



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

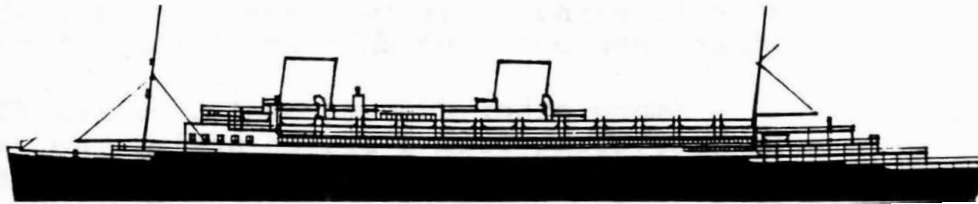
May 1997

NEWSLETTER

Volume 21; Number 5

THE ATLANTIC LINERS 1925-70

This month's newsletter's graphics came from the subject book by Frederick Emmons. This book was published in 1972 by Bonanza Books * New York. Of 336 liners listed in this book, a few of the more familiar liners were used herein.



172 BREMEN (IV)

'29, (1929-42) 51,656. 938 x 101. Quadruple screw, turbines, 26 knots. Built by A.G. Weser, Bremen. M.V. Bremen-New York, 16 July 1929 in record breaking time, making the crossing at an average speed of 27.83 knots to win the "Blue Riband". At the outbreak of World War II, sailed to Germany from New York by way of Murmansk and along the Norwegian coast, successfully eluding interception. Guttled by fire believed to have been set by member of the crew at Bremerhaven, 18 March 1942. Found to be beyond repair and stripped to water line; broken up 1953.

173 EUROPA (I)

'30, (1930-46) 49,746. 936 x 102. Details as (172). Built by Blohm & Voss, Hamburg. Launch the day before BREMEN but construction delayed for nearly a year by serious fire in yard. M. Bremen-New York, 19 March 1930, breaking BREMEN's westbound record at an average speed 27.91 knots. Remained in German ports throughout the war. Turned over to French Governm as reparation 1946. Assigned to French Line; renamed LIBERTE (198).



NEXT MEETING NIGHT:
7PM Aboard Berkeley

BRING A MODEL, or
parts, plans, pieces
etc.

"Natives who beat
drums to drive off
evil spirits are
objects of scorn to
smart Americans
who blow horns to
break up traffic
jams."
-Mary Ellen Kelly

TITANIC MOVIE UPDATE:

In our December '96 newsletter, some pictures were clipped from the S.D. Tribune showing the movie set for "Titanic" located near Rosarito Beach, Baja. Your editor had a surprise opportunity to see the previews for this forthcoming movie. In a word--Spectacular! The scene of survivors clinging to the stern of the near vertical ship going down was awesome. We are really looking forward to seeing it sometime in June.

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110 AMERICA (II)

'40, (1946-64) 33,961. 723 x 93. Twin screw, turbines, 23 knots. Built by Newport News Shipbuilding & Drydock Co, Newport News, Virginia. M.V. New York-West Indies, 10 August 1940. Commissioned as U.S. Navy transport 1942; renamed U S WEST POINT (AP-23). Refitted at Newport News 1946; renamed AMERICA. F.V. New York-Le Havre, 14 November 1946. Sold to Chandris Lines 1964; renamed AUSTRALIS.

APRIL MEETING NOTES:

Guildmaster TOM TAYLOR opened our April meeting with 18 members present, stating no steering committee meeting was held for lack of attendees. (eight were late leaving from dinner at Anthony's.) He announced that we would have a swap meet for our June meeting and that our July meeting would be our traditional "birthday party." This left August "up for grabs" and he was doing a video tape on silver soldering which might be ready for our May meeting. It was decided to provide only the bar for our July party and that members would have to bring their own food. (This will rule out any complaints about "who provided what etc." that we've had in the past.)

