

San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

JUNE, 1997

NEWSLETTER

Volume 21, Number 6

THIS MONTH'S meeting will be on Wednesday, the 18th. and will feature a SWAP MEET. Bring such items as you wish to SWAP, SELL, BARTER, GIVE AWAY etc. Bits and pieces. We ordinarily meet aboard the SF ferry, the BERKELEY, on the embarcadero. On the chance that it is busy with a meeting, party etc., we meet "next door" on the good barque STAR OF INDIA. You'll find us; we'll be there.

June						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Big news this month is the DEL MAR FAIR and our participation in it. The map below shows where our exhibit will be: in the designs in WOOD bldg. (encircled below). Jack Klein tells me there are entrances on all four sides of the building and easy access is had from the main parking lot & O'Brien gate, main entrance. "See ya there" shipmate.

FAIR DATES

Tuesday, June 17 through Sunday, July 6

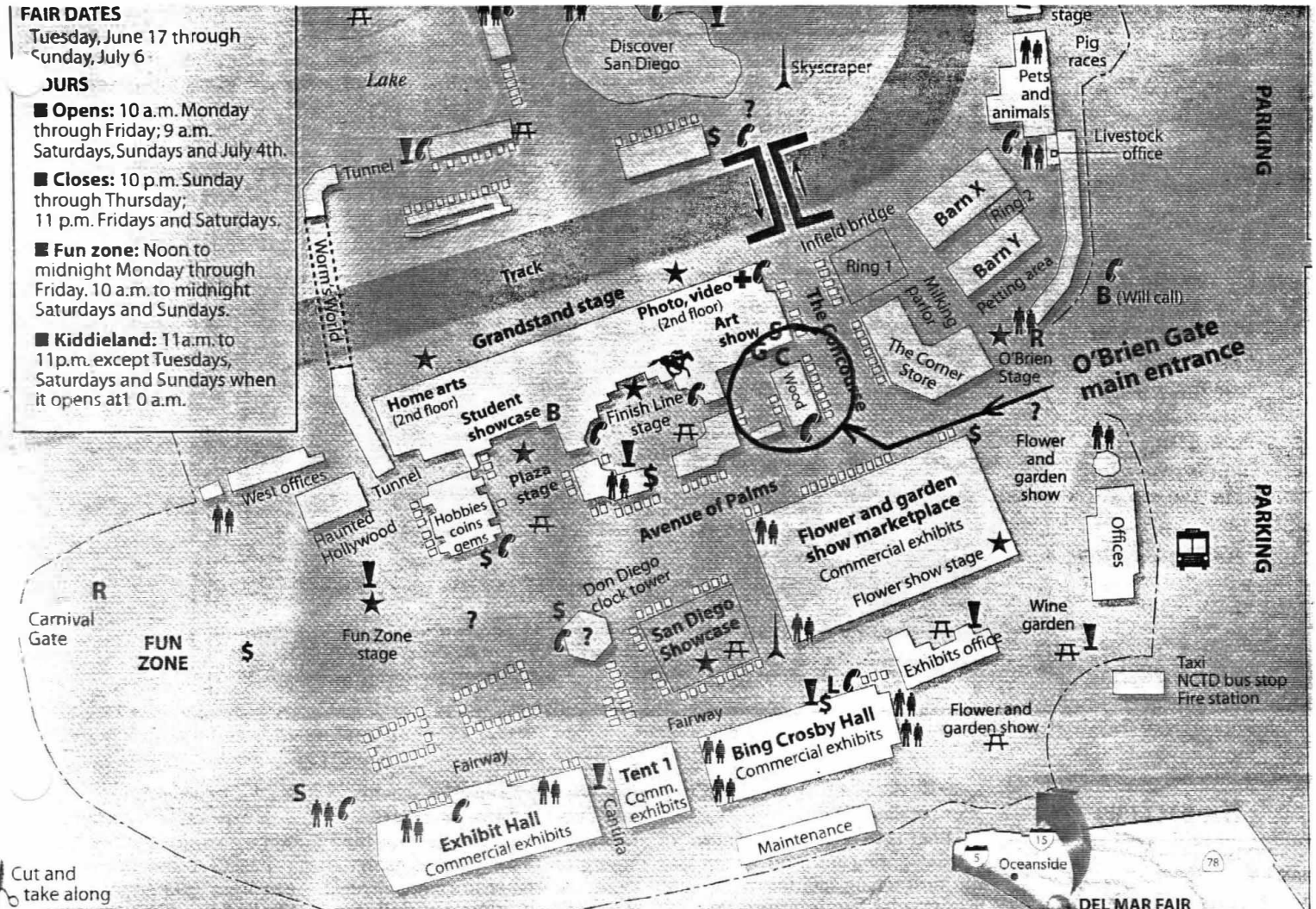
JURS

■ **Opens:** 10 a.m. Monday through Friday; 9 a.m. Saturdays, Sundays and July 4th.

■ **Closes:** 10 p.m. Sunday through Thursday; 11 p.m. Fridays and Saturdays.

■ **Fun zone:** Noon to midnight Monday through Friday. 10 a.m. to midnight Saturdays and Sundays.

■ **Kiddieland:** 11 a.m. to 11 p.m. except Tuesdays, Saturdays and Sundays when it opens at 10 a.m.



Cut and take along

DEL MAR FAIR

Jack Klein reports about ten members' showing at the last meeting held on the 21st. of MAY. The SHOW & TELL FORMS are now in use and three were submitted. They were about (1) RALEIGH, exhibited by Jack Klein, (2) A DUTCH YACHT entered by John Fluck, and (3) H.M.S VICTORY shown by Robert Hewitt. VICTORY is built "bread and butter" method--5 layers, hollowed out to main deck. Planking is of pear wood, decks are of 3/64" square holly, "magic-markered" to represent caulking. Deck guns were carved from walnut and pear and stern-post fittings were photo-etched by Phil Mattson, hammock nettings, wheels and gratings from HO train photo-etched parts.

The DUTCH YACHT model brought by John Fluck has been shown before and we are able to see the gradual progress. As John states in "comments" on the bottom of the form, recent progress consisted of "dusting it off". And under length-of-time engaged in building thus far, "a life time...or two." He further states that the most time-consuming part thus far has been in the re-designing of the pieces in this kit. I can tell you it is a nice piece of work and will be a prize once completed.

