



# San Diego Ship Modelers' Guild

1306 N. Harbor Drive

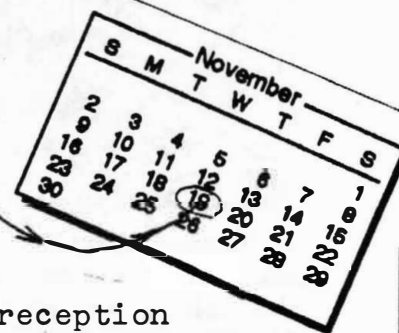
San Diego, CA 92101

November, 1997

NEWSLETTER

Volume 21, Number 11

DON'T FORGET to attend the NEXT MEETING of the San Diego Shipmodelers' Guild held next Wednesday evening the 19th at 7:pm. Come early to obtain a preview of WHO & WHAT & Is there any coffee?

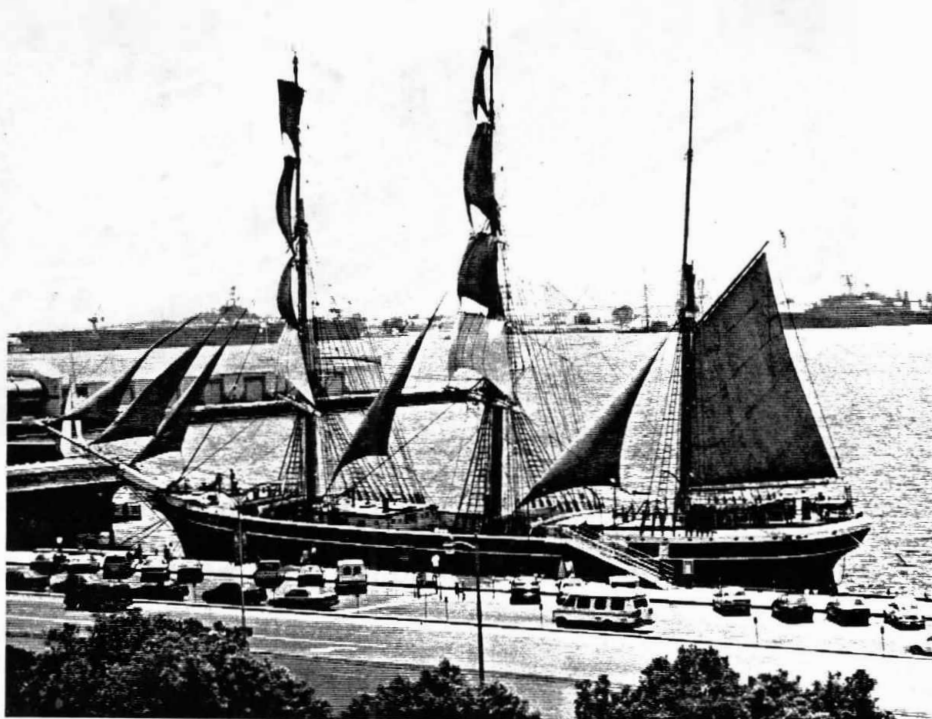


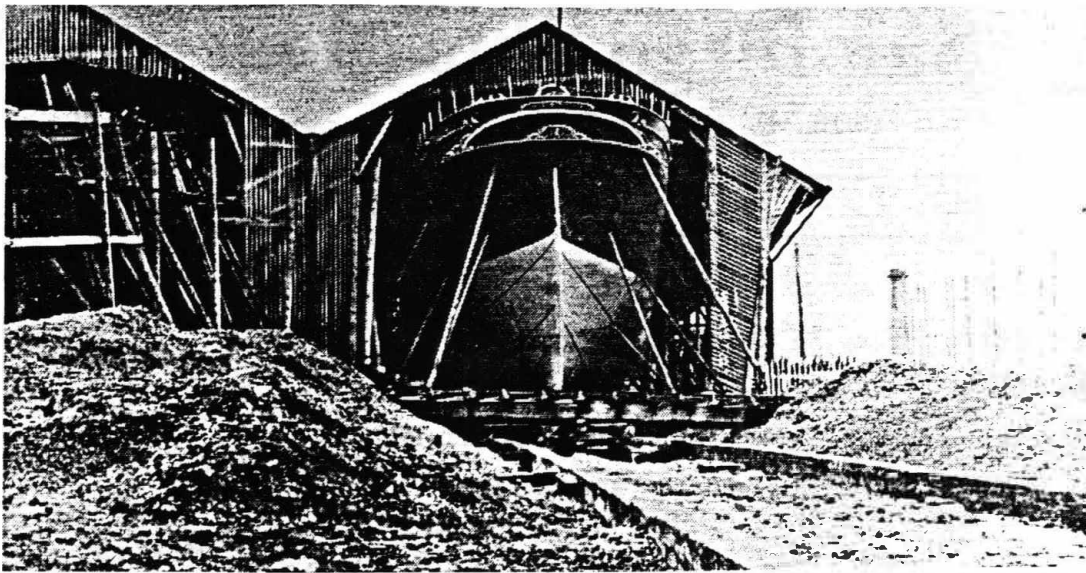
## NOTES FROM LAST MEETING OF OCT. 15th.