Among other announcements, it was disclosed that BOB ALBERTS is recovering from a broken ankle. We wish you well, Bob, and hope your recovery is a speedee one. -- Purser ED WHITE stated that we had \$508 in our checking account. - Model Curator BOB CRAWFORD suggested we return to listing "Life Memberships" as such on our roster instead of "complimentary." ED WHITE agreed to make these changes. -- Del Mar Fair volunteers were again asked to notify JACK KLEIN if they cannot make a scheduled work period. Twenty-four hours in advance is needed to line up a substitute.

We welcomed two guests and a new member at this point. MIKE WAYS, a 20 year resident, is building LaCoronne from a Heller kit. CARL PANDEL saw our flier in an Escondido hobby shop and came on down. Carl has built the Emma C. Berry. CHUCK FELKINS is a new member and also a 34 year resident, ex-Argonaut and "pond watcher." He served aboard Iowa-class battleships and is building the Wisconsin in 1/8th scale. Besides seeking plans for revenue cutters and clippers, he was looking for plans to the "Star" for which he was told how to obtain quite easily.

BOB CRAWFORD displayed a kit of an Americas Cup boat which will be saved for our next auction. He had entry forms for "Design in Wood" for the Del Mar Fair. Bob also made a strong plea for our support for the Ship Modelers Assc. show on the Queen Mary in March '98. This will be their third show and besides many neat models, this show draws top vendors with tools, kits, supplies etc. He further pointed out that the San Francisco area clubs supply many entries. Considering our closer proximity, we should do lots better. In Nov. '98, our Maritime Museum will host the national conference for the Nautical Research Guild. Bob will be looking for volunteers to help as chairmen for this event.



111 UNITED STATES

'52, (1952-69) 53,329. 990 x 101. Quadruple screw, turbines, 33 knots. Built by Newport News Shipbuilding & Drydock Co. The largest passenger ship built in the United States. M.V. New York-Southampton, 3 July 1952. Won the "Blue Riband", breaking by a wide margin the transatlantic speed record previously held by the QUEEN MARY by making the eastbound crossing at an average speed of 35.59 knots. Existing record also broken on return westward passage. Laid up at Newport News, November 1969.

(April Meeting Notes - cont.)



ED WHITE said a wood/machinery show will be held in Anaheim on the same weekend as our regatta, but people could go on Sunday as well. TOM TAYLOR stated that Harbor Freight (in El Cajon, Chula Vista and Escondido) had 4" self-locking tweezers for \$1.95. Such a deal!!! He also announced a jewelry show the following weekend at the Scottish Temple which features a good variety of tool vendors as well as free parking.

At this point it was time for coffee.

APPENDIX 1

THE TWENTY FIVE LARGEST SHIPS IN ORDER OF OVERALL LENGTH

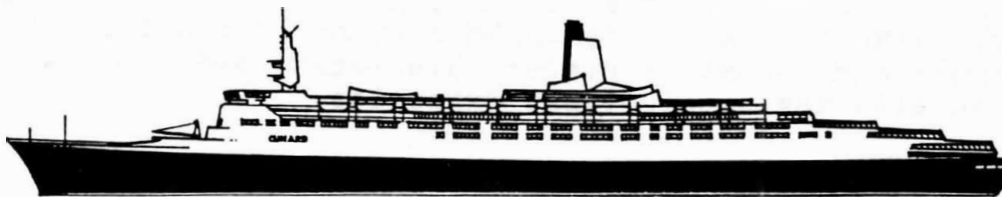
	NAME	YEAR	LINE	O.L.	G.R.T.
* 1	FRANCE	1962	French Line	1035	66,348
2	QUEEN ELIZABETH	1940	Cunard Line	1031	83,673
3	NORMANDIE	1935	French Line	1027	82,799
4	QUEEN MARY	1936	Cunard Line	1020	81,237
5	UNITED STATES	1952	United States Lines	990	53,329
* 6	QUEEN ELIZABETH 2	1969	Cunard Line	963	65,863
7	MAJESTIC	1922	White Star Line	956	56,551
8	LEVIATHAN	1914	United States Lines	950	54,282
9	LIBERTE	1930	French Line	938	51,839
10	BREMEN	1929	Norddeutscher Lloyd	938	51,656
11	BERENGARIA	1913	Cunard Line	919	52,002
* 12	RAFFAELLO	1965	Italian Line	905	45,933
* 13	MICHELANGELO	1965	Italian Line	905	45,911
14	AQUITANIA	1914	Cunard Line	902	45,647
15	OLYMPIC	1911	White Star Line	883	46,439
16	TITANIC	1912	White Star Line	882	46,329
17	REX	1932	Italian Line	879	51,062
18	CONTE DI SAVOIA	1932	Italian Line	814	48,502
19	ILE DE FRANCE	1927	French Line	792	44,356
20	MAURETANIA (I)	1907	Cunard Line	790	31,938
21	LUSITANIA	1907	Cunard Line	790	31,550
* 22	OCEANIC	1965	Home Lines	782	39,241
23	HOMERIC	1922	White Star Line	774	34,351
24	MAURETANIA (II)	1939	Cunard Line	771	35,738
25	PARIS	1921	French Line	765	34,569

