



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

October, 1997 NEWSLETTER Volume 21; Number 10

THE SEPTEMBER MEETING

was opened at 7:00 p.m. by Guild-Master Tom Taylor. There was no new business so Tom asked each

member to introduce himself and tell of his interests, present projects etc.

Show & Tell further mixed proceedings and our visitors from Mexico displayed an oiler made of cardboard coated with jellcoat (resin). These models float and are very complete as to detail, elaborate with interior furnishings, deck details etc. First Mate Jack Klein brought his Continental frigate RALEIGH and Joe Bompensiero his French frigate, the La Licorne, all but ready for display. And speaking of the model shop on the BERKELEY, other loyal troopers there are Chuck Hill and Suzanne Laviorian. Chuck's Cutty Sark is display quality and Suzy's midship section is coming along as the Victory should. Chuck's present project is the French ship of the line, Le Soleil Royal of 104 guns. Royce Privett brought his ESSEX which is shaping up very nicely. Evidently folks, what they say must be true: "dedication & loyalty bring achievement". Gosh, don't we all wish we could all learn that.

Bob Crawford, veteran of every phase of the Club, displayed the model of the mainmast of the Star of India in 1/2" scale. Volunteers were asked for the coming Saturday for rigging help. Bob also spoke of his upcoming visit east to the Nautical Research Guild.

Tom reported two visitors from the Navy, one a model builder and the other with general ship interest. About 17 members/visitors were present.

The Mimi-auction had few bidders. Jack brought a belt sander and Bob Wright offered SEA HISTORY magazines for sale at his spot on the Star. These will be offered until interest lags or our shops are "full up."

MEDEA REPORT--The museum's steam yacht MEDEA is presently hauled out at the shipyard for hull, shaft and bearing check and painting. I am told her boiler work will be done in the water, back at the museum.

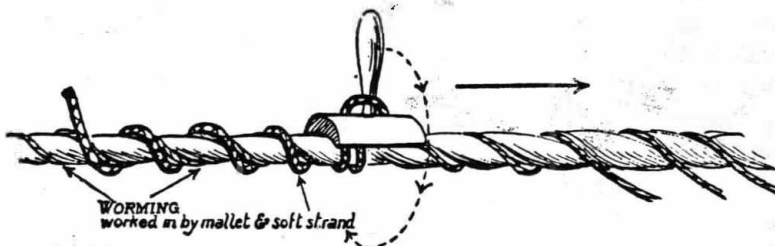
Guild master Taylor again suggested steering meetings and finished showing his tape on silver soldering. Meeting adjourned at 9:00 p.m.

OCTOBER						
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← NEXT MEETING
7:00 PM aboard
Berkeley

BRING A MODEL

MINI-AUCTION OF
MORE GOODIES TO
BE HELD.....



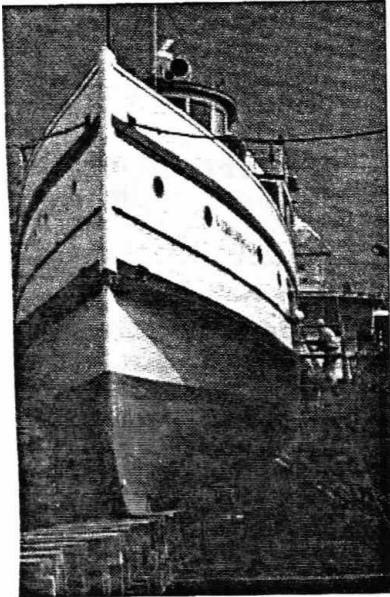
WHAT'S A TON ????

SHORT TON	2,000 lbs.	(U.S.)
LONG TON	2,240 lbs.	(Brit.)
METRIC TONNE	1,000 Kilograms	(2,204.6 lbs.)
SHIPPING TON	40 Cubic Feet	
REGISTERED TON	100 Cubic Feet	
FREIGHT TON	Unit of volume that equals one long ton...varies depending on cargo...wool takes more volume than iron.	
TUN (TUNNE)	A Wine "Cask" (252 U.S. Gal.) Originally Ton referred to how many Tuns of wine a vessel could carry.	