Whether it was a World Series game on TV, a wedding reception on the Berkeley (some may have thought it a REAL wedding. Do they DO THAT any more?)--or what, the attendance was very low. Nonetheless, Coffee was ON and it soon had the dozen or so attendees at least ready to Talk modeling. Some members had just come in from the after deck of the BERKELEY where an unusually pretty sunset and early evening sky were a stimulus for the first part of the conversation. A few more items were displayed for auction and either there was no hard money in the group or an unusually generous mood prevailed, for it was voted to give the whole shbang to the model shop, which has an interior capacity of a thimble with the finger already in it. About this time, the young couple Icsla Gonzalez and Lou Castaneda showed up with another cardboard creation--you have to SEE one of these to appreciate them--roughly representing the QUEEN MARY. SCALE is visual and she carries two anchors for'd, one aft, is twin screw and just a bit smaller than most of his other examples built in this medium. Hull protection is just paint for now, but she will be water-proofed for sea trials. Detail is hard to believe!

This month we honor our host vessel, the bark STAR OF INDIA, celebrating her 134th birthday since her launch on the Isle of Man in the Irish Sea in 1863. She is proving her worth more and more every year as flagship of the San Diego Maritime Museum.

Photo: Ed.





Williamson's famous covered yard at Harrington (1870). The visiting ladies are inside one of the empty bays. This yard was considered unusual; most Cumbrian shipbuilding was out of doors, as can be seen in the pictures of Whitehaven and Maryport. The *Parthia*, 1022 tons, was launched in 1864, and was one of the larger ships built there. The *Doriga*, also iron but rather smaller (678 tons), was built at the same yard two years later, and was Fraser's first command.

The above illustration was inserted to illustrate the appearance of properly-run planking and/or plating. See how the lines converge upward as they approach the ends, or "hoods" as builders are wont to say. Midship girths, being greater than those near the ends, require more coverage, naturally the difference. Some modelers would try to run planking horizontally, as siding a house, but it makes for many problems. Running it "fair" is the answer. Ed.



Appearing almost as a model at a regatta, the old San Diego pilot boat rests at the museum pier where it is being considered as an addition to the fleet. Maybe someone will "re-model" in miniature also.

# Salvagers of sunken gold

Share of treasure  
increased to 92.2%

## win in court

ASSOCIATED PRESS

COLUMBUS, Ohio — A federal judge in Norfolk, Va., has increased the share of a sunken treasure a Columbus salvage group is entitled to keep, it was reported yesterday.

U.S. District Judge J. Calvitt Clarke made a preliminary finding in which he awarded 92.2 percent of the gold on the ship to Columbus-America Discovery Group, *The Columbus Dispatch* stated, citing unidentified legal sources.

Although a final order has yet to be issued, the remaining 7.8 percent is expected to be distributed among a group of insurance companies that paid off claims after the vessel *Central America* sank during a hurricane in 1857, the *Dispatch* said.

Columbus-America found the ship's remains in 1988 off the North Carolina coast, in about 7,200 feet of water. The expedition was organized by former Battelle marine engineer Thomas G. Thompson and financed primarily by Columbus-area investors.

Salvage operations reportedly have recovered at least two of the three tons of gold coins and bars thought to have been on the ship when it sank en route to New York from the San Francisco mint. The gold was valued at \$1.2 million in 1857. Estimates of its current value vary greatly, but range up to \$1 billion.

The new distribution by Clarke represents a slight gain for Columbus-America. It was awarded 90 percent three years ago by a trial judge, the late Richard B. Kellam. Clarke took over the case last summer.

Kellam's ruling awarded a 10 percent share to the underwriters. But an appellate court held that each company would have to show historical evidence supporting its

claim for a share of the treasure. If such evidence is insufficient, the underwriters' share decreases and Columbus-America's share increases.

Columbus-America has scored a series of legal victories beginning with Kellam's ruling in 1993. The U.S. Supreme Court has upheld the expedition's right to the treasure over the rights of other claimants.

In November 1995, U.S. District Judge Consuelo B. Marshall in Los Angeles awarded an additional \$3 million to Columbus-America in a lawsuit brought by the Bank of California and Superior Stamp & Coin of Los Angeles. That lawsuit came after Columbus-America elected to keep a \$3 million good-faith advance from Bruce McNall, a former chief executive officer of Superior Stamp & Coin.