SHIPS BUILT UNDER ANOTHER NAME

MAJESTIC	ex	BISMARCK	Hamburg American Line
LEVIATHAN		VATERLAND	Hamburg American Line
LIBERTE		EUROPA	Norddeutscher Lloyd
BERENGARIA		IMPERATOR	Hamburg American Line

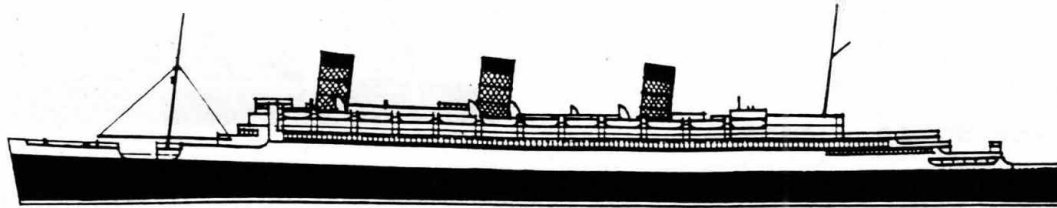
* SHIPS IN SERVICE 1971

104 PRESIDENT ROOSEVELT
 '22, (1922-40) 14,127. 535 x 72. Twin screw, turbines, 18 knots. Built by New York Shipbuilding Corp., Camden, New Jersey. as "535" class troopship PENINSULA STATE for U.S. Shipping Board. M.V. New York-Bremen, February 1922. Renamed PRESIDENT PIERCE, May 1922; renamed PRESIDENT ROOSEVELT three months later. Rescued crew of British cargo ship ANTINOE in mid-Atlantic gale, January 1926. Commissioned as U.S. Navy transport 1941; renamed U S S JOSEPH T. DICKMAN (AP-26) Laid up at Suisun Bay, California, March 1946; broken up 1948.



30 QUEEN ELIZABETH 2 ●

'68, (1969-) 65,863. 963 x 105. Twin-screw, turbines, 28 knots Built by John Brown & Co, Clydebank, Glasgow. Left Greenock on shakedown cruise to Canary Islands. 23 December 1968. Acceptance delayed as a result of turbine troubles; F.V. Southampton-New York. 2 May 1969.



18 QUEEN MARY

'36. (1936-67) 81,237. 1,020 x 118. Quadruple screw, turbines. 29 knots. Laid down 1930 by John Brown & Co. Work suspended late 1931 due to economic depression; resumed April 1934. M.V. Southampton - New York, 27 May 1936. Became undisputed holder of the "Blue Riband" in August 1938 with crossings at speeds of 30.99 knots westbound and 31.69 knots eastbound; a record held until 1952. Laid up at New York at outbreak of war; converted to troopship at Sydney, Australia 1940. In collision with escorting cruiser H M S CURACAO which sank with loss of 329 lives, 2 October 1942. Resumed passenger service, July 1947. Sold to City of Long Beach, California for conversion to floating museum and hotel; delivered after voyage around Cape Horn, December 1967.