For more than you want to know about tonnage, see: "Encyclopedia of Nautical Knowledge", McEwan & Lewis, Cornell Maritime Press, Centerville, Maryland 21617.

Courtesy Ventura Co Mar.Model Guild

*75 years young
and in need of
a little repair*



The Virginia V, Puget Sound's last historic steamship, is undergoing repair at Lake Union Drydock. At right, shipwrights Dave Nelson and Steve Jenkins work to remove a portion of the sponson on Monday afternoon.



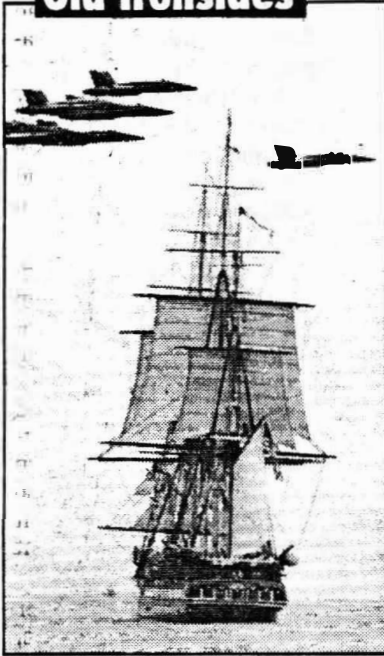
BETTY UDESEN / SEATTLE TIMES

By Ed Jahn
STAFF WRITER

The 200-year-old Constitution sailed under its own power for the first time in more than a century yesterday, and that jogged some San Diegans' memories.

"I remember the ballyhoo and the radio program with the sea chanteys, and I remember I was on it because we paid five cents to ride the

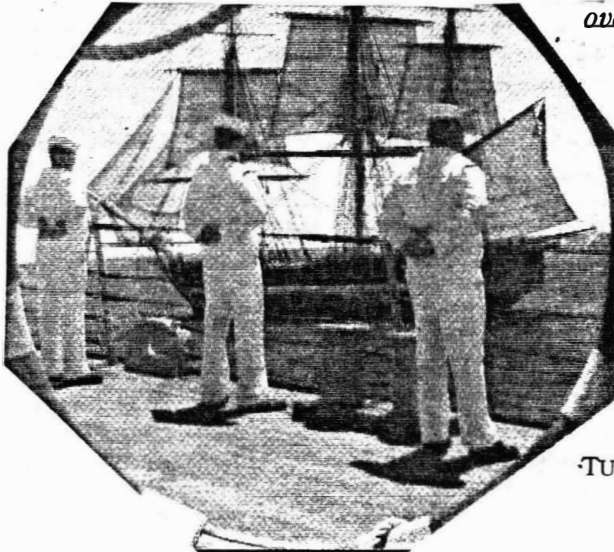
Old Ironsides



ASSOCIATED PRESS

Old, new: Navy Blue Angels performed a flyover above the Constitution yesterday as it sailed in Marblehead Harbor in Marblehead, Mass.

The Constitution, aided by tugs, moved yesterday to Marblehead Neck, Mass. Old Ironsides sails unassisted today after a 40-month overhaul.



bus up to the Embarcadero," said Betty Wilson, 76, of Lakeside.

"That was 1933."

John Bartlett of North Park remembered seeing the weapons on the vessel very well.

"It was quite an impression — the nation's first battleship," Bartlett said.

And Sally Daniel, 77, who lives downtown, remembered "saving those pennies in school and seeing it in the bay — was I dreaming?"

No, she wasn't dreaming. But yesterday was still the first time in 116 years that the famed wooden fighting ship had sailed, because when it came here 64 years ago to raise money for refurbishing it was under tow.

