



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

March 1998

NEWSLETTER

Volume 22, Number 3

A "Best Ever" Model Show on the *Berkeley*

This month, in its display of Dennis Conner's collection of models of America's Cup finalists from 1871 until the present, the San Diego Maritime Museum has captured what could well be the finest show of major racing yachts that anyone is ever likely to see -- a collection that has never before been exhibited in public. It will be in the museum until at least next August.

To begin with, the collection is huge, no fewer than 51 boats. In the second place, they are by definition perfect beauties in themselves -- except possibly for Conner's 1988 catamaran *Stars and Stripes* and its New Zealand opponent *Black Magic* with its broad, square, flat deck like an airplane carrier. In the third place, the builder of all these models, Californian Ken Gardener of Newport Beach, has done his job to perfection.

The display, all on the scale of 1/4" to the foot, is divided into two eras.

The first includes the great yachts that competed between 1871 and 1937, pitting very rich Americans such as Harold Vanderbilt (with *Ranger*, 1937) against very rich Englishmen such as tea merchant Sir Thomas Lipton (with five *Shamrocks* from 1899 to 1930) and warplane maker Thomas Sopworth (with two *Endeavours* in 1934 and 1937). These yachts were huge; *Reliance*, in 1903, measured 145 feet. As every schoolboy knows, the Americans won all of these races.

At the museum, these large models are paired as challenger and defendant in 14 big acrylic cases, on average about two feet wide, five feet long and five feet high -- even bigger in the case for the 1871 race, in which two Americans, *Columbia* and *Sappho*, beat Britain's *Livonia*. All of these early models are grouped on the main deck of the *Berkeley*.

The second era, which followed the disruption of World War II, saw a drastic downsizing of America's Cup contenders, as San Diegans know from years of hosting the races. Mainly, these were the 12-meter class and the slightly larger America's Cup class that followed. Their 11 display cases, though still with two ships each, are therefore about half as big, and are grouped on the ferry's lower deck.

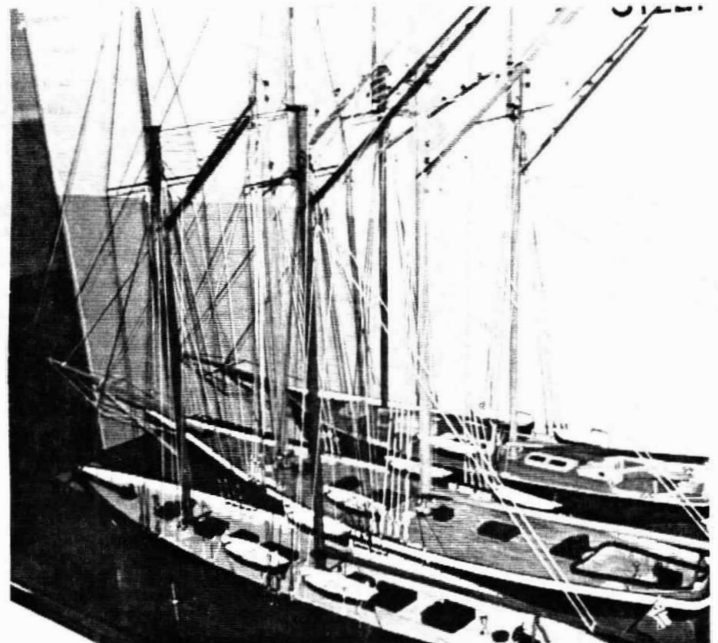
To modelmakers, the pleasure of this splendid

show lies in the exceptional finish and precision of the models. Ken Gardener does not spare the varnish or the brass polish. His ropes look like ropes, in both sizing and lay. The coils seem to contain enough line for a four-part tackle on a boom far out on a reach -- a touch that many models lack. The paint reflects exquisite masking. The deck caulking is irreproachable.

Dennis Conner has irritated San Diegans from time to time, and, after all, he did send the America's Cup to New Zealand in 1995 when *Stars and Stripes* went down to *Black Magic*. But people should remember that the first time the Cup left the U.S. was when Australia won it in 1983, and Connor brought it back in 1987 in *Stars and Stripes* vs. *Kookaburra*. He has put down \$250,000 as a performance bond for the 2000 America's Cup in New Zealand and could spend \$10 million to build boats for it.