McNall, 46, former owner of the Los Angeles Kings hockey team, was convicted earlier this year on four charges of bank and wire fraud.

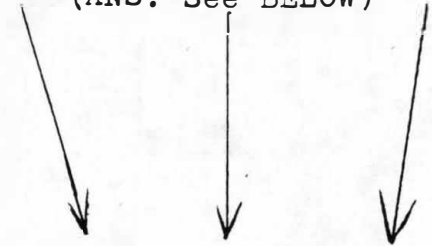
**BLOODY PUNISHMENT** European navies in the days of sail were notorious for their brutal penalties. Keelhauling—dragging a man under the ship's bottom—had been in use for about 300 years when it was phased out early in the 18th century. Keelhauling involved trussing the offender to a line and dropping him from one yardarm into the sea; he was then dragged under the keel and hoisted to the opposite yardarm. Many sailors drowned in the process.

Flogging with the cat-o'-nine-tails—a rope or wooden handle with nine knotted cords, each about 18 inches long—was first described in 1702. Officially, captains in Britain's Royal Navy were forbidden to order more than a dozen strokes without special written permission, but the regulation was usually ignored. Use of the cat was finally suspended in the Royal Navy in 1879.

*The letters SOS were adopted as an international distress signal in 1912 because the Morse code for them—three dots, three dashes, and three dots—was easy to remember. One of the first ships to send the new call sign was the British liner Titanic, which struck an iceberg and sank on her maiden voyage to New York in April of that year. The letters did not stand for anything. "Save Our Souls" was a definition invented later.*

Are the world's DUMBEST  
PEOPLE really FARMERS &  
MODEL BUILDERS????

(ANS: See BELOW)



*A screw propeller was invented by an English farmer whose hobby was building models. In 1835 Francis Pettit Smith, a farmer in Kent, devised a model boat with a propeller drive. He patented it in 1836 as an alternative to paddle wheels for full-size ships.*

**PADDLE VERSUS SCREW** A bizarre tug-of-war to determine which was more efficient, paddle wheels or screw propellers, was staged in 1845 by the British Admiralty. The contest was between two 900-ton frigates: H.M.S. *Alecto*, which had paddle wheels, and H.M.S. *Rattler*, which was driven by a propeller. The ships were tied stern to stern, and both captains ordered full speed ahead. *Rattler* won easily.

**TURBINE DASH** To win government approval, the world's first turbine vessel, *Turbinia*, made an unmannerly appearance at the Spithead naval review in 1897, which was being held as part of Queen Victoria's diamond jubilee celebrations. Designed and built by Sir Charles Parsons (1854–1931), a British marine engineer, the 50-ton *Turbinia* cut through the anchored fleet at the unprecedented speed of 34.5 knots (about 40 m.p.h.). Naval chiefs were so impressed that they commissioned the turbine-driven destroyer *Viper*, which went into service 3 years later.

*Rum was introduced into Britain's Royal Navy in 1687, when Samuel Pepys, the renowned diarist, was secretary of the navy. It was abolished in 1970 after the Admiralty finally decided that rum rations were not compatible with modern standards of efficiency. Grog (rum diluted with water) was first issued by Admiral Edward Vernon in 1740, at a time when the daily ration for each sailor was 1 pint of neat spirits. The name was derived from the admiral himself, who was called Old Groggram because he wore a cloak made of a fabric called grogram (grosgrain).*

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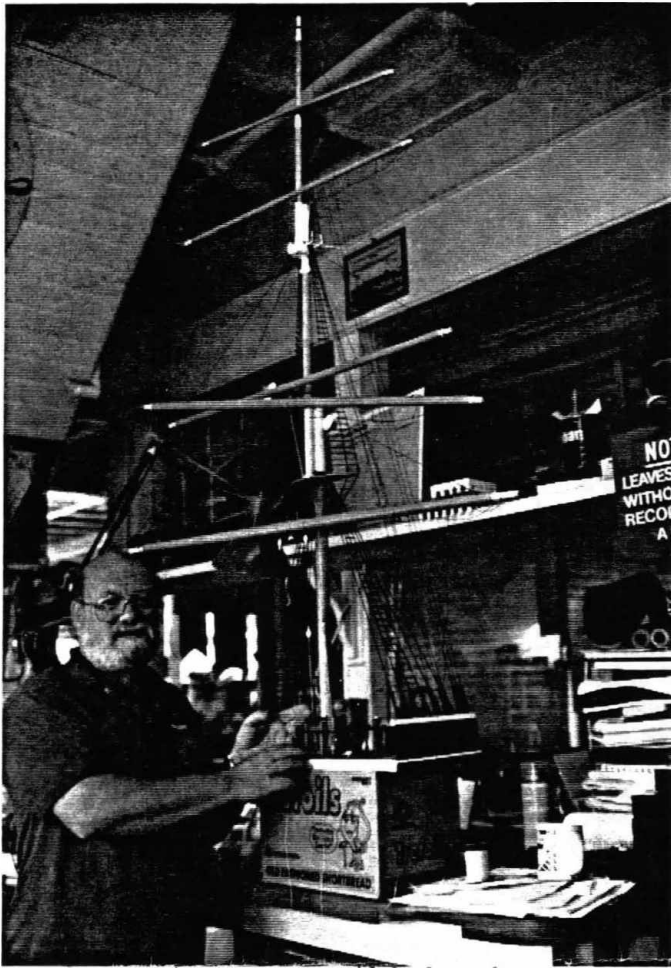
MODEL SHOP NEWS