Yesterday, the refitted Constitution, nicknamed "Old Ironsides" after its victory over a British warship during the War of 1812, cruised through the familiar waters of Massachusetts Bay for about an hour before tugboats towed it into Marblehead Harbor.

During the 65-minute sail under cloudy skies, the Constitution reached 4 knots and sailed about 4.1 miles.

The short voyage was a far cry from the Constitution's days of fighting the British off the coast of a young nation or Barbary pirates off the "shores of Tripoli." But it capped a 44-month, \$12 million restoration and months of training by its crew.

Bartlett, Wilson and Daniel were among the 302,353 who toured the ship when it visited here from Jan. 21 to Feb. 16, 1933, on its tour of the West Coast, and from Nov. 3,

1933, to March 20, 1934, on its return to Boston.

John Twyman of La Mesa remembered the Constitution vividly. As a shipfitter aboard the submarine repair ship Bushnell, he assisted in picking up the ship at the Panama Canal and towing it 2,800 miles to San Diego.

"You could hear all sorts of creaks and groans coming from her," said Twyman, 83. "And it gave me gooseflesh to see and hear her. You felt it was a mortal ship. It made you think about this country and what it's supposed to be."

"Ay, tear her tattered ensign down!" he quoted from the poem by Oliver Wendell Holmes.

"You looked at the decks and remembered the slaughter that must have taken place. You looked up at those masts and thought: How in the world could those men keep those sails furled in all kinds of weather?"

Twyman's younger brother, Woodrow Wilson "Woody" Twyman, was also aboard the Bushnell and was told to keep an eye on the historic ship as it was being pulled on 1,800 feet of steel cable.

"The swells were so big and the ship would roll. Sometimes you couldn't see the light on the mainmast, and Woody ran over to the voice tube and announced that it had gone down," John Twyman recalled of his brother, who died several years ago. "He was plenty embarrassed when it showed up a few seconds later."

Jack, Eleanor and Ted Hacker all remember the ship's visit well because their grandfather, Charles

Elsworth Barker, once served on the Constitution.

Barker signed on in 1879 as a 16-year-old cabin boy when Old Ironsides was a training ship, and he served for about four years, according to family records.

"Since Grandpa had sailed on her, the grandchildren got special permission to visit before the general public," said Ted Hacker, who now lives in Seattle. "We were all very proud because of the family connection. We all saved pennies for the ship because of him."

A.

MODEL SHIP BUILDER
#108 JULY/AUGUST 1997

Historical Resources For U.S. Navy Ship Models

The USS Constitution Museum, Massachusetts, is featuring a model competition this year in honor of the two hundredth anniversary of USS CONSTITUTION. Included with the competition regulations was a set of resources for modelers of U.S. Navy Ships. The list is as follows:

I. Ships Plans

Most Existing USN ships' plans 1776-1949:
U.S. National Archives
NNSC
Washington, DC 20408
703-756-6700

The only source for ships' plans within the Navy for ships built after WWII:
Director of Congressional and Public Affairs
Naval Sea Systems Command
Washington, DC 20362
703-602-1575

Plans of USN ships 1776 to about 1917:
Division of Military History
Smithsonian Institution
Washington, DC 20560
202-357-1781

Plans for USN small boats:
Small Boats published periodically by BuShips and NAVSEA since about 1910.

Plans for USN small boats and coastal craft:
Naval Sea Combat Systems
Engineering Stations
835 Philpotts Road
Norfolk, Virginia 23513
804-444-9160

Plans of commercial ships:
Division of Water Transportation
Smithsonian Institution
Washington, DC 20560
202-357-2025

II. Records

U.S. National Archives
Military Records Branch
Washington, DC 20408
202-501-5385

III. Photos and Prints

1776 to about 1945:
Naval Historical Center
Photo History Archives
Washington, DC 20374
202-433-2765

U.S. Naval Academy Museum
Annapolis, Maryland 21402
410-267-2108

USN ships, 1945 to present:
Naval Imaging Command
Washington, DC 20362
Ships, Yards, etc.:
National Archives
Photographic Archives Branch
Washington, DC 20408

Ships:
The Library of Congress
Washington, DC 20540

IV. Historical Data

Histories of every U.S. Naval ship until publication date:
Dictionary of American Naval Fighting Ships, eight volumes published by the Government Printing Office, 1959-1981.