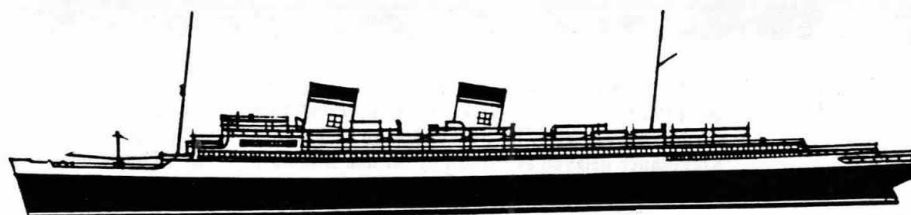
APRIL SHOW & TELL:

LEW JOHNSON kicked-off this portion of the meeting with his Viking model of "Roar Ege", a 1:25 scale exact replica of "Skuldelev 3". This was a small, but well-built merchant vessel, 14 meters in length and built around the year 1000 in Denmark on the banks of the inlet a Roskilde. Lew said he gave "K.C." money and got a box of wood in return which was actually a Billings kit. Lew also mentioned that a museum was built on the site where this vessel was discovered. The oak trees from which the ship was built were all cut by hand as were the planks and for unknown reasons, had sails made of wool. (for winter voyages??)

FRED FRAAS displayed two 1/16" (1:192) scale C-2 merchant ship hulls. One was scratch-built (bread & butter poplar) and the other from a Bluejacket kit recently given him by a good friend. He also displayed a home-made clamp and explained how he glues up his hulls. Fred recently attended a waterfront "workshop" concerning the status of the USS MIDWAY carrier museum, and gave a brief run-down on its' progress. They plan to have it open at South Navy Pier on July 4, 1998 and have already procured nine aircraft for on-board displays.

DAVE MANLEY laid out five sections of the main deck of his battleship "Yamato" in 1/8" (1:96) scale. This model will be over nine feet long and 16" wide. It will feature 6 float planes as well as over 100 lighted port holes (from fiber optics) and of course it's world famous 18" guns, the largest ever built. Dave will make a fiberglass hull from his plug and the bow portion will free flood to lessen the weight/ballast problems associated with R/C operations.

Guest MIKE WAYS showed his "LaCoronne," his first wooden ship model. GARY EMERY was sailing with A.P.L. when he picked-up a model junk in Singapore in 1955 which he brought to this meeting. He mentioned after checking the authoritative reference, The Junk Blue Book, he concluded this model was a composite of several types of junks and probably made just for tourists. - PHIL MATSON gave a progress report on his "Alfred" and discussed the Hahn method of making dead eyes out of ebony. Phil also discussed his waxed carving of the figurehead to be cast in bronze and seemed to prefer this method over lost wax casting in which he also has considerable expertise.



REX

APPENDIX 2

RECORD PASSAGES: VESSELS IN SERVICE AFTER 1925

WESTBOUND

YEAR	SHIP	LINE	DAY-HR-MIN	MILES	KNOTS
1909	MAURETANIA	Cunard Line	4 . 10 . 51	2,784	26.06(1)
1929	BREMEN	Nord. Lloyd	4 . 17 . 42	3,164	27.83 (2)
1930	EUROPA	Nord. Lloyd	4 . 17 . 6	3,157	27.91 (2)
1933	BREMEN	Nord. Lloyd	4 . 16 . 15	3,199	28.51 (2)
1933	REX	Italian Line	4 . 13 . 58	3,181	29.92 (3)
1935	NORMANDIE	French Line	4 . 3 . 2	2,971	29.98 (4)
1936	QUEEN MARY	Cunard Line	4 . 0 . 27	2,907	30.14 (4)
1937	NORMANDIE	French Line	3 . 23 . 2	2,906	30.58 (4)
1938	QUEEN MARY	Cunard Line	3 . 21 . 48	2,907	30.99 (4)
1952	UNITED STATES	United States Lines	3 . 12 . 12	2,906	34.51 (4)

- (1) DAUNT'S ROCK - SANDY HOOK
- (2) CHERBOURG - AMBROSE LIGHT
- (3) GIBRALTAR - AMBROSE LIGHT
- (4) BISHOP ROCK - AMBROSE LIGHT

