It's no wonder that his models require so much of his time. They are finely detailed pieces of craftsmanship.

"You cut these strips out of a sheet and these are turned on a

CONT'D.

# Lambo's boats sell for \$4,000-plus

6

drum. And all these little pieces are formed out of metal," Lambo says, pointing at the intricate workings of the Navigator's winch.

"All you can buy are the propellers, lights and electric gear. The rest is manufactured — by me," says Lambo.



Mark Gibson/staff

Lambo's first ferry model is the Spokane (right). The tug above is radio-controlled.

Most modelers build kit boats at home out of plastic or wood, he says. That is why his boats are so different.

"Look at all this equipment," he says, gesturing toward his hydraulic punch-and-shear press.

"AN ORDINARY guy doesn't have the equipment to do this. You can't cut (sheet metal) with a pair of scissors."

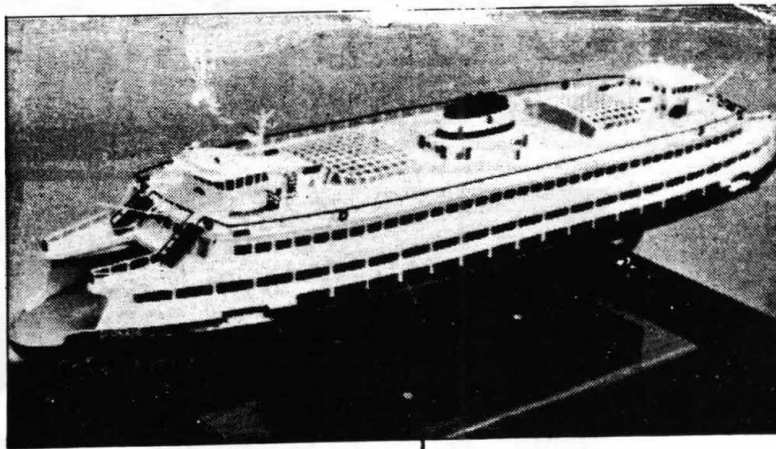
Lambo is a matter-of-fact guy who is modest about the skill that he's acquired in his 57 years of ironworking.

"I could have been into building railroad (models), but this seemed more in my line," says Lambo, who learned his hobby on his own.

For 13 years Lambo was the proprietor of Iron Craft, a White Center ornamental ironwork company. Before that he and two cousins owned Century Metal Works on West Marginal Way.

Lambo's work is all over town, from the railing and pergola scrollwork at Pioneer Square to the press box and stair rails at Husky Stadium.

As a young shipfitter at Todd Shipyards before World War II, he worked with ship parts,



learning about their shapes and how they fit together.

HE SAYS he can look at a picture of a boat and think, "I can build that."

And that's what he does.

All of his models are built from manufacturer's plans, photographically reduced to the exact size of the model he's building. He says he just copies what he sees.

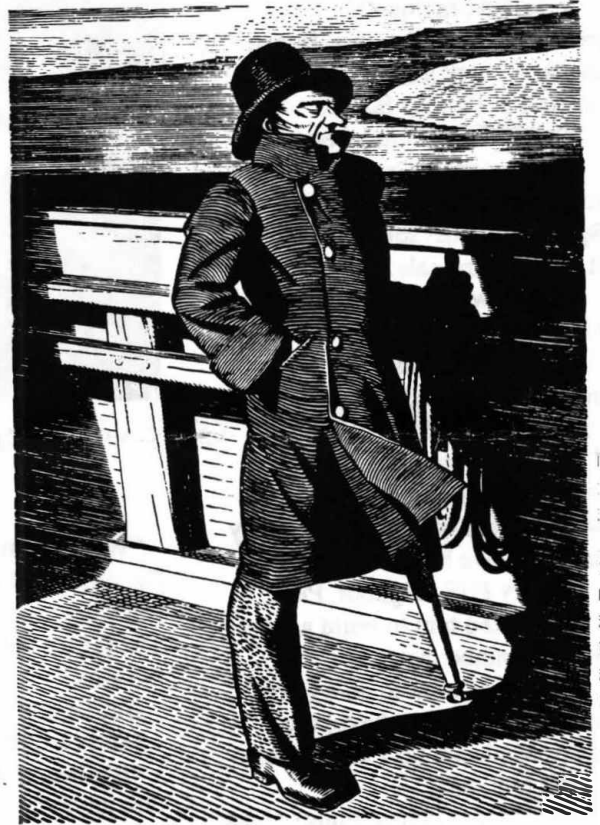
Lambo's current project is a scale model of the Spokane's sister ship, the Jumbo-Class ferry Walla Walla. He's been working on her since October, and plans to be done in time to enter the model in the Coast Guard Museum Show this April.