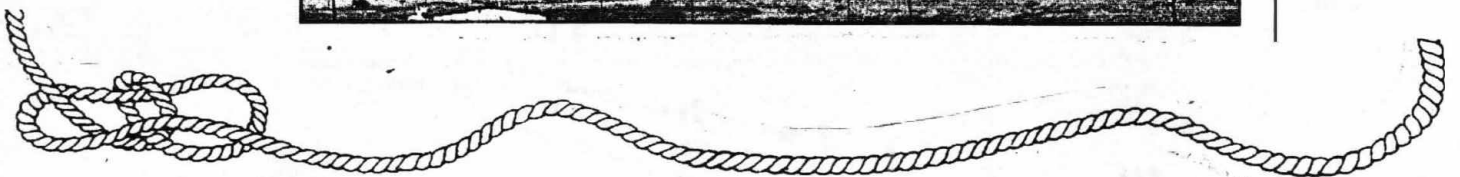
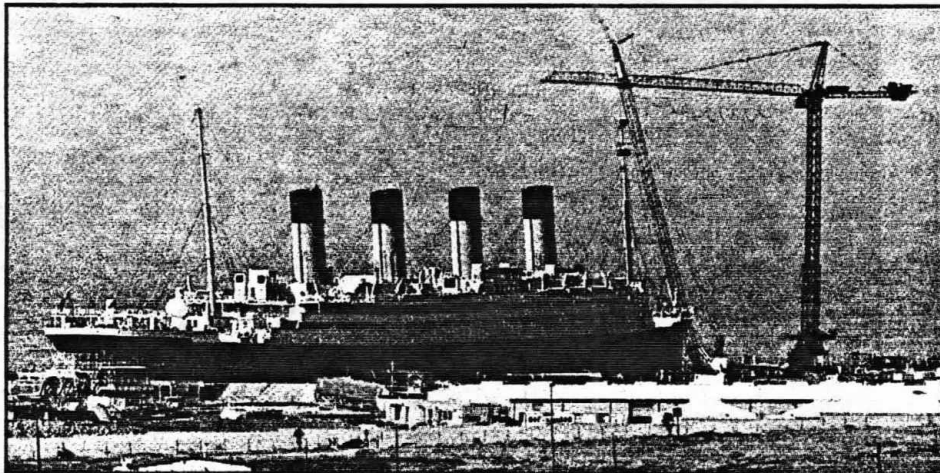
RALEIGH, a 32-gun frigate built in Manchester, N.H. in 1775, is Jack Klein's current project in the model shop aboard the ferryboat BERKELEY. The scale is 3/16" to the foot and construction shows the beams, ledges and knees to the viewer. The captain's cabin features a parquet floor (the various stages in making were demonstrated by Jack as well). When completed, the model will be without rigging.

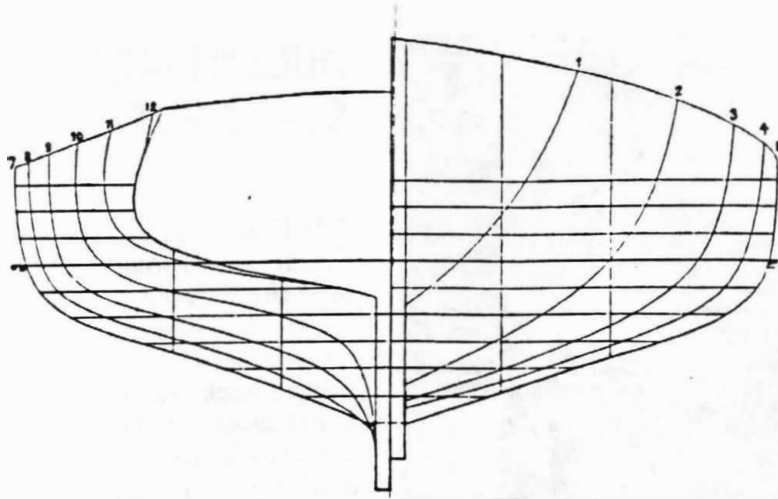
MISCELLANEOUS NOTES

THE SAN DIEGO UNION-TRIBUNE ■ THURSDAY, MAY 15, 1997

A TITANIC IMAGE

A replica of the Titanic, built for a new film about the ill-fated ship, provides a startling backdrop along the toll road just south of Rosarito Beach.