Why did Conner offer this little-seen collection to the San Diego Maritime Museum? Even Curator Bob Crawford isn't quite sure. The cases had been languishing in various dark warehouse and sheds, and it makes sense that the public should get a look. Crawford rates it as his "best" ever show of modern racing boats.

In another part of this issue this newsletter pays respects to the San Francisco Maritime Museum. But right now all fans of ships and modeling had better put down everything and rush to the *Berkeley*.



Livonia, Sappho and Columbia, 1871

Bob Crawford continues to urge all members to offer their best models for exhibition on the Queen Mary. Carpooling to the Western Ship Model Conference and Exhibit will be discussed at the next Guild meeting on March 18.

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GAD-ZOOKS!
IS THAT A SCALE
MODEL OR A REPLICA?

DO THE MASTS
FOLD DOWN?

EXHIBITORS
ENTER HERE

RUSSELL
WARNER
& CO.

EASY, EASY

SHIP MODELERS ASSN.

THE THIRD
Western Ship Model Conference & Exhibit
March 27, 28, 29, 1998
aboard RMS Queen Mary

So Much For The Swiss Army Knife

"As my birthday approaches," writes columnist David Kasanov in *Wooden Boat*, "I would like to take this opportunity to tell all of you what I do and don't want, just so you won't go to unnecessary expense.

"I already have a pair of coffee mugs imprinted with the words 'Captain' on one and 'Mate' on the other; a captain's flask with an inaccurately conceived and poorly executed sailing ship engraved on it; and a multi-bladed knife containing, among other items, an awl, a screwdriver, a fusion reactor, and (once I figured out how to open it) an attachment that opens out into a small vacation cottage. I emphatically do not need any article of clothing with an anchor on it. I do not want any recordings of sea chanteys with a full orchestra accompaniment, especially by choruses containing women, and *especially* by a chorus with a congenital urge to end every song on a loud major chord."

Productive Times in The Model Shop

Four elaborate ship-model projects are going forward all at once in the *Berkeley* shop this month.

Two of them derive from the Scripps Institution of Oceanography at U.C.S.D. Bob Crawford is building a model of the 300-foot survey ship *Roger Revelle*. So far the model is in the stair-step stage of a bread-and-butter hull.

Jack Klein has undertaken a maddeningly complex job: a plank-on-frame of Scripps' *Challenger*, a converted British sloop of war that now explores the oceans. Equipped with highly detailed plans, he has spent two months laying out the frames one by one.

Joe Bompensiero is modeling

the same ship he works on, the ferry *Berkeley*. The main deck house and the deck above it have risen over the completed hull with its two propellers. The model will be part of a celebration of the ferry's 100th anniversary later this year. Both Jack and Joe are simultaneously renovating a couple of small models that no one seems to know much about.

The fourth major model is Chuck Hill's *Le Soleil Royale (The Sun King)*, the 1680 flagship of Louis XIV of France. It's in plank-on-frame, and when last seen Chuck was shaping its innumerable gunports.

Bob Crawford notes that *Revelle*, *Challenger* and *Berkeley* are all being built on the 3/16" to a foot scale, which he says represents a move away from 1/8" or 1/4" by museum curators and kit manufacturers. Seems that it's not too big and not too small. A final, and jewel-like, partial model in the shop is Suzette Levonian's cross-section of *H.M.S. Victory*.

process. K.C. Edwards won Guild Master, Doug McFarland First Mate and Bill Forbis Newsletter Editor, each winning by a landslide. Ed White was also unanimously re-elected as Purser. The positions of Regatta Commodore and Log Keeper remain open. Any takers?

Our March meeting will be held aboard the *Star* (on the orlop deck), as the quarterly meeting of the Maritime Museum will be held the same night aboard the *Berkeley*.

Eight members indicated that they would send models up to Long Beach for the Western Ship Model Conference and Exhibit on March 27, 28 and 29. They are Robert Hewitt, Bob O'Brien, Phil Matson, Fred Fraas, Jack Klein, Joe Bompensiero, Kris Bodzon and Bill Forbis. Curator Bob Crawford will be taking the models up on Thursday, March 26, and while he's willing to pick up your models at your home he'd prefer that you bring them down to the museum. We hope to put on a good show for our Guild this year.

Following the above announcements, the meeting was turned into a "round table" introduction with each attendee describing his interests and current model projects.