When he's done with the Walla Walla, Lambo plans to move on to building a riverboat model — a small version of the General Jackson, a paddle wheeler that currently plies the Mississippi.

Lambo says he's enjoying his retirement, living with his wife, Lena, on Harbor Avenue Southwest.

He only does ornamental ironwork on the side now, welding small railings and window guards.

"In between time, I work on the boats," Lambo says.



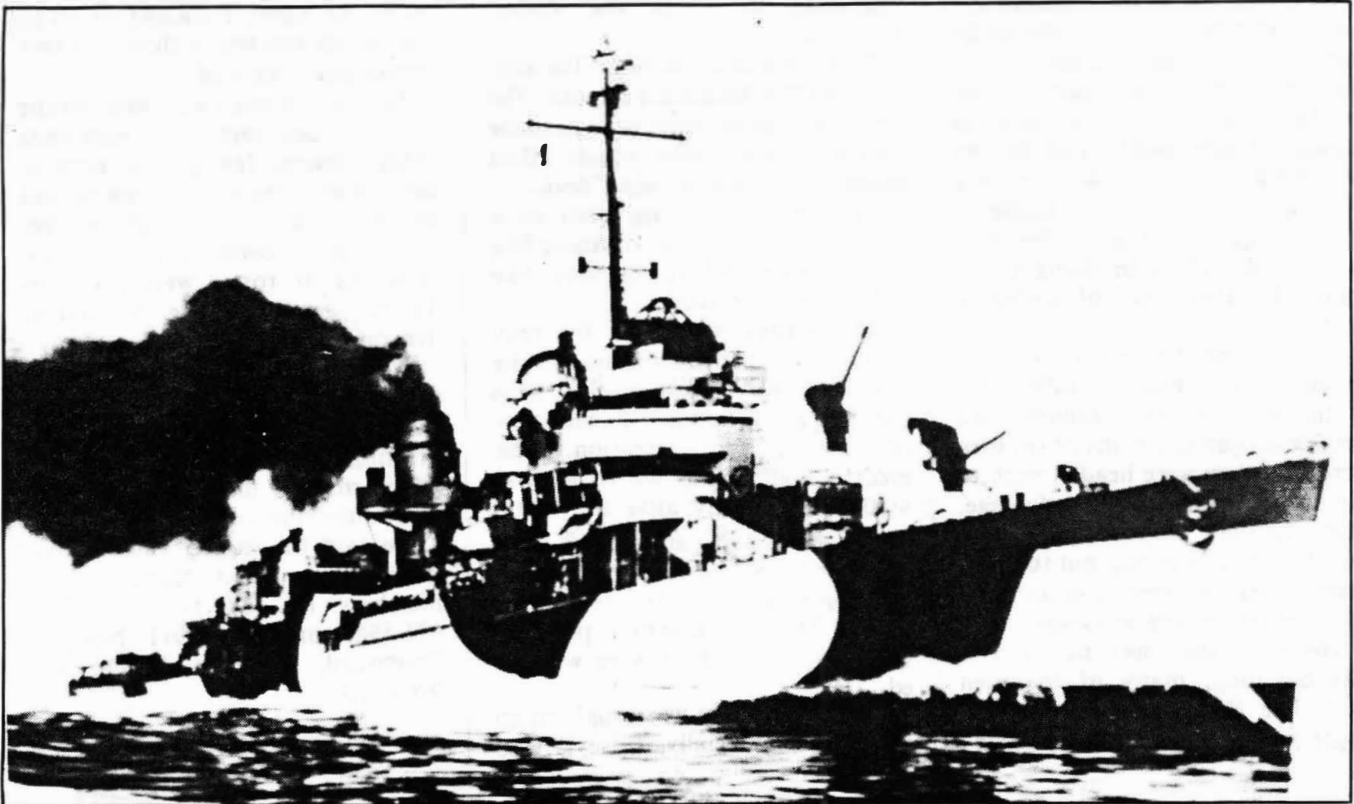
Above: Captain Ahab, from The Prints of Rockwell Kent.