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The view at the left shows the beginning of rigging the lifts or lines which control the horizontal alignment of the yards or spars from which the sails are suspended. The lower, or mainyard, is adjustable, with tackles which lead to the doublings, then down to belaying pins on the fiferails. The full complement of spars or yards has been sent up.

They proceed upward from the lower or mainyard, upper and lower main topsail yards, main topgallant yard and uppermost, the main royal yard.

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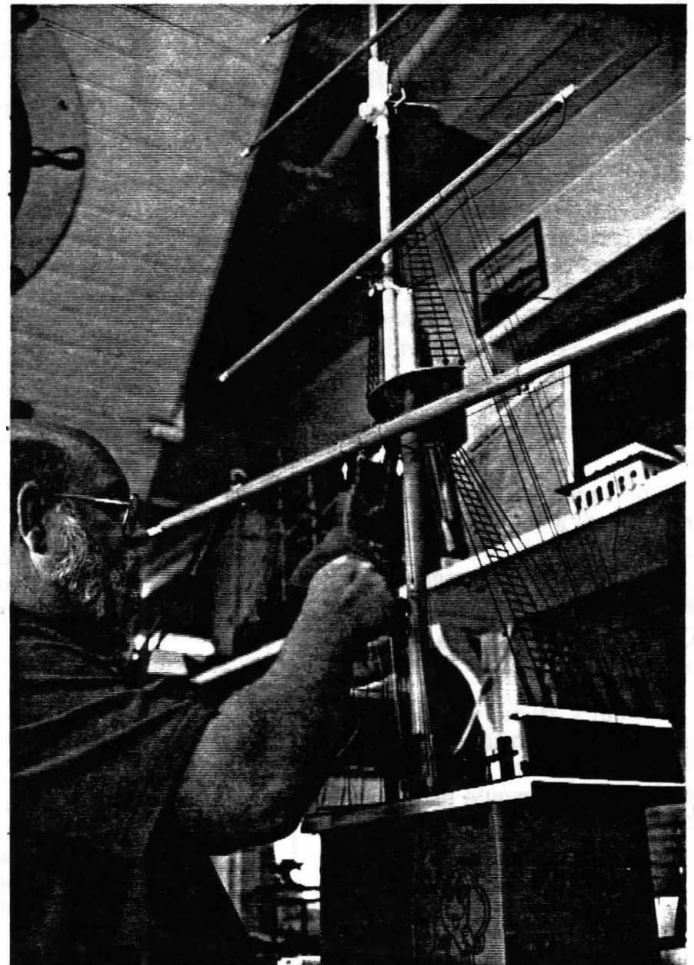



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Master modeler Bob Crawford is shown reeving the mainyard lifts, used to "square" that yard, or to cant it slightly at other times to provide the proper setting of the sails when the vessel is heeled.

This view clearly shows a section of bulwark, the lanyard rigging for the lower shrouds and the fife rail with bitts and the bilge pump flywheels. Upper topsail yard has yet to be sent up.