EASTBOUND

1924	MAURETANIA	Cunard Line	4 . 19 . 0	3,008	26.16 (1)
1929	BREMEN	Nord. Lloyd	4 . 14 . 30	3,084	27.92 (2)
1935	NORMANDIE	French Line	4 . 3 . 28	3,015	30.31 (3)
1936	QUEEN MARY	Cunard Line	3 . 23 . 57	2,939	30.63 (3)
1937	NORMANDIE	French Line	4 . 0 . 6	2,978	30.99 (3)
1937	NORMANDIE	French Line	3 . 22 . 7	2,936	31.30 (3)
1938	QUEEN MARY	Cunard Line	3 . 20 . 42	2,938	31.69 (3)
1952	UNITED STATES	United States Lines	3 . 10 . 40	2,942	35.59 (3)

- (1) AMBROSE LIGHT - CHERBOURG
- (2) AMBROSE LIGHT - EDDYSTONE LIGHT
- (3) AMBROSE LIGHT - BISHOP ROCK

April Show & Tell - cont.:

RUSS LLOYD brought in a sailing yacht he picked-up at a garage sale which he donated to the club as an auction item. Russ also passed around a brass deck gun he machined out of brass stock for his WWI subchaser.

Co-founder BOB WRIGHT was picked to be our next "Modeler-of-the-Quarter. Congratulations, BOB.

Our guest speaker for the evening was GORDON JONES who gave a demonstration on sharpening tools and cabinet scrapers. The latter work better than sandpaper as they create no dust. He stated that the best cabinet scrapers can be made out of old saw blades. Gordon has a lifetime of experience in building wooden boats as well as cabinets and we certainly thank him for sharing his expertise at this meeting

135 REX

'32. (1932-44) 51.062. 879 x 97. Quadruple screw, turbines, 28 knots. Laid down by S. A. Ansaldo, Sestri Ponente, for N.G.I. transferred to Italian Line during construction. M.V. Genoa. New York, 27 September 1932. Broke the westbound speed record August 1933, making the crossing at an average speed of 28.9 knots. Bombed and sunk by British aircraft south of Trieste 9 September 1944, raised and broken up Yugoslavia 1947.

STAR SAILING RIGS MODELS:

The April 26 model shop work party completed the dozen models on that date. Each of the 1/16" scale water-line models display a different sailing rig used in various wind/course conditions. These will be placed on display aboard the "Star." Special thanks go to "K.C." Edwards, Bill Forbis, and Doug McFarland for helping Model Curator Bob Crawford finish this project.

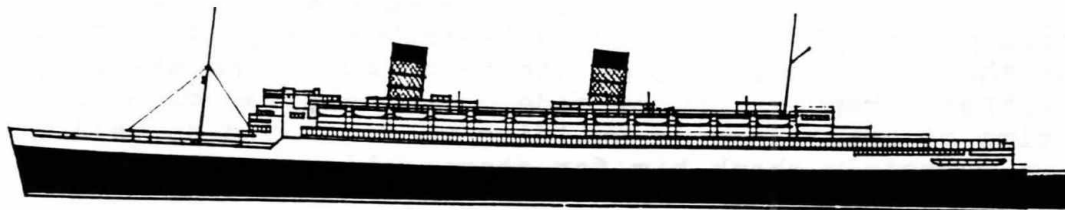
SCALE SHIP MODELER MAGAZINE:

At press time, your editor rec'd his June/July issue of this magazine. It features a 7 page spread on our '96 regatta written by Kurt Greiner in a very favorable and complimentary manner. Among the many pictures is one of Dave Manley's WWII AA cruiser, USS San Diego.** Also featured in this issue is an 8ft. long 1/4" scale model of the USS Joseph P. Kennedy Jr. (DD-850) as she appeared in 1945. The model is entirely scratch-built, mostly out of tin plate, and turned out to be a very attractive model, indeed. "K.C." Edwards has a half dozen copies available on the newsrack at Hobby City.