MIKE'S a Jonah, an out-and-outer  
As ever signed in a Hebrew  
spouter ;

All the kinds of misfortune trail  
After Mike like a comet's tail.

Water failing and watches drowned,  
Ships dismasted and ships aground,  
Ships on fire at sea, or drifting  
On a lee shore with the cargo shifting,  
Sunken wreckage and rocks and floes,  
All the worries and all the woes  
Ever a ship fell foul of yet—  
Mike's been into 'em all, you bet !

# War-Time Memories



*The USS Colhoun received five Kamikaze hits before being gunned down.*

## Survivors of WWII Destroyer Tour Todd Shipyards

By Dave Volk

SEATTLE — B.J. Casey's first encounter with Todd Shipyards was still fresh in his mind when he toured the yard for the first time in 45 years last week with other survivors of the *USS Colhoun* (DD 801).

In the early 40s he was a young doctor fresh from training who wanted to see war-time action so much that he volunteered for an assignment aboard the *Colhoun*, a Fletcher Class destroyer heading for the Pacific.

After receiving his orders, Casey rushed from Oklahoma City to Seattle.

"I thought the ship was sitting out in the water waiting for me, but they hadn't even started working on it yet," he recalled in his deep New Orleans accent.

The vessel, commissioned at Todd by Capt. George Wilson, was delivered to the Navy on July 8, 1944

and provided enough war-time action for the crew.

Casey, the ship's doctor, followed the ship's inception as well as its brief and tragic fate after being gunned down. And at the ship's 44th anniversary of its sinking April 6, Casey, president of the Colhoun Survivors' Association was there for the group's second annual reunion.

About 100 survivors toured the yard where the *Colhoun* was built. Then they participated in a memorial service aboard the *USS Nimitz* at the Puget Sound Naval Shipyard in Bremerton where they recalled the 60 men who died or were listed as missing in action following its sinking.

Reactions varied as they toured the facility on the rainy April afternoon, but all of the men and their families referred to the yard as the place where the ship was born, not built.

As they ambled through the questions from reporters while Casey pointed out the buildings that looked familiar. Other crew members expressed shock over how quiet the shipyard was.

"It's absolutely dead here," Ed Hirsman said. Although workers at the shipyard are busy, the pace is nothing like it was when Todd was at full war-time production levels in the early 40s, he said.

A few survivors had a little more trouble remembering the yard. Some had not seen it before because they boarded the ship at other locations. Still others, like Howard Moore of San Antonio, Texas, didn't recognize anyone or anything.

"I've been looking at everything and there's absolutely nothing I can remember," Moore said.

But they all remembered the shipyard, Capt. William "Swede" Jensen answered occasional

ship's short history and the details of its last battle.

As Casey recalls, the *Colhoun* left Seattle around October 1944 to be outfitted with radar equipment in Hawaii, shortly before participating in the invasion of Iwo Jima in January. Casey said he and the rest of the crew knew the risks involved but they weren't afraid of battle.

"I thought it was great. We were young and glad to be doing something. We were tired of sitting in port."

By the time the notorious battle ended, two men had been killed, one of the ship's torpedo mounts had been destroyed and many of the men were sure they were headed back to the states because of the damage. Much to their surprise, they were sent to Okinawa to help out the *USS Bush* after a new mount was attached to the ship in Guam.

The scene that met their arrival was daunting, many of the men said. The *Bush* was dead in the water and there was so many enemy

planes in the sky that the swarms resembled flocks of Canadian geese migrating south for the winter, Casey said.

The rest is a quick blur. The ship received five Kamikaze attacks. The first plane hit the main deck portside and cut steam lines which killed many of the people below deck.

"It was like having been in a movie. I've never seen anything like it. I started mixing plasma like hell," Casey recalled.

The plasma was about the only treatment he had time to use on the wounded between repeated trips fore and aft in response to each new cry for medical attention. The medical mad dashes started around 4:10 p.m., shortly after the battle began and ended around 10 p.m. when an LCS-84 arrived to pick up the ship's survivors. In the end, 60 of the 318 crewmembers perished and numerous others were wounded.