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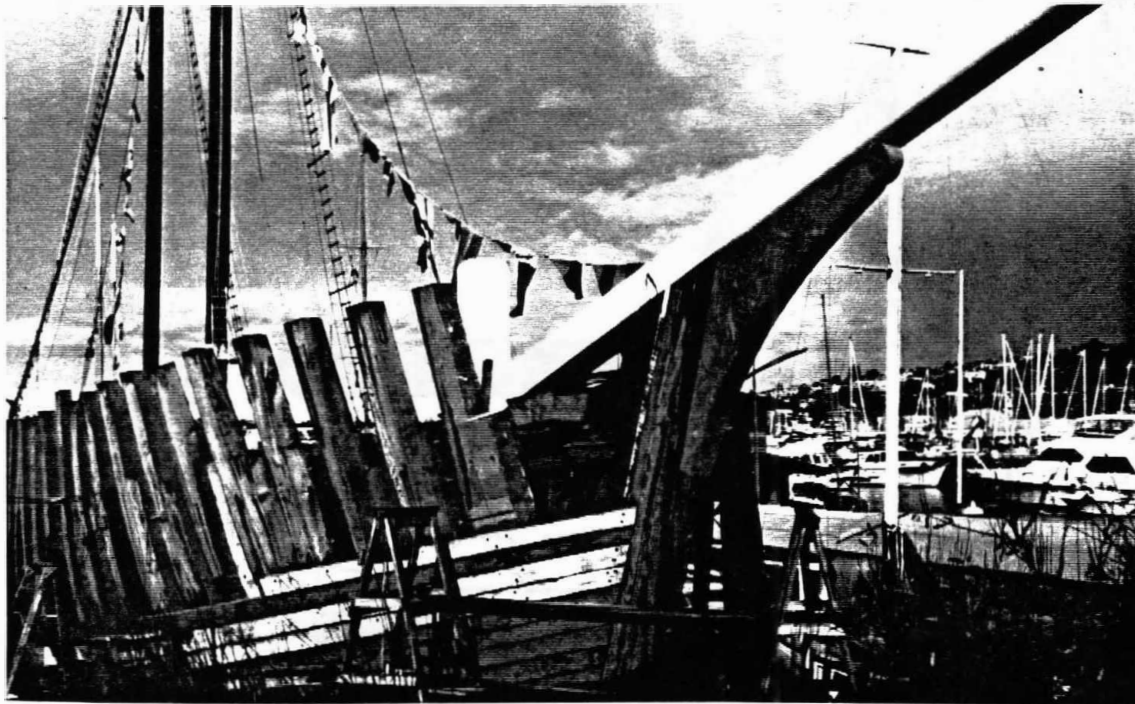