** (in color)

WANTED: A SHIP MODEL PLANS BUFF:

Model Curator Bob Crawford is looking for a volunteer to organize the various model plans held by the Maritime Museum. Most of the plans are in the library aboard the Berkeley, stowed in large flat chart table drawers. Besides a large number of plans for historic period ships, there are a wide variety of military, WWII navy, builders' and pleasure craft plans by DeFever and Kettenburg. Plans are also kept here for Berkeley, Medea, and the "Star." In short, there's something of interest for everyone. The card index needs updating to show the location of each plan for easy reference. If you could spare a few hours a week for this most worthwhile project, please contact Bob at the museum.



20 QUEEN ELIZABETH

'40. (1946-68) 83,673. 1,031 x 118. Quadruple screw, turbines, 29 knots. Built by John Brown & Co. Clydebank, Glasgow; the largest passenger ship in the world. Left the Clyde for New York under wartime conditions, 27 February 1940. Served as troopship 1940-46. Refitted for passenger service 1946; F.V. Southampton - New York, 16 October 1946. Sold for use as exhibit and convention centre at Fort Lauderdale, Florida, 1968. Sold to Orient Overseas Line 1970, renamed SEAWISE UNIVERSITY and registered in Bahamas. Refitted for cruising and schoolship service at Hong Kong 1971.

1997 DEL MAR FAIR VOLUNTEER SCHEDULE:

June 1997 Monthly Planner

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
15	16	17 JACK KLEIN JOE BOMPENSIERO CHUCK HILL	18 JACK KLEIN JOE BOMPENSIERO	19 JACK KLEIN JOE BOMPENSIERO	20 CHUCK HILL TOM TAYLOR SUZANNE LEVONIAN	21 ROBERT HEWITT JOE BEAUCHÉMI
22 K.C. EDWARDS DOUG McFARLAND	23 JACK KLEIN JOE BOMPENSIERO	24 CHUCK HILL TOM TAYLOR	25 JACK KLEIN JOE BOMPENSIERO	26 JACK KLEIN JOE BOMPENSIERO	27 CHUCK HILL TOM TAYLOR SUZANNE LEVONIAN	28 ROBERT HEWITT BOB CRANFOLI

July 1997 Monthly Planner

29 K.C. EDWARDS DOUG McFARLAND	30 JACK KLEIN JOE BOMPENSIERO				
Tuesday	Wednesday	Thursday	Friday	Saturday	
1 CHUCK HILL TOM TAYLOR	2 JACK KLEIN JOE BOMPENSIERO	3 JACK KLEIN JOE BOMPENSIERO	4 JACK KLEIN SUZANNE LEVONIAN GORDON JONES	5 K.C. EDWARDS DOUG McFARLAND	
6 K.C. EDWARDS DOUG McFARLAND	7	8	9	10	11
					12

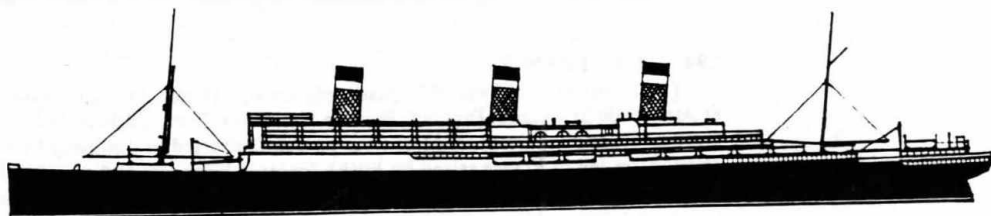
ATTENTION -- DEL MAR FAIR VOLUNTEERS:

Each of you will receive a schedule indicating the day or days you volunteered along with your passes. It is very important to call me at least 24 hours prior to the day you are to be at the fair, if unable to do so.

s/ Jack Klein
/redacted/

106 LEVIATHAN

'14, (1923-37) 54,282. 950 x 100. Quadruple screw, turbines. 23 knots. Built by Blohm & Voss, Hamburg, as VATERLAND for Hamburg American Line. M.V. Hamburg-New York. 14 May 1914. Interned at New York 1914. Seized by United States Government for service as troopship 1917; renamed LEVIATHAN. Acquired by United States Lines and refitted at Newport News, Virginia, 1923. F.V. New York-Southampton. 4 July 1923. Laid up at New York 1934; sailed to Rosyth, Scotland for breaking up 1938.