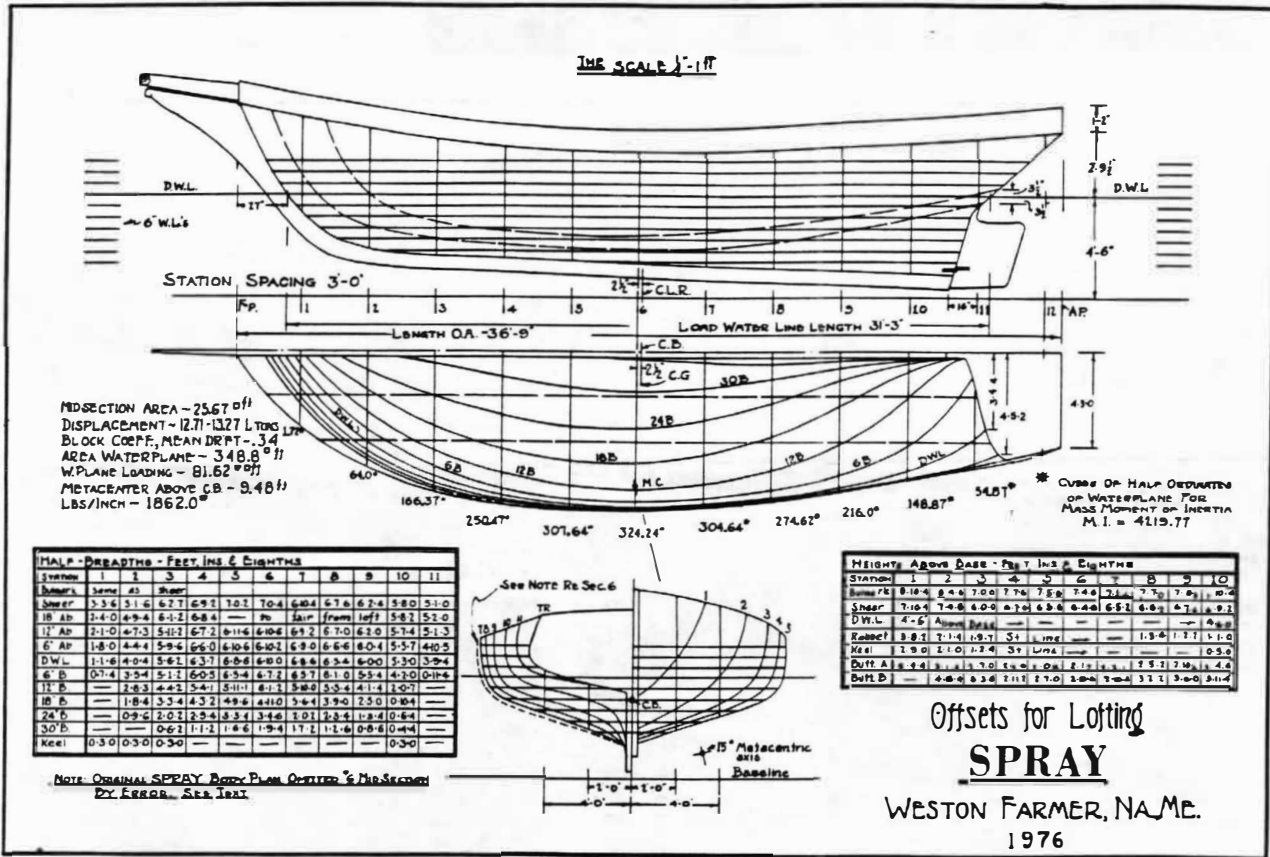




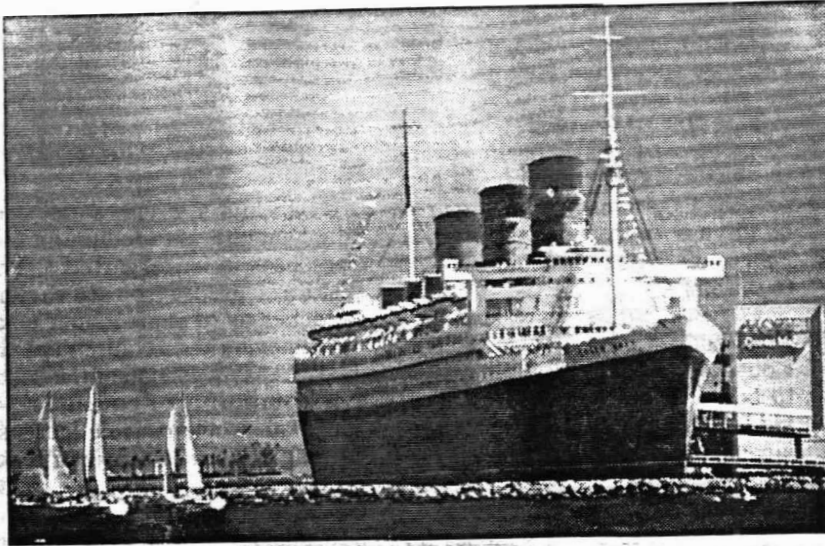
Left: The body plan of the Spray, with the missing midsection (station 6), as originally published in Sailing Alone Around the World.

Below: Weston Farmer's redrawn lines of the Spray.

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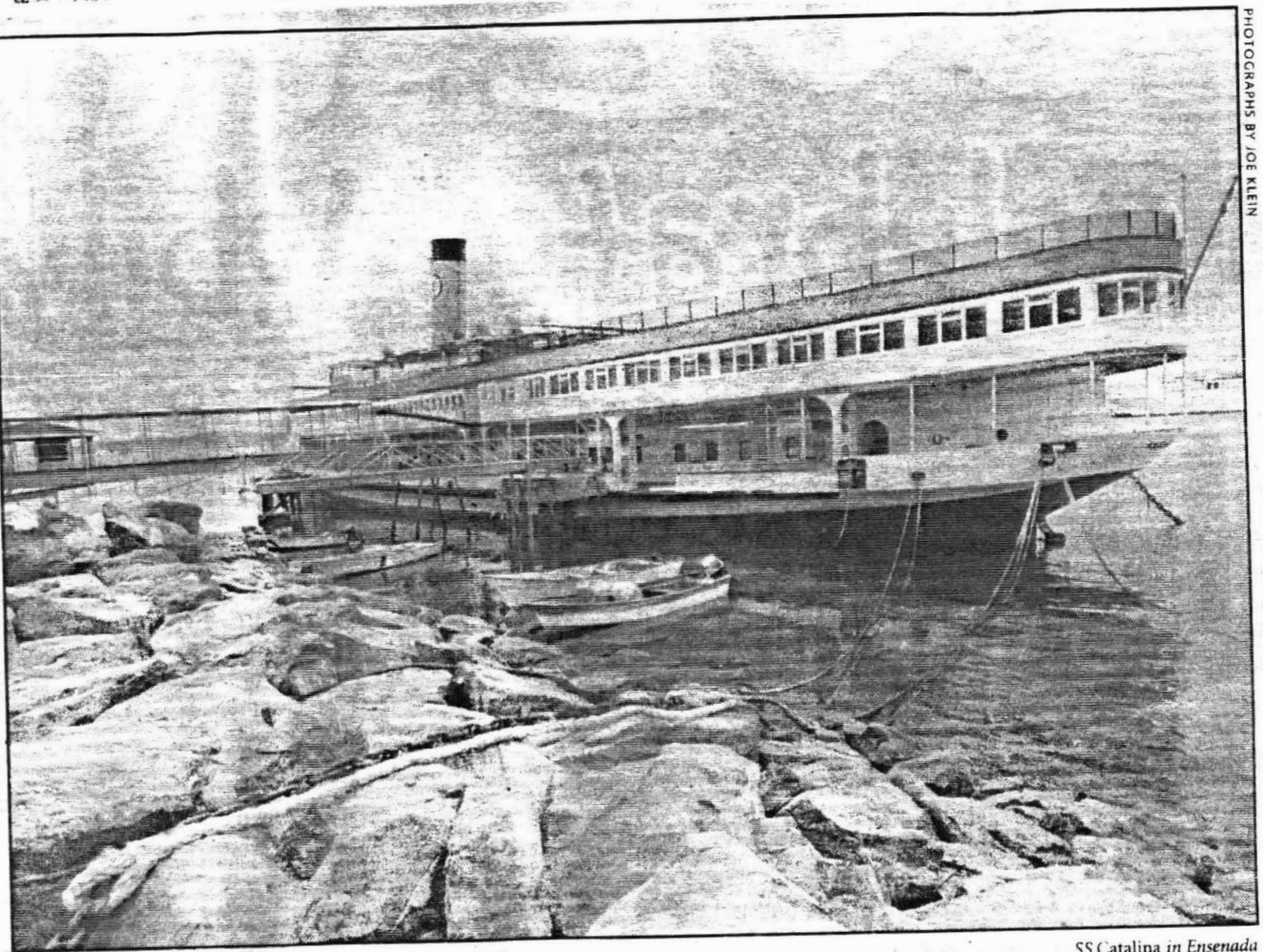
The above lines are reminiscent of one of the greatest sea accounts ever told, Joshua Slocum's "Sailing alone around the world". What is unique is that he professes no heroics, no build-sensation to climax reporting such as is so common today. It's just a matter-of-fact day by day telling of what happened. Once read it is never forgotten.
 ED.