Losing the ship was tough on all the men, especially Casey, who

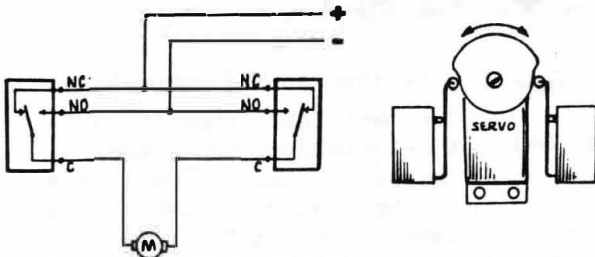
witnessed the building of the ship.

"I was crazy about it because I loved the Navy. I wanted to go to sea. When you lose a ship, you lose everything," he said.

Until a few years ago, most of the survivors also lost touch with each other because few people kept in contact after the war. Trying to find shipmates also proved difficult because all records on the ship including its roster were classified for 42 years following its sinking, Jenson said.

Although the group has the roster now, Jenson and others are still doing gumshoe work including printing bumper stickers and placing ads in military magazines to locate more surviving crewmembers.

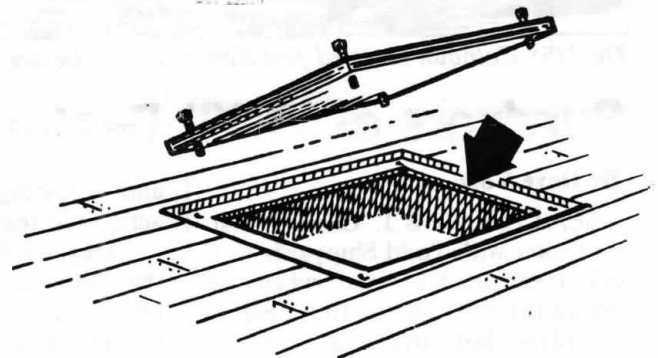
He said he wanted anyone with information about former crewmembers to call him at (714) 673-5966 or write 2911 Newport Boulevard, Newport Beach, CA 92663. □



### SERVO SWITCHING

A micro-switch on each side of a servo is a good way to obtain forward and reverse on your electric motor. Note the cam on the servo wheel which actuates the switches. With cam centered, the positive lead is connected to both sides of the motor, thus there is no difference in potential current flow. Operating one micro-switch changes this state and the motor will run.

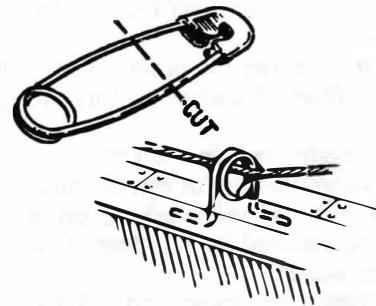
MARTIN HAYES, ANNAPOLIS, MARYLAND



### SEALING THE HATCH

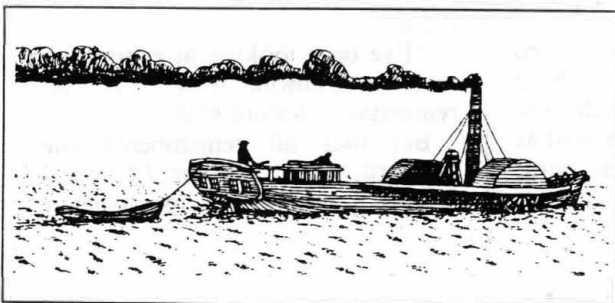
To keep the water out of his sailboat this skipper recommends a generous coat of Vaseline on the ledge (arrowed) upon which the hatch rests. When screwed down, the Vaseline forms a very effective seal.

G. F. TROTT, ONAPING, ONTARIO, CANADA



### CHROMED FAIRLEADS

Safety pins are a great source of chrome-plated fairleads for small sailboats—and they're less expensive than the usual purpose-made hardware. Cut as indicated, bend the legs below deck, and apply a dab of epoxy.