FRIDAY, OCTOBER 24, 1997

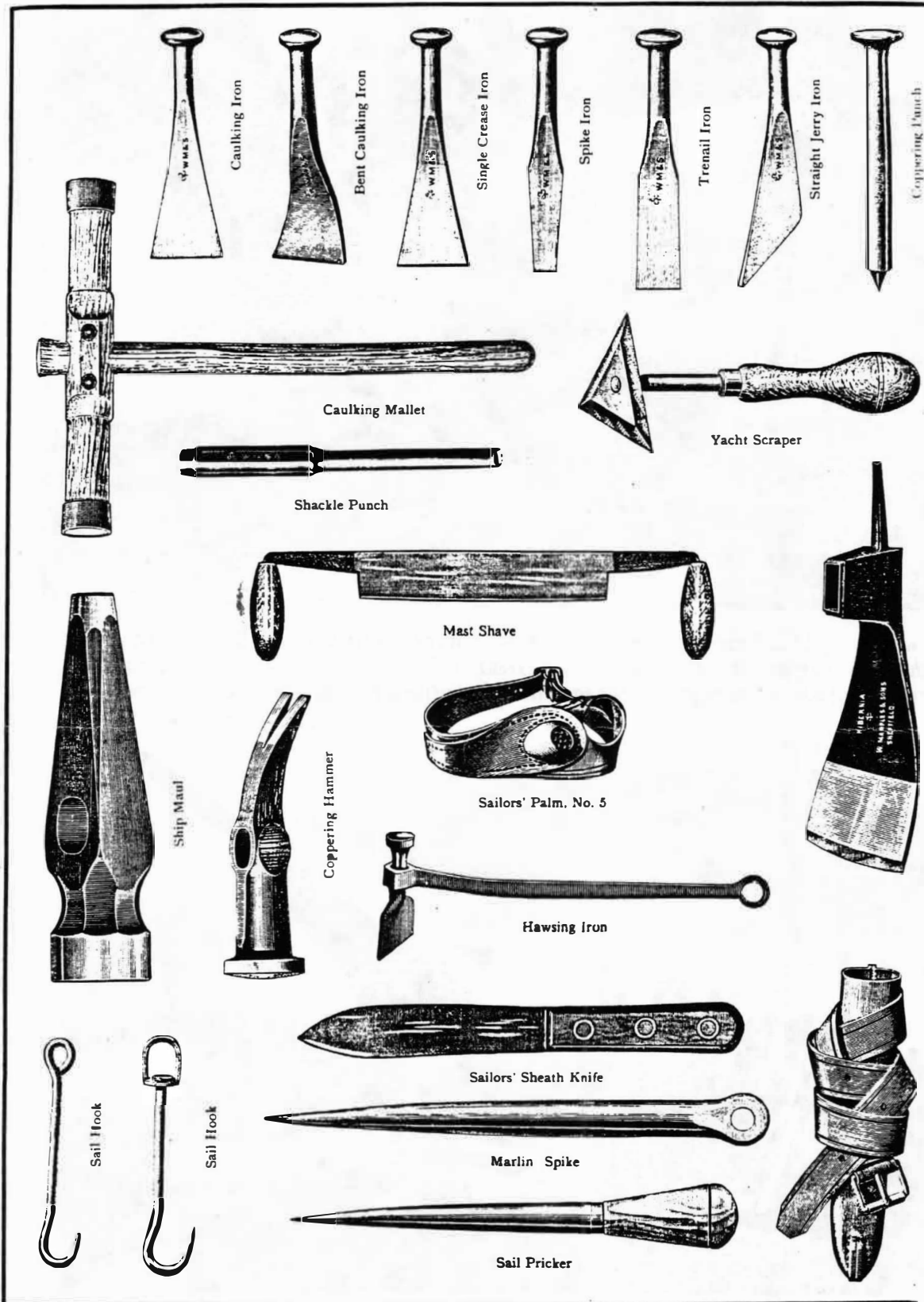
ASSOCIATED PRESS

*A cannon thought to have come from the flagship of the English pirate Blackbeard was brought to the surface Wednesday off Nags Head, N.C. The 1718 shipwreck is thought to be the Queen Anne's Revenge. Blackbeard died in battle a few months after the wreck.*



The Seattle-based, Bendixsen-built 3-masted schooner WAWONA is shown last September, getting some much-needed planking around the bow. The foremast has been removed to expedite the work. It is hoped that this ex west coast lumber carrier and Bering sea codfishing schooner may yet be preserved. Or are people nowadays more willing to spend millions going "underwater" to bring up archeological remains? (Photo, Ed.)

SHIPWRIGHT'S TOOLS



We apologize for having lost the name of the publication from which this illustration came; we are grateful for its use, nonetheless. Ed.

# Search for a Galleon Off Ecuador Yields a Ship and a Dispute

New York Times MONDAY, APRIL 14, 1997

By DIANA JEAN SCHEMO

CHANDUY, Ecuador — After scouring historical records and following a trail of broken pottery scattered on the ocean floor, an American diver appears to have found the largest Spanish galleon built in the New World, which sank off the coast of Ecuador nearly 350 years ago.

The diver, Robert McClung, who once made his mark as the youngest police chief of Aspen, Colo., traced the legendary ship to an almost irritatingly logical place: under 30 feet of water a mile offshore from El Real, the coastal village founded by the wreck's survivors.

Treasure seekers believe that the ship, the *Capitana*, carried silver coins and gold worth millions of dollars.

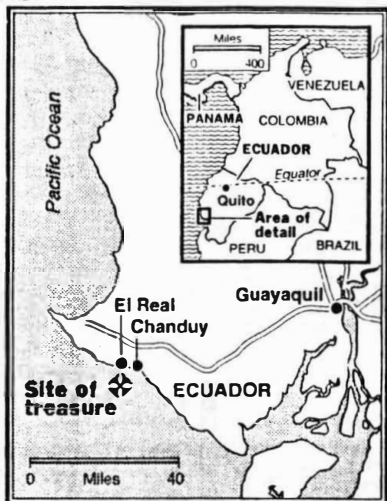
"When I actually recovered the first coins, there was no doubt in my mind that I had the *Capitana*," said Mr. McClung, now the lead diver on a major undersea expedition being carried out under the watch of two Ecuadorean warships here. "I said, 'This is it.'"

Mr. McClung's findings were authenticated by John de Bry, a naval archeologist who studied the ship's timbers and its hoard of silver coins and 64-pound bars of silver stamped with symbols recorded in the manifest of the *Capitana*, which went down in 1654.

"There's nothing that says it's not the *Capitana*," Mr. de Bry said. "There is not one coin dated later than 1654, not a piece of amphora or anything that is not of the period."

Though the discovery of the ship rewarded years of labor, Mr. McClung's euphoria has been brief, for if shipwrecks attract intrigue and great storytellers, the *Capitana*, as befits its size, appears to have been destined for more than its share.

As word filtered out that Mr. McClung had come upon the wreck, a second group of treasure hunters dis-



The New York Times

An American diver appears to have found a galleon off Ecuador.

the *Capitana*," he said, dismissing Mr. McClung and his team as "vulgar adventurers."

Mr. McClung, for his part, calls Mr. Almeida a "con artist."

Though Mr. Almeida himself does not dive, his closet is filled with copies of the *Capitana*'s manifests, written in florid Spanish script. Among his associates is a man named Don Johnson, who is under investigation in Florida on suspicion of cheating investors. In 1993 the Securities and Exchange Commission issued a "cease and desist" order banning Mr. Johnson's investment activities in Connecticut.

In the Florida case, Mr. Johnson is being investigated over accusations of fleecing investors of \$1.5 million to raise a ship off St. Croix — where he did not have a permit to dive — and one belonging to a pirate named José Gaspard.