QUEEN MARY STAYS PUT

ASSOCIATED PRESS

The Long Beach City Council has voted to keep the historic, three-stack ocean liner in the Port of Long Beach instead of allowing it to be towed to Japan in a deal that would have financed badly needed repairs.



PHOTOGRAPHS BY JOE KLEIN

SS Catalina in Ensenada

Half the Town Would Run toward the Pier

By Bill Manson

The SS *Catalina* is about to move again. This time she's being hauled south from Ensenada to Puerto Vallarta, to be turned

Cont'd

SS CATALINA, Cont'd.

into a party gambling ship. And J.C. Wilkinson wants to know why she isn't being rescued. "She ought to be up here," Wilkinson says. "She's part of our history." In the '40s, Wilkinson worked in her engine room for hundreds of voyages between L.A. and Catalina.

The SS *Catalina* has been a famous California icon since the 1920s, when Chicago's Wrigley chewing gum family had her built in San Pedro in early 1924 to become Catalina island's link with Los Angeles. They owned Santa Catalina, and they needed a large passenger steamer to keep the holiday island stocked with tourists. *Catalina*, 310 feet long and known as the "Great White Steamer," did the job for half a century. Daily since 1924, she transported up to 2000 tourists back and forth.

I drove down to Ensenada to take one last look. She wasn't hard to find. Not with that funnel, the one still emblazoned with "C" for Catalina. She lay in the bay at the end of a tongue of dirt landfill. One of her eight-bronze props stood guard the locked gate. The gangplank had been secured, leaving

a gap too wide to cross. The SS *Catalina* was empty, rusting, bereft of human company except for three drunks sipping brandy on the rocks beside her.

California's many *Catalina* fans breathed a sigh of relief nine years ago when her owners promised a brilliant retirement for the old girl as a restaurant and party ship anchored in Ensenada.

"The *Catalina* is scheduled to open March 25 as a floating tourist attraction in Ensenada, Mexico," wrote *The Waterfront*, an Irvine-based magazine, in January 1988, "complete with a 110-seat restaurant, a sushi bar, a disco, two bars, nine boutiques, and a museum." Hopes for the "Great White Steamer" were high.

As soon as I saw her I knew it hadn't worked. Despite what the ship's general manager in Ensenada said was "around \$500,000" worth of renovations, she lost money. The crowds disappeared. The *Catalina* didn't take off as a central attraction for Ensenada's waterfront tourist district. Now the authorities want her out of the way so they can build a proper terminal for

cruise ships.

So an old steamer's on her last legs. Does anybody care? It turns out quite a few people do. Ted Robertson, a doctor now, recalls *Catalina* as a part of every summer of his childhood. "I remember as a five-year-old kid in 1941, getting lost among the crowds cramming aboard. I remember the flying fish, hearing the bands, racing up and down the decks, tossing nickels to the local kids who swam out to the ship and dove for coins."

He remembers the thrill of going ashore, but always keeping an ear out for that ghostly steam whistle at four o'clock.

"We'd hear that horn — everybody on the island did," says Ted, "and half the town would start running toward the pier. If you missed the day-trip return, you were stuck there."

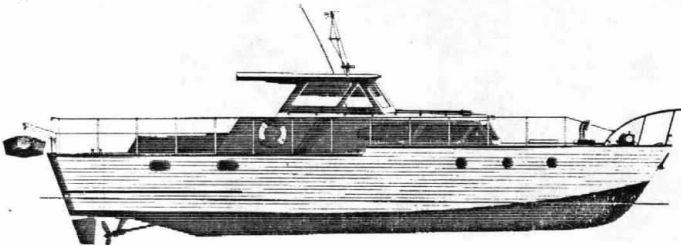
J.C. Wilkinson of San Marcos spent 1946 down in *Catalina's* engine room, oiling the engines. "I was a youth at that time," he says. "This job was a good shot to meet young ladies. They had an observation port that the passengers could look down through at the engine. We oilers would wear blue bandannas, and the firemen wore

padded black caps. We hoped we cut romantic figures. We'd stand there in the watertight door to cool off, and they'd wander by, and we would tell them just how salty we were."

To make it as an engine-room oiler of *Catalina's* reciprocating steam engines, says Wilkinson, you had to learn to dance. "You had an oilcan in your hand, the old type with the diaphragm bottom. You would dance a few times right there beside the engine, moving in and out with the engine's movements before you risked your arm in there, squirting the oil between the webs on the crankshaft and the connecting rod. And if you didn't do that right, you were history."

Now those crankshafts are still. "How come you guys don't save her?" I ask Joseph Ditler of the San Diego Maritime Museum when I get back. "Don't you realize what a piece of California history she is?"

A silence on the phone. "I'll meet you," says Ditler, "on the Silver Strand. By the Navy Seals' training compound, 3:33 p.m., exactly."

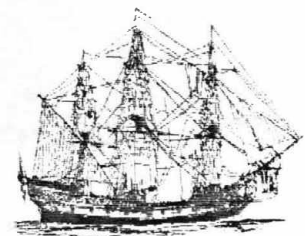


J.C. Wilkinson

The time and the place are important, it turns out; 3:33 is, low tide. The winter storms have gouged out a lot of the sand. The beach is down maybe ten feet from its summer level. Ditler stands on two rusting bollards poking out of the shallows. "Know what this is?" he asks. "It's the *Monte Carlo*. Same length, three years older than the *Catalina*. One of the first ships on the coast made of concrete. She was a gambling ship when she was wrecked here in 1936. She used to anchor out there just beyond the three-mile limit. And see down here?"

He points to a hatchway that leads into a deep green pool of water. "Down there is treasure. Maybe \$150,000 worth of silver dollars still stuck in the slot machines, and acres of whisky besides. People have argued we should rescue this ship for history. We've been offered so many ships, you wouldn't believe it. A submarine [the USS

Blueback], an aircraft carrier [the USS *Cabot*], a battleship [the USS *Wisconsin*], the tugboat *Hoga*, which is the last surviving vessel from the Pearl Harbor attack, the *Pelican*, a replica 17th-century warship, a replica of Lord Nelson's flagship, HMS *Victory* — the reduced model they used in the movie *Hamilton Woman* — historic Chinese junks, Red Sea dhows... And we want to build a replica of Cabrillo's ship, the *San Salvador*, the first European ship to enter San Diego Bay. The point is, we haven't got the money to do it all. And once you get a ship, you have to look after it for life, in the water.