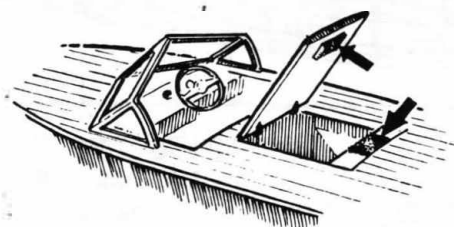
by JIM NEWMAN



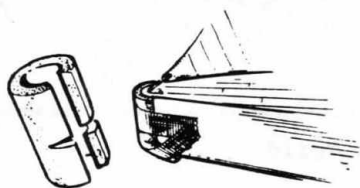
### THROW-AWAY APPLICATORS

Why mess with brush cleanup? Sheets of craft foam, folded and taped as shown, make inexpensive, throw-away applicators for urethane or epoxy protective coatings.

Howard McClean, Worthington, OH



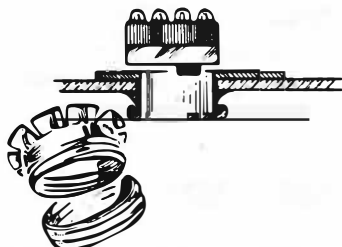
### DECK-HATCH LATCH



### BOW BUMPER

Need a quick bow bumper for your sailboat? Slit and notch a piece of rubber hose as illustrated, then tape to the bow. It will save your hull and that of others, too!

BILL BRAATZ, HOBART, INDIANA

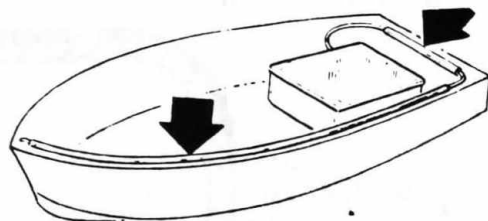


### WATER-PROOFING EXTERNAL SWITCHES

Your switch and charging socket can be located conveniently under a water-tight snap-on lid. Use a cut-down 35mm film container, cut to length and roughened around the bottom edge. Glue into the radio hatch and seal around with Loctite's new silicone sealer, making a generous fillet as shown. If you can find a metal screw-on lid, it can be cut and bent as shown, with the tabs epoxied below the deck.

PAUL GRIFFITH, LOWELL, MASSACHUSETTS

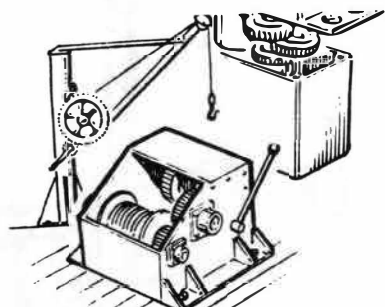
AMERICAN BOAT MODELER



### HIDDEN ANTENNA

Objecting to the unsightliness of his antenna our correspondent glued drinking straws around the inboard side of the gunwale then threaded his antenna through it. Take care not to double the antenna back on itself as this will drastically shorten the range. Carry out a range check after this alteration as a precaution.

DAVE JENSEN, WASHINGTON MISSOURI



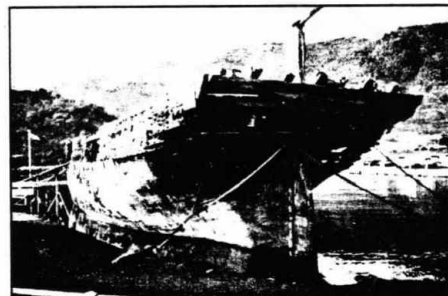
### WINCH GEARS

This contributor collects old servo, watch and clock gears which he incorporates into his deck winches, cranes and gantries. He doesn't say if these are operating features, but the effect must be pretty startling anyway.

GERRY YARRISH, NEW MILFORD, CONNECTICUT

### Artifact of Emigration

The hull of the 1853 teak emigrant ship *Edwin Fox* lies in Picton Harbour, and made other emigrant voyages to New Zealand in the 1860s and '70s. After serving successively as a base freezer ship, a coal hulk and a landing stage in Picton, she was beached in Shakespeare Bay where she lay full of