But José Gaspard existed only as the creation of a Tampa railroad and hotel promoter of the 1920's, said Jim Miller, head of Florida's Bureau of

coins, silver bars and cannon balls proved that the wreck was the *Capitana*.

Lieut. Humberto Gómez, the merchant marine archeologist, appeared captivated by the history he saw surfacing in bits of broken plates and wrinkled coins. He looked across the water at a warship guarding the expedition and described the night the *Capitana* ran aground.

"Turn that into a wooden boat," he said, "and imagine it coming through the pass, after just having broken its rudder over the Chanduy reefs."

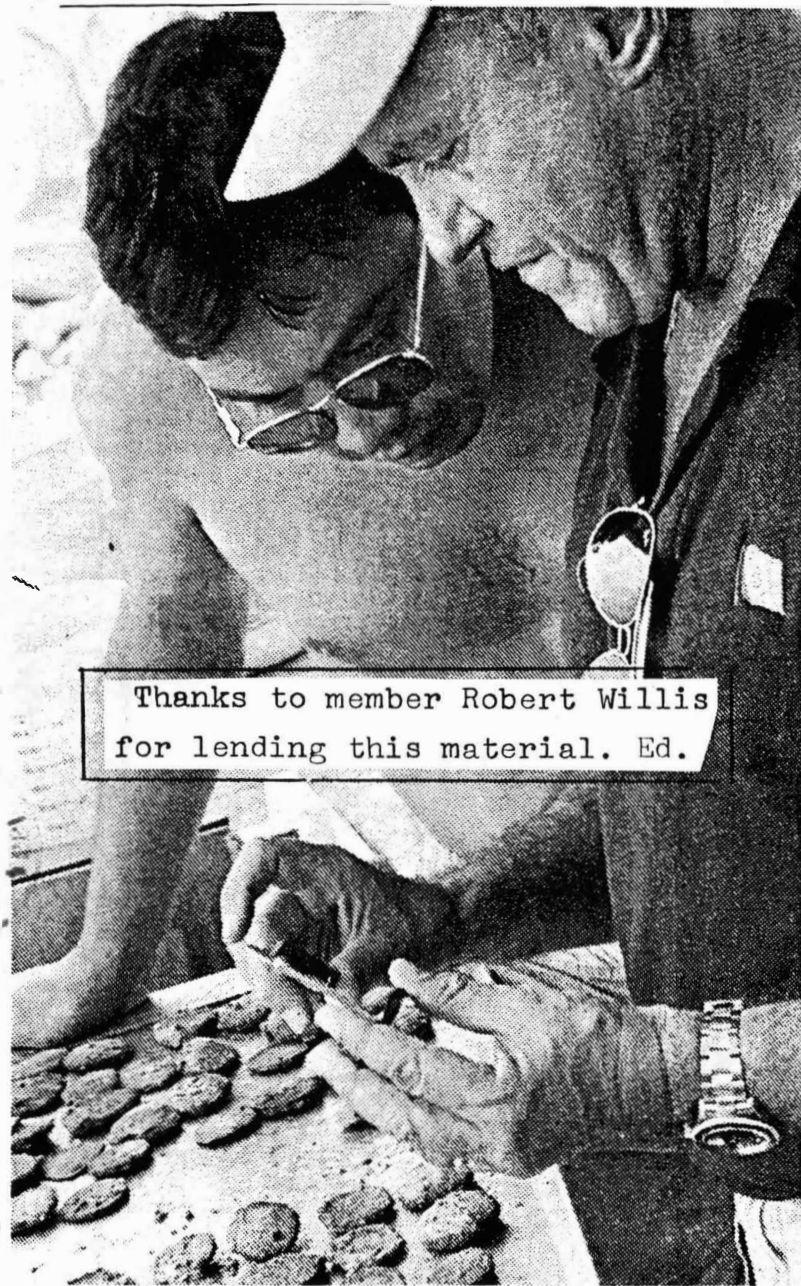
"It's night, and the captain is trying to make it to shore before the ship goes down, but there are no lights — maybe the moon and the sound of waves breaking to guide him. They're bailing water, and suddenly the ship runs aground."

He looked down at a blackened silver peso from 1652 in his hand. "This history has a name, a date, a destiny," he said.

Built in Guayaquil in 1644, the *Capitana* measured some 130 feet, about 40 feet longer than previous Spanish galleons. On it were stowed three years' accumulated taxes, contraband booty, coins from a counterfeiting scandal that are now extremely valuable and 600 passengers. So heavy was its cargo that an escort ship had to lower its sails so as not to pass it.