British Rescue No-Loot U-Boat

BIRKENHEAD, ENGLAND—Ever since the Nazis surrendered, rumors that they had spirited away a king's ransom in gold and jewels aboard U-boats have tantalized treasure hunters. Three years ago, divers cracked the hatch on the last good candidate, the U-534, a type IXC submarine that was sunk on May 5, 1945, off the coast of Denmark.

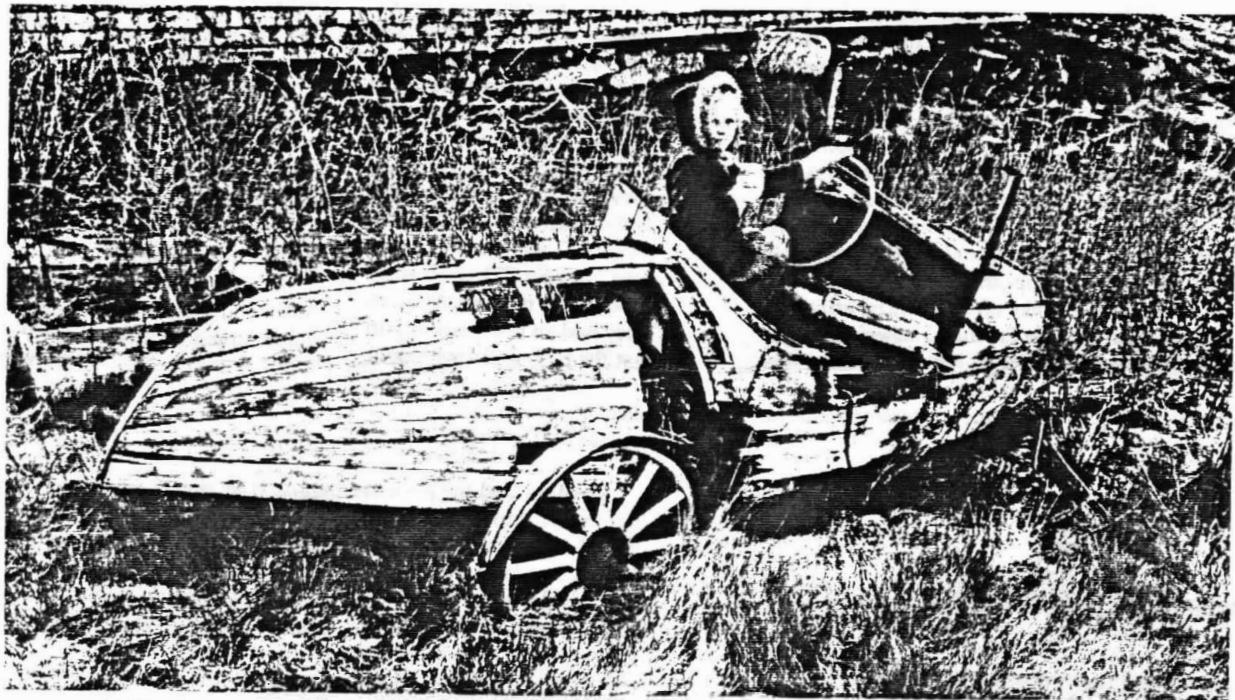


But there was no treasure aboard, and the U-534 nearly ended up in a scrap yard. However, earlier this year the Warship Preservation

Experts attribute the U-534's excellent condition to her having been buried in soft mud.

Trust rescued the sub and had it barged up England's River Mersey to a converted warehouse in Birkenhead,

30 miles from Liverpool. The Trust plans to make the German submarine the featured attraction at a museum.

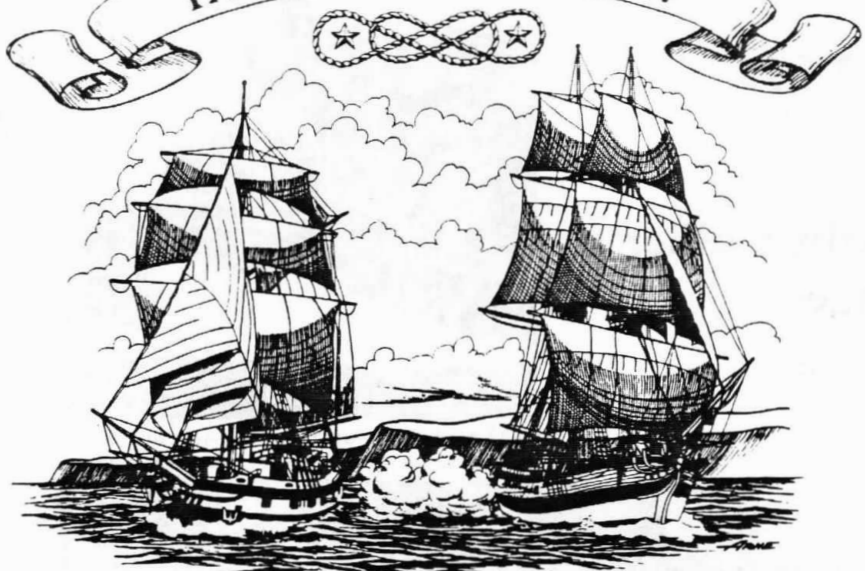


He'll o t'here. I'm driving a 1937 2-door Maine Peapod coupe with four on the floor plus overdrive and flow-through factory-installed air. And you? (Photo by George Putz).

Overboard □ Chip Dunham



TALL SHIPS TOUR 96-97



Hawaiian Chieftain

Lady Washington

The brig LADY WASHINGTON RECENTLY WAS JOINED BY THE BRIGANTINE HAWAIIAN CHIEFTAIN at the Maritime Museum for day trips and viewing last January. For awhile we had 3 squareriggers in close proximity on the waterfront.

Of interest to modelbuilders are these "oldies but goodies" for charter or just viewing in the Northwest.

If you're interested in chartering a classic or historically interesting yacht, contact the owners or their agents. Several yacht-charter brokerage agencies in Seattle can arrange charters on most of the old classics. Also check out local boating publications.