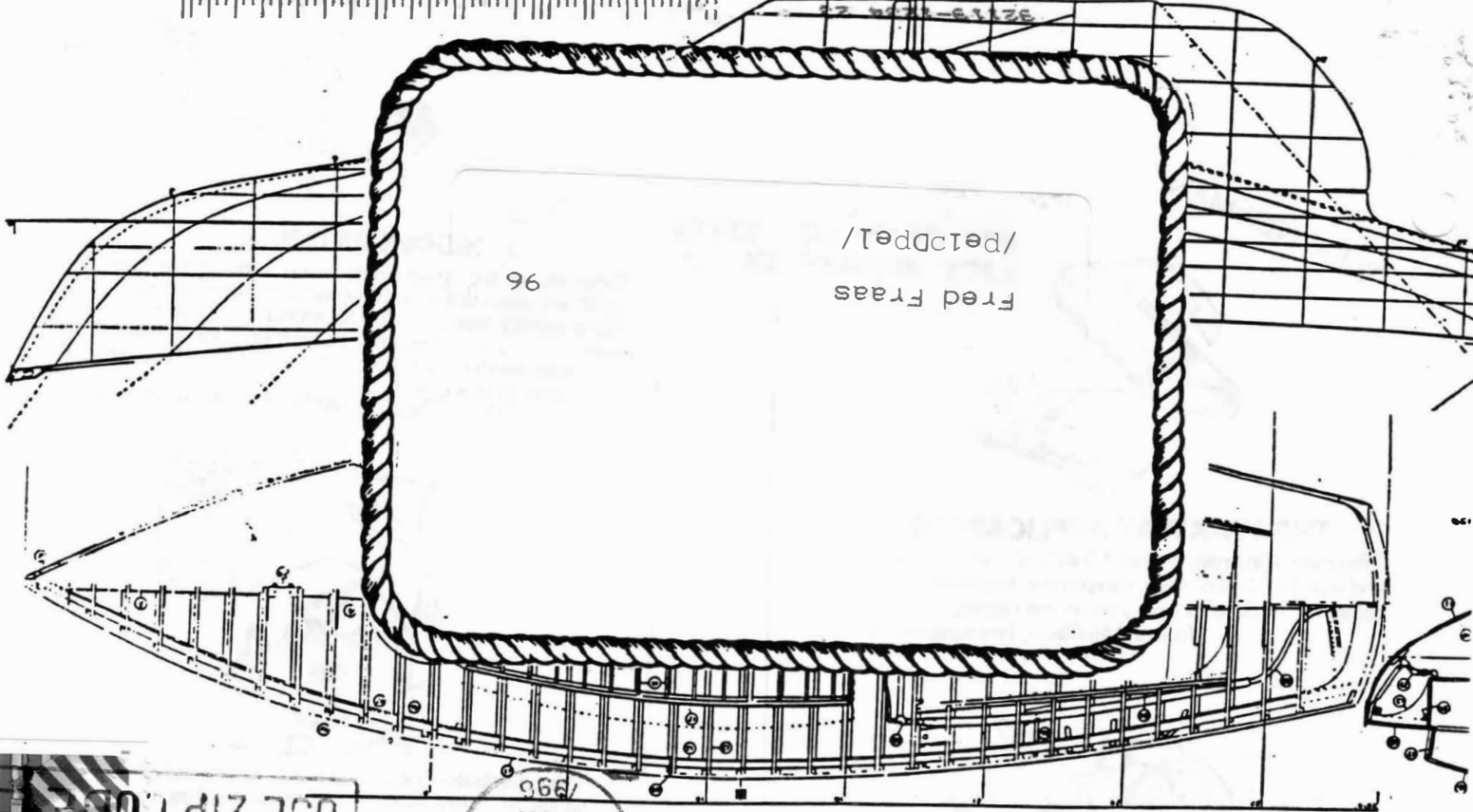
Edwin Fox berthed in Picton Harbour.

water for almost 20 years. In 1986 the Edwin Fox Society salvaged the ship and returned her to a berth in Picton.

Regular maintenance has been carried out, but the real conservation work can only start when a drydock has been completed. The Society has been assured that the main frames of the ship below the waterline are sound. They have applied to the Lottery Grants Board for funding, but have been told that they must raise more funds from private sources. To help in this effort, contact Henry Stace, President, Edwin Fox Society Inc., Dunbar Wharf, PO







ALWAYS USE ZIP CODE



San Diego Ship Modelers Guild  
 1306 N. Harbor Dr.  
 San Diego, CA, 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:

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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