HELP US HELP YOU: (for Show & Tell)

Your newsletter editors have been doing "double duty" as acting logkeepers since the departure of Bob Cornell over two years ago. It gets difficult at times to take all the pertinent meeting notes and also record what you tell us about your models, interests etc. during our "show and tell" sessions.

In an effort to improve this process and present a better, more complete recap of your models (or parts there to,) we are going to ask you to fill out the form shown on the opposite page. Blank forms will be passed out at the start of each meeting and collected by either Gordy or Fred at the meetings' conclusion. Since a majority of our members either cannot or do not attend each and every meeting, we hope this procedure will enable us to paint a better word picture of your modeling efforts. Remember --we are all interested in your work.

We thank you for your cooperation and assistance.

**THE AMERICAN MARITIME PAINTINGS OF
JOHN STOBART**

The Ventura County Maritime Museum
invites you to
"Meet The Artist"

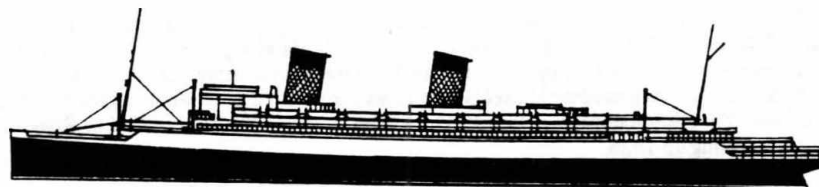
John Stobart

Friday, May 9, 1997
5:30 - 8:00 p.m.

\$10.00 non-members No charge for members

2731 S. Victoria Ave., Channel Islands Harbor, Oxnard
Information: 805-984-6260

This item was submitted by Gordy Jones. He recommends anyone visiting the Ventura area stop and see the works of this renowned marine artist. We understand it will be available at least for the first part of this summer. ED.



194 ILE DE FRANCE
'27, (1927-58) 44,356. 792 x 92. Quadruple screw, turbines, 24 knots. Built by Soc. des Chantiers et Ateliers de St Nazaire, Penhoet. M.V. Le Havre-New York, 22 June 1927. One of the most famous and popular liners of the pre-war period. Converted to troopship by French Government 1940. After fall of France seized by British forces at Singapore and served as Free French transport throughout war. Resumed temporary passenger service 1946; later returned to troopship to Indo-China until April 1947. Completely reconditioned at St Nazaire 1947-49; funnels reduced to two. F.V. Le Havre-New York, 21 July 1949. Withdrawn from service November 1958. Sailed as FURANZU MARU February 1959 on delivery voyage to Osaka for breaking up.



SHOW and TELL

DATE: _____ MODELER'S NAME: _____

NAME OF MODEL: _____ SCALE: _____

KIT: _____ SCRATCH: _____ SOLID HULL: _____ PLANK-ON-FRAME: _____

(KIT MADE BY: _____) FIBERGLASS HULL: _____

COMMENTS

ABOUT MODEL: _____

COMMENTS ABOUT THE REAL SHIP: _____

A big THANKS from
the Newsletter Editors

Some suggestions for your comments.....