Classic old wood boats available for charter in the area include the following (1996 prices are listed; some may increase next year):

- **Adventuress:** Built in 1913, this 136-foot schooner can carry 45 passengers on day outings, 25 overnight. Environmental issues are emphasized on sailing trips in Puget Sound and the San Juan Islands. A day trip costs \$25 a person. Overnight cruises are \$65 for children and \$100 for adults, including meals. Information: Sound Experience, Port Townsend. (360) 379-0438.
- **Bentley:** A 40-foot motor yacht built in 1940, now moored in Poulsbo. Six-hour cruises for four or five passengers, with snacks, for \$150. Bed and breakfast at the dock. (360) 598-2291.
- **Circe:** A rebuilt 62-foot sailboat launched in Seattle in 1932. Half-day or extended charters starting at \$700 a day. Sailings are from Shilshole Bay Marina. Carries 33 on day cruises, seven overnight. 784-9386.
- **Catalyst:** A 74-foot motor yacht built in 1932 as the University of Washington's first oceanographic research vessel. It specializes in wilderness expeditions in Southeast Alaska. Its crew includes a naturalist. Ten guests for eight days: \$22,000. Based in Port Townsend. (360) 385-2793.
- **Duen:** 72 feet, built in Norway in 1939 to fish under sail. Now moored in Victoria, B.C. Summer cruises in the Queen Charlotte Islands and to the Kitlope River Valley on B.C. mainland. Up to eight passengers, \$1,800 a day. (604) 987-7635 or (604) 474-0569.
- **Elfin:** Launched in 1942 as a Coast Guard cutter and

rebuilt as a yacht in the late 1950s. Now operating from Vancouver, B.C., offering day and long-term cruises. Seven days and nights for 10 guests: \$13,500 (U.S.). (604) 683-0823.

- **Gallant Lady:** Built in Tacoma in 1940, the 65-foot motor yacht cruises from LaConner in summer. Charter prices from \$950 to \$1,500 a day. Sleeps 10 easily, can carry 20 good friends overnight. 463-2073.
- **Martha:** Once owned by the actor James Cagney and industrialist Edgar Kaiser, the 84-foot, 1907-vintage schooner recently was acquired by the Northwest Schooner Society. Six passengers on overnight trips from Lake Union. Cost: \$600 a day. 1-800-551-6977.
- **Olympus:** A 97-foot motor yacht built by a New York stockbroker in 1929. A Seattle waterfront veteran now offering day and long-term charters for up to 12 passengers. \$28,000 a week. 451-3991.
- **Parry and Union Jack:** 85-foot, 50-year-old converted tug boats cruising B.C. waters for fishing and exploration. Seven days and six nights cost \$2,595 (U.S.) a person; 8 to 12 passengers. (604) 270-3269.
- **Rebecca:** An 87-foot, 1946-vintage motor yacht that once carried freight to Alaska. Becoming popular for elder hostel trips in the San Juans. Carries 12 passengers at a cost of \$100 a day per passenger. Cruises out of Seattle. 1-800-551-6977.
- **Taconite:** A 125-foot motor yacht built in Canada in 1930 by Bill Boeing. It costs \$36,000 a week for eight guests. Cruises out of Vancouver, B.C. (604) 684-0823.
- **Virginia V:** The old Puget Sound steamer thousands of girls rode to camp on Vashon Island. A popular day-charter vessel, it is sidelined for repairs but may return to service in December. It charters for about \$1,800 a day. 624-9119.
- **Zodiac:** Built in 1924, the 127-foot schooner carries up to 20 overnight guests for \$2,000 a week; staffed by volunteer crew. Based in Bellingham. (206) 325-6122.

8 Captain Cook's Endeavour

A New Replica of the Whitby Collier Will Retrace Cook's Voyages

From SEA HISTORY, summer 1995.

by Kevin Haydon

“She is of a construction that will bear to take the ground and in case of necessity may be safely and conveniently laid on shore to repair any accidental damage or defect. These properties are not to be found in ships of war, in frigates, or indeed in any other but North-country ships such as are built for the coal trade.” So wrote James Cook of the Whitby collier, the tough little coal carrier that was Cook's ship of choice on his 1768-1771 voyage. Her flat, wide bottom did allow the crew to careen her on many strange, sandy shores for repair. She survived the worst the sea could offer, including a stranding and holing on the Great Barrier Reef.

The original *Endeavour* rose from raw timber to sailing ship within 12 months, at a cost of about £3,000. The replica completed and now sailing the coast of Australia has cost \$16 million. The story of the replica's building is almost as arduous as the original ship's voyages under Cook's command—but they were of shorter duration. The substantial sum represents contributions from failed sponsors, loans from timorous banks and outright gifts from two generous millionaires. The ship itself represents the great amount of time donated by expert shipwrights and other volunteers. Truly a labor of love, the new *Endeavour* thus has no single sponsor but, as Project Leader John Longley has pointed out, now belongs to all Australians.

PHOTO: JOHN LANCASTER, II, M. BARK I ENDEAVOUR II, N.S.

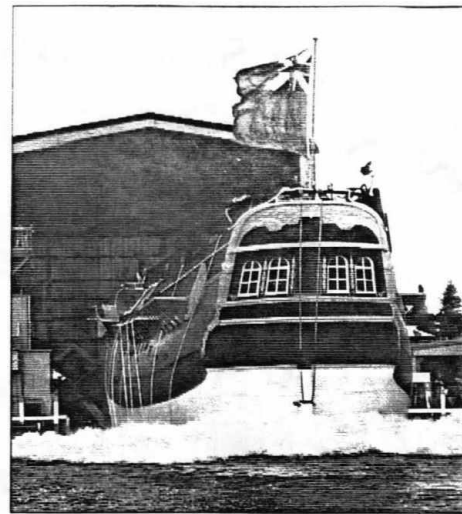
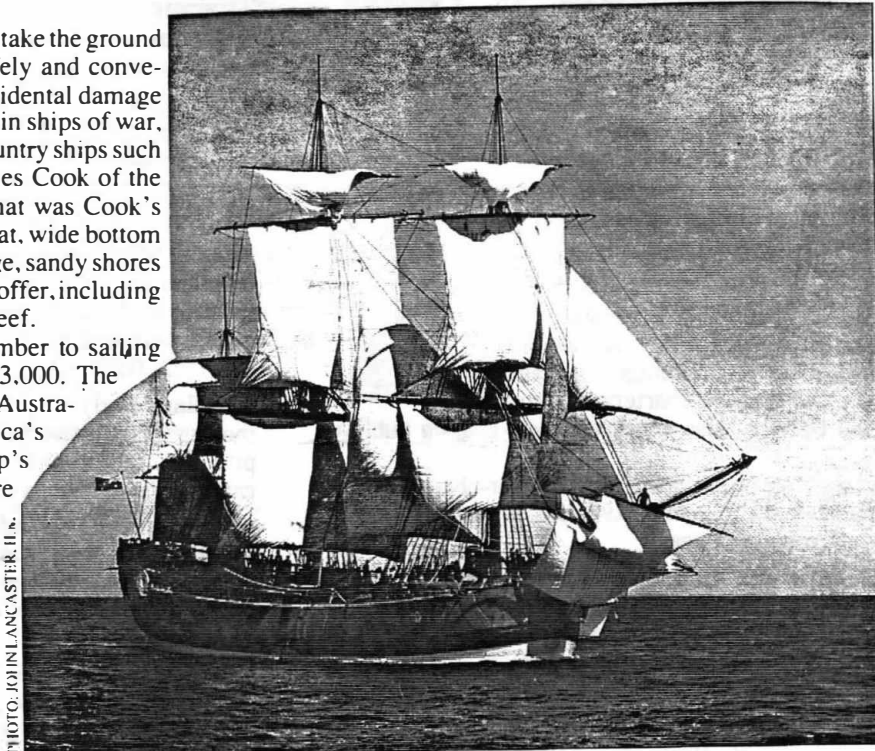