The *Capitana* was headed to Panama, where its treasure was to be carried by mule across the isthmus for transport to Spain. But the Spanish King never saw the wealth it carried. After breaking its rudder on the reefs, the *Capitana* ran aground.

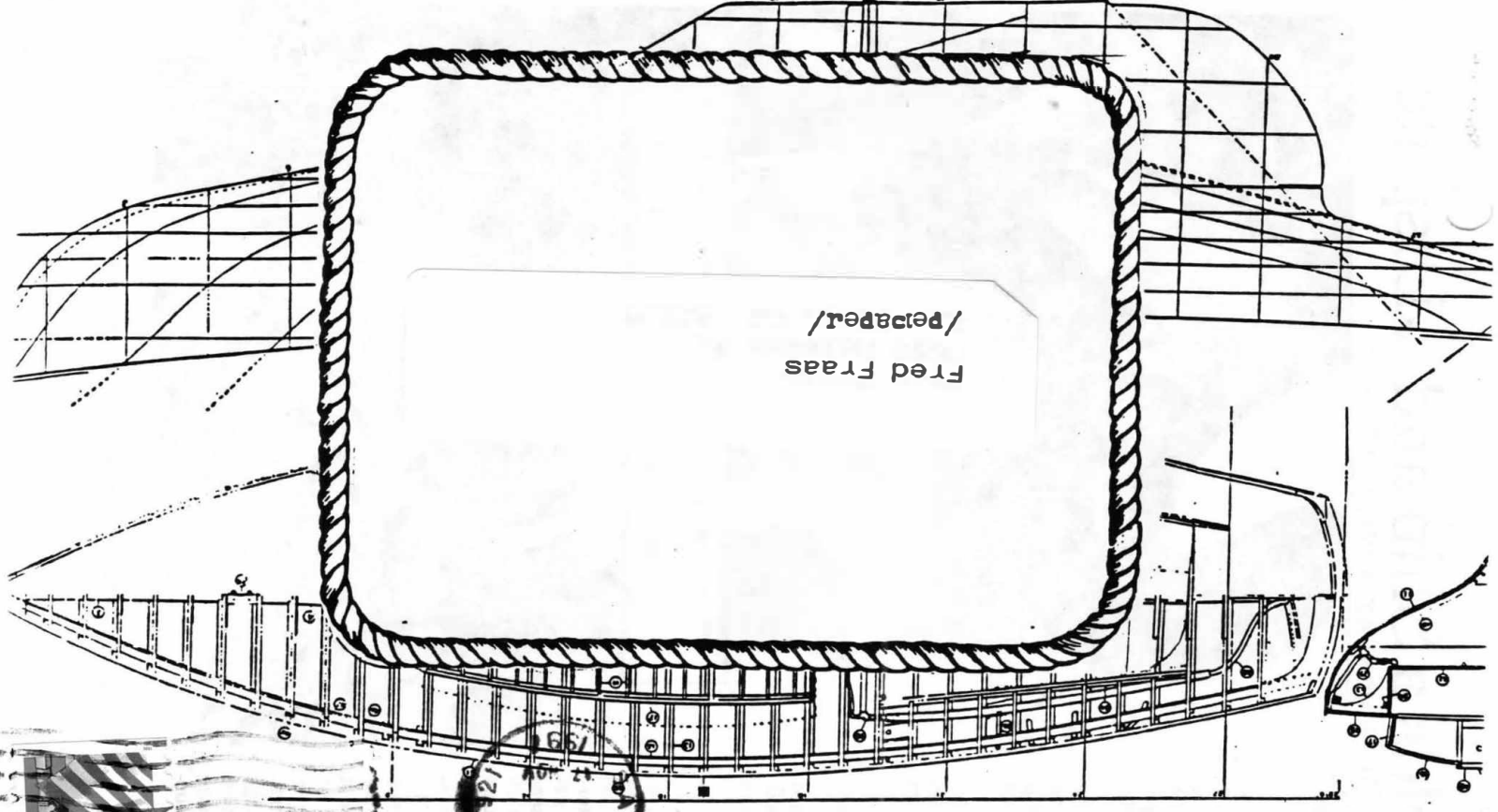
Some believed that the ship's riches were cursed. Several salvage boats that went after its treasure sank, and recovery operations once stopped for five years after a poisonous sea snake bit a diver, killing him within 90 seconds, said Mr. de Bry, the archeologist.



Thanks to member Robert Willis for lending this material. Ed.

Robert Logan

Robert McClung, right, examining coins from the wreck he discovered



San Diego Ship Modelers Guild  
c/o Maritime Museum Association of SD  
1306 N. Harbor Drive,  
San Diego, CA, 92101



**San Diego Ship Modelers Guild**

**Officers for 1997**

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

**Schedule of Activities:**

Meetings — Third WED. 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.

**Membership:**

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.

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