Show and Tell featured the *H.M.S. Victory* by Robert Hewitt, who asked for constructive criticism and assistance in solving his rigging problems. Kris Bodzon displayed his model of *Half Moon*, his second model after finishing *Kate Cory*.

In discussing ideas for future meetings, interest was shown in asking Phil Matson to put on some demonstrations. Doug McFarland is willing to provide his TV/VCR combo for shows of maritime interest.

See you at the March meeting.

FRED FRAAS

March

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	31				

NEXT MEETING

February Meeting Notes

First Mate Jack Klein opened the meeting with 21 members present. Jack announced that old business would be taken care of first, that being the 1998 elections.

The limited number of candidates simplified the election

San Francisco's Maritime Museum Today

Probably many or most Guild members have visited the San Francisco National Maritime Museum at one time or another, but your editor hadn't ever been there until the middle of February. So this report on that museum will be an update for many and an introduction for others -- plus some personal observations.

San Francisco's contribution to the world of maritime museums is easily reached from anywhere in the Bay Area: take a BART train to the Powell Street station and the Hyde Street cable car from there to Fisherman's Wharf. The museum is divided into the Hyde St. Pier display of historic floating ships and a two-story white building for model ships just up the hill behind the pier.

Missing from the pier when I was there was its biggest attraction, *Balclutha*. This square-rigger is in drydock for three months, partly to have its foremast removed, repaired, resteped and rerigged.

Balclutha, of course, invites comparison to *Star of India*. The stats are: *Balclutha* -- length 256', breadth 38', draft 22', tonnage 1,689; *Star* -- length 278', breadth 35', draft 21.5', tonnage 1,197.

Glasgow-built *Balclutha* is younger -- launched in 1886 vs. 1863 -- and her career is not so exciting as *Star's* 23 circumnavigations of the world. *Balclutha* made five voyages to from England to San Francisco, bringing coal and returning with grain. Like *Star*, she then served in the Alaska fishing industry.

The Floating Fleet

Even though you can't visit *Balclutha* right now, you can see a number of other varied and interesting ships and boats, including:

**C.A. Thayer*, a three-masted lumber schooner with her mainmast currently absent and unaccounted for. She measures 156 feet long and 36 feet in the beam. Built in 1885, she used to carry lumber (to ports as far away as Fiji) piled so high that the pinrails had to be repositioned well up on the shrouds.

**Eppleton Hall*, a rare example of the kind of paddlewheel tug that towed ships into San Francisco Bay during Gold Rush times. Each of her sidewheels was powered by its own steam engine, making her able to turn on a dime. Built in England in 1914, she

sailed to San Francisco 56 years later under her own power.

**Hercules*, a mighty tug built in New Jersey in 1907, which arrived in San Francisco after towing a sister tug 13,500 miles around Cape Horn. For years she took sailing ships out to sea and towed log rafts down the West Coast. She measures 139'26" and displaces 409 tons. When I was there last month she could not be boarded because, like many of the vessels at the Hyde St. Pier, she was under repair.

**Alma*, the last of the San Francisco Bay scow schooners. Flat-bottomed, square-ended, and drawing only a few feet, these vessels carried bulk cargoes like hay; a drawing shows bales piled about one-third up the masts. *Alma* was launched in 1891.

*Assorted feluccas, yachts and other small boats for fishing and crabbing, and finally:

**EUREKA!* The disheveled old ferry with this name was the most interesting vessel I saw on my visit.

She's old -- built in 1890 -- and huge, the world's biggest ferry in her day, carrying up to 2,300 passengers. Her stats: length, 299'6"; breadth, 78'6"; draft, 10'; displacement, 2120 tons.

Under her original name, *Ukiah*, she carried passengers by day and railroad freight cars by night between Tiburon and San Francisco. After 1922, with the tracks on her lower deck removed to let her accommodate the new-fangled automobile, she ran between Sausalito and San Francisco until a few years after the Golden Gate bridge opened in 1937. She finished her career serving on the Oakland run until 1957.

The most interesting feature of *Eureka* is her gigantic single-cylinder engine. Unlike our *Berkeley*, she was propelled by enormous paddlewheels (27 feet in diameter) on each side.

The paddles are linked by a heavy driveshaft with a crank that has a six-foot throw. The connecting rod from this crank rises 42 feet to a walking beam that looms over the top deck nearly as



AS SHE WAS AND AS SHE IS



high as the stack. Another connecting rod at the other end of the beam runs down to the huge (