PHOTO: JOHN LANCASTER, II, M. BARK I ENDEAVOUR II, N.S.

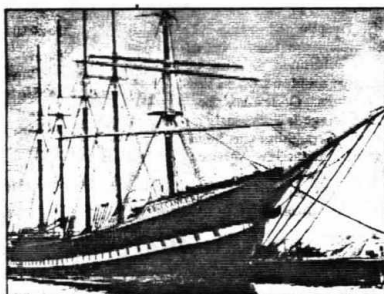
The Endeavour is launched from her construction hangar in Fremantle in December 1993.



The new Endeavour piles on canvas on her first day of sail off Fremantle in March 1994.

Buccaneer Disappears

While sailing down the Hudson River to New York City in late August, something appeared missing as we passed the town of Hastings. “Where’s the *Buccaneer*?” I asked. A recent note from the Hastings Historical Society confirmed my suspicions: on 26 July the rotted remains of the 254-ft, five-masted barkentine were removed by a demolition company. It’s an unfortunate end to a ship that NMHS has in the past tried to save pieces of. Launched in 1918 as the *City of Beaumont*, she was one of 12 sailing vessels built in Texas during WW I to transport tonnage to Europe. Renamed *Buccaneer* in the 1920s, and with gunports painted on her sides, the wooden ship was successively used as a speakeasy, a cruise ship and a showboat. It was sunk on the Hastings shoreline to provide a breakwater in 1937. Until recently, individuals in Beaumont, Texas, were interested in acquiring the bow portion of the ship for exhibit—a project suggested by and campaigned for by NMHS Honorary Chairman Karl Kortum—but funding was not forthcoming. KH



The Buccaneer in the 1920s

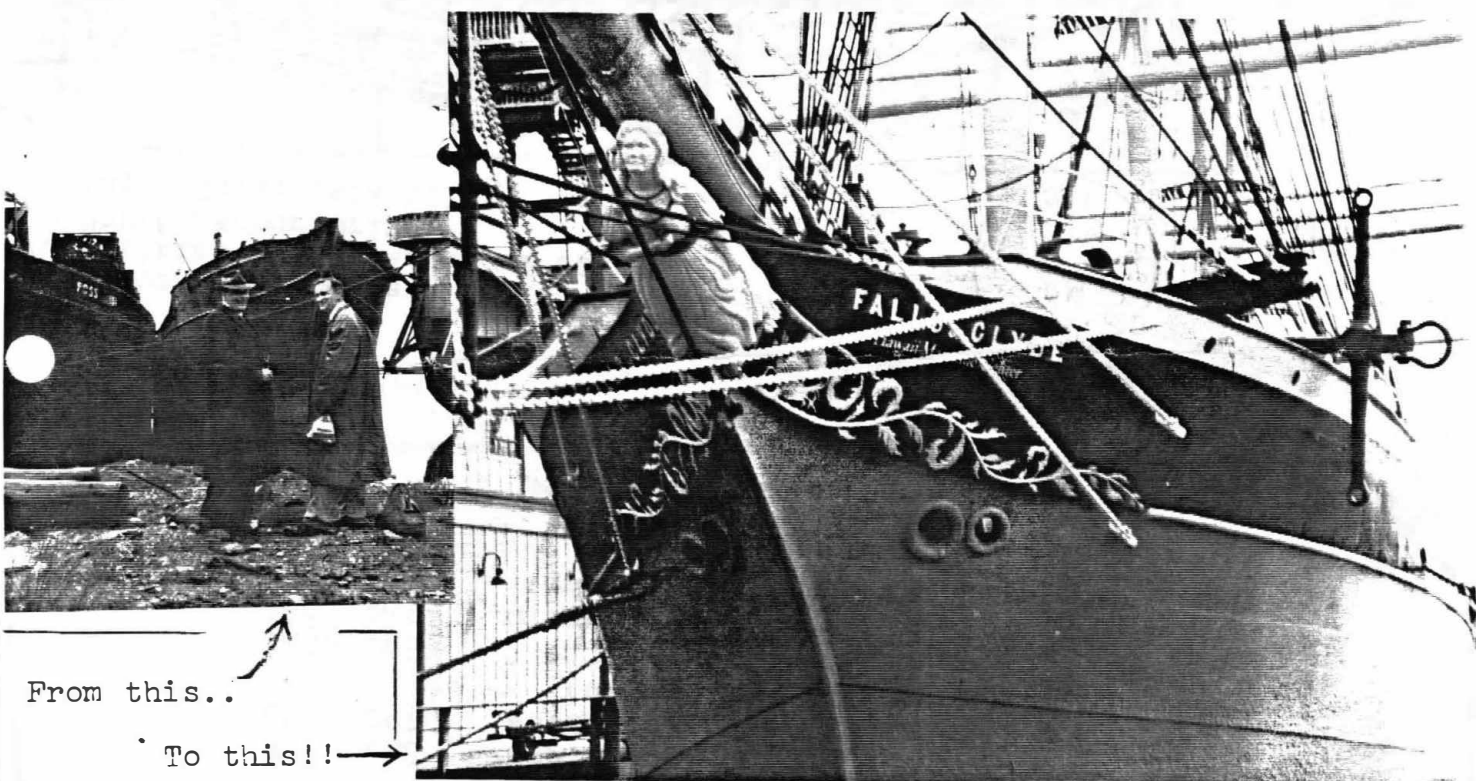


THE ACCOMPANYING chart lists all the Dockyard Model Company's model rope sizes. It offers a quick way to check rigging rope requirements, will eliminate the guesswork for the near-enough-is-okay modeler, and save the purist a lot of time in running out the equations on his calculator.