Ships' histories 1959 to present:
Naval Historical Center
Ships' History Branch
Washington Navy Yard
Washington, DC 20374
202-433-3643

All unclassified USN log books:
National Archives
Military Reference Branch
Washington, DC 20408
202-523-5385

Some ships' logs to present, classified operational records:

Naval Historical Center
Operational Archives Branch
Washington Navy Yard
Washington, DC 20374
202-433-7230

V. Interlibrary Loan

The Naval Library
Washington Navy Yard
Washington, DC 20374

The Library of Congress
Washington, DC 20540

BOOK REVIEW

by Randy Schmitz

July/August 1997

Old Ironsides: The Rise, Decline and Resurrection of the USS Constitution by Thomas C. Gillmer. Published by International Marine/McGraw Hill, New York, 1997.

In her youth, she was beautiful. Her fine lines and graceful sheer, her lightly upturned head, the classic quarter galleries and restrained carving gracing her 18 century transom stern, all flowed together flawlessly in this magnificent creature of the sea. She is USS CONSTITUTION, the oldest warship afloat anywhere in the world. Now, 200 years after her launching, this living link with our nation's beginnings is again preparing to sail.

USS CONSTITUTION is the definitive American icon, older than the Washington Monument, Mount Rushmore, and the White House. Gillmer answers lingering questions surrounding the true identity of CONSTITUTION's designer, charts the history of CONSTITUTION's major and minor reconstructions, and provides a detailed analysis of her true condition today.

Old Ironsides is filled with drawings,

plans, and photographs, many never before published, that are a treasure trove for maritime historians. The book includes a full-color section detailing CONSTITUTION's earlier triumphs by celebrated marine painter William Gilkerson, commissioned especially for this book. If ships may be considered living beings, CONSTITUTION is the last living link with our nation's beginnings and *Old Ironsides* brings her to life.

Thomas C. Gillmer is the designer of the replica ships PRIDE OF BALTIMORE, PRIDE OF BALTIMORE II, LADY MARYLAND, PEGGY STEWART, and a Norse expeditionary ship circa 1000 A.D. Former professor of naval architecture and chairman of naval engineering at the U.S. Naval Academy, Gillmer was chosen by the Navy to conduct a structural study of CONSTITUTION, and to plan how she might be restored to her former glory.

This book is available from Ship Builder's Shop.

Jumbo ferry Wenatchee launched



Todd Shipyard workers watch as the new jumbo ferry Wenatchee slides down the ways last evening at the West Waterway of the Duwamish. At 460 feet, 2 inches, it's the longest double-ended car ferry in the world, Todd says.

GREG GILBERT / SEATTLE TIMES

BY DEE NORTON
Seattle Times staff reporter

The state's newest ferry — and reputedly the world's longest — hit the water yesterday as state legislators and ferry system officials talked about the need to buy even more vessels.

Moments before the 460-foot M.V. Wenatchee slid down greased ways and into the water, Washington State Ferries Director Paul Green told more than 1,000 Todd Shipyard workers, Wenatchee city officials and others that projected increases in ridership warrant additional ferries.

"Over the next 20 years, we are forecasting a 71 percent increase in ridership and the state is fresh out of vessels right now," he said.