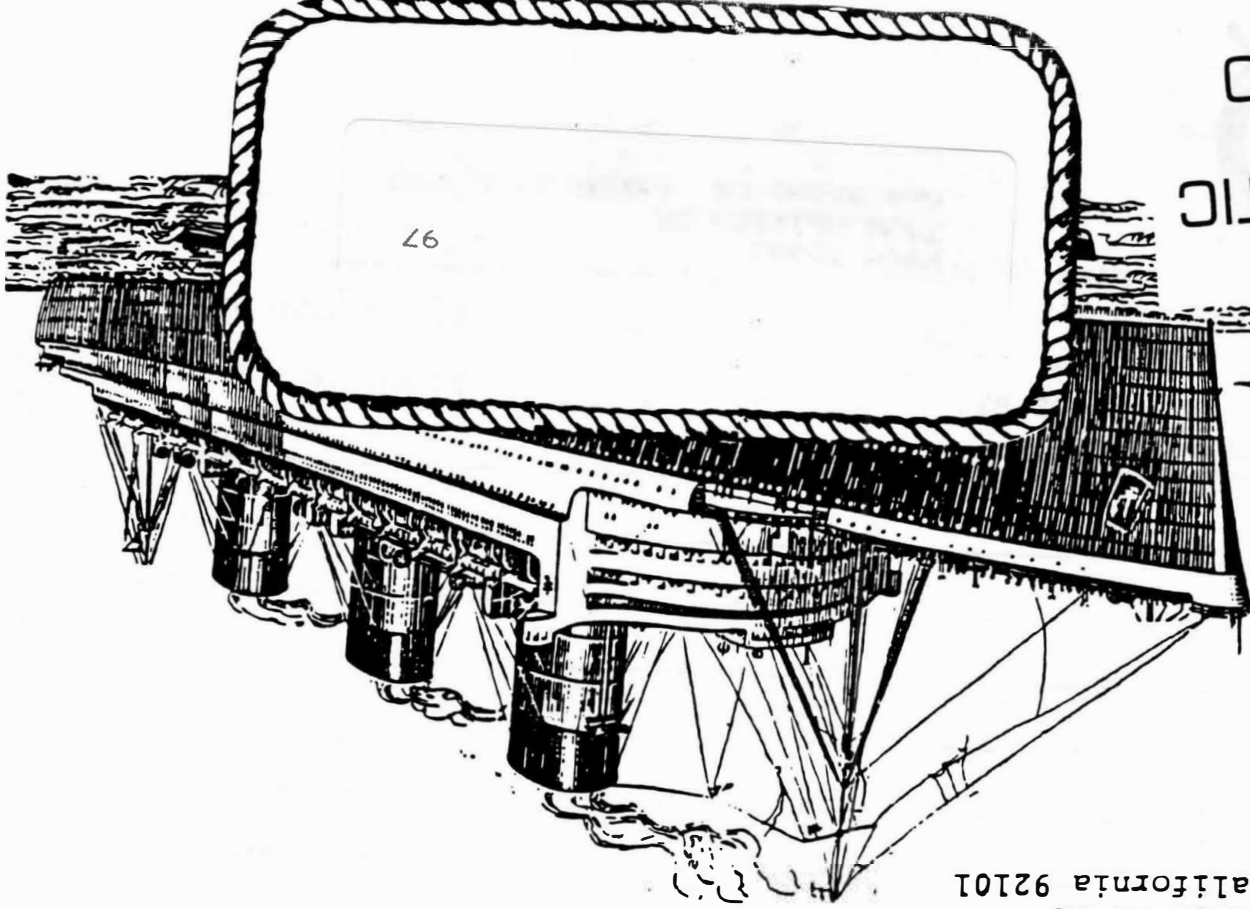
- What type of model.. (period, historic, warship, merchant, pleasure etc.)
- Purpose of model...(static display, R/C operation, commision etc.)
- Is this the first time you brought this to our meetings??
- Recent progress made in building..(since last showing)
- Problems encountered.....
- Source of plans, kit, fittings and/or materials...
- Quality " " " " " " "
- Scratch-building materials...
- Types of finish, paints, preservatives etc.
- Length of time since first starting this model...
- Most time-consuming part of building so far...

Can someone help me with this problem....????

Anything else you want to add which would be of interest to our readers...

THE ATLANTIC LINERS 1925-70

Inside This Issue...



San Diego Ship Modelers Guild
 1306 North Harbor Drive
 San Diego, California 92101

**San Diego Ship Modelers Guild
 officers for 1997**

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

Founded in 1971 by Bob Wright and the late Russ Merrill

Schedule of Activities:

Membership:

- WEDNESDAY -
 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.

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.