If sizes are given in *circumference*, be sure and divide the figure by 3.141 to get the *diameter*.

—Charles Moulton
U.S.S. Constitution Model
Shipwright Guild of New
England

Chart Size	Scale 1/48	Scale 1/64	Scale 1/96	Scale 1/128	Scale 1/192
.004	0.192	0.256	0.384	0.512	0.768
.005	0.240	0.320	0.480	0.640	0.960
.015	0.720	0.960	1.440	1.920	2.880
.020	0.960	1.280	1.920	2.560	3.840
.030	1.440	1.920	2.880	3.840	5.760
.040	1.920	2.560	3.840	5.120	7.680
.050	2.400	3.200	4.800	6.400	9.600
.060	2.880	3.840	5.760	7.680	
.065	3.120	4.160	6.240	8.320	
.070	3.360	4.480	6.720	8.960	
.075	3.600	4.800	7.200	9.600	
.080	3.840	5.120	7.680		
.085	4.080	5.440	8.160		
.090	4.320	5.760	8.640		

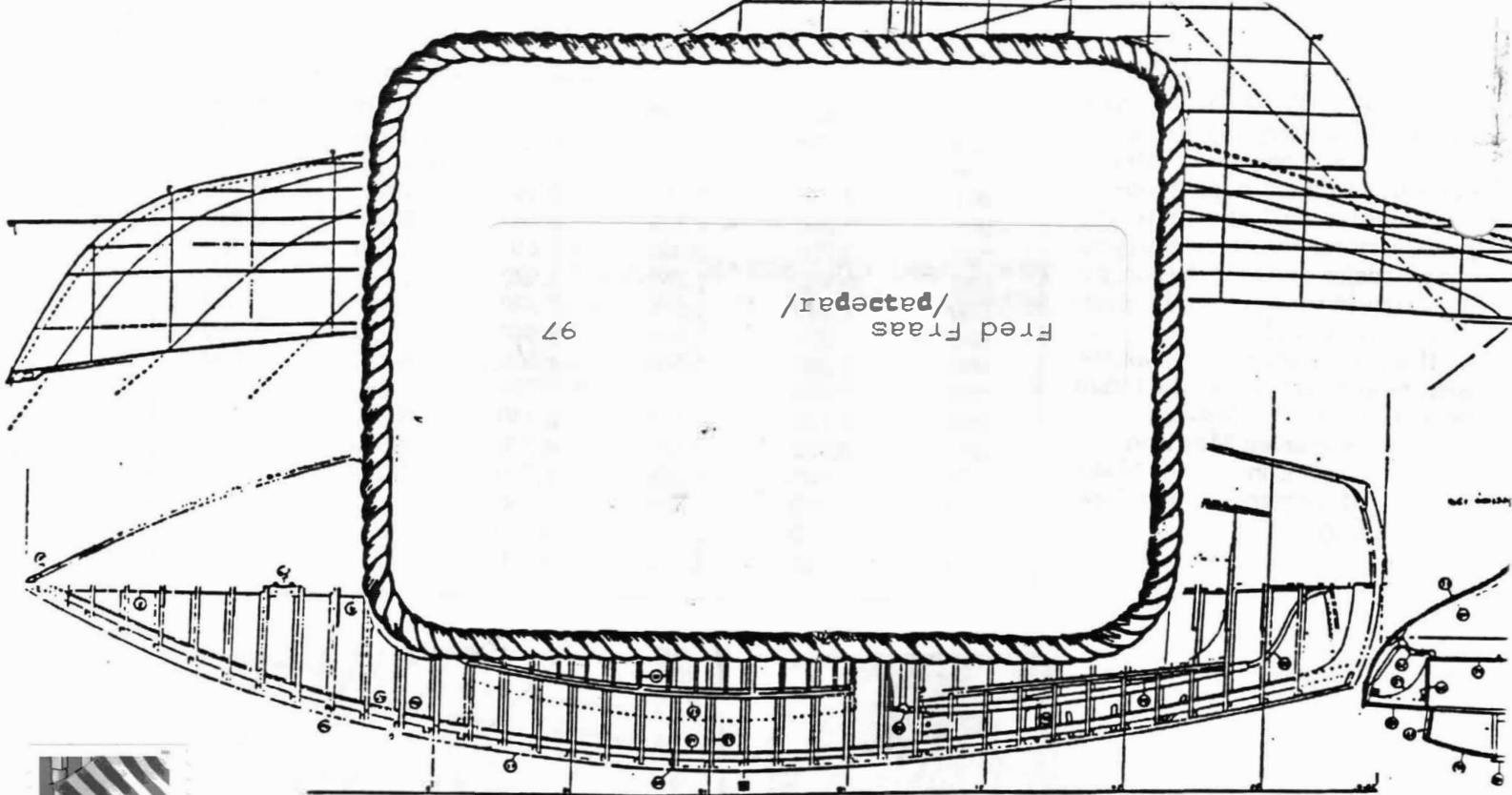


From this..

To this!!

It has taken thirty plus years, but the transformation is something gratifying. The photo on the left was taken about 1960 at the Foss Tugboat Co's log dump at Kenndale, Washington, east of Seattle. It shows the late Alan Villiers and your editor, about to give the watchman a "pint" for safe conduct aboard the old FALLS OF CLYDE about to be scrapped. Fortunately, the "die hards" of the land were able to save her and she went to Honolulu for restoration.

The Maritime Store at Hyde Street Pier in San Francisco reports that it carries more than 5,000 book titles, along with tapes and CDs, jewelry, nautical prints, and children's items. If you're looking for one of the standard ship-modeling reference books, this is the place to check - call 415-775-2665. They're open daily, 9:30-6:00 pm. Members of the Ntl. Maritime Museum Assn. get a 15% discount.



Fred Fraas
/redacted/

97



San Diego Ship Modelers Guild
c/o Maritime Museum Assoc. of SDiego
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	/redacted/
Purser	Ed White	
Logkeeper	(open)	
N'letter Editors	Fred Fraas	/redacted/
	Gordon Jones	/redacted/
Regatta Commodore	<u>VACANT</u>	

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."

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.