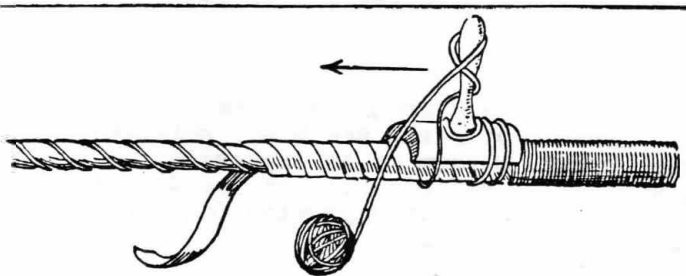
Green said a long-range plan is being developed to show legislators the boats needed to cope with the increase, focusing on ferries smaller than the Wenatchee, which is a Jumbo Mark II class. How many will be needed has not been decided, he said.

"It takes courage to stand up and say we need to make this investment," said Rep. Karen Schmidt, a

Bainbridge Island Republican and chairwoman of the Legislative Transportation Committee.

Schmidt noted that she was one of hundreds of ferry commuters stranded on Colman Dock on Wednesday when the Seattle-Winslow route was reduced to one boat by a mechanical failure.

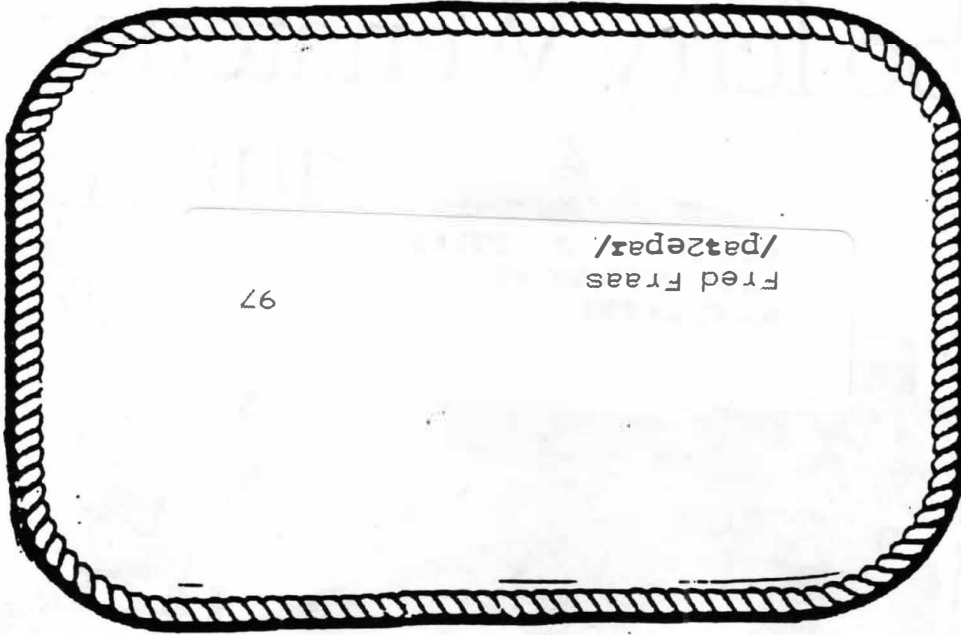
Princess Marie Magnotti of the Wenatchee Apple Blossom Court broke bottles of champagne and apple cider on the ferry's rudder mount. A torch operator then cut several bolts, and amid waves and cheers, the Wenatchee slid into the water.



WORMING, PARCELLING & SERVING

The Wenatchee is one of three Jumbo Mark II ferries ordered by the state. They feature state-of-the-art ventilation and acoustics-control systems and improved food service and disability access. They can carry 2,500 passengers and 218 cars.

The state and Todd Shipyard claim that at 460 feet and 2 inches, the Wenatchee is the world's longest doubled-ended ferry.



Fred Fraas
/redacted/

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San Diego Ship Modelers Guild
106 North Harbor Drive /306
San Diego, California 92101

San Diego Ship Modelers Guild

Officers for 1996

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

Schedule of Activities:

Membership:

Meetings — ^{Wednesday} ~~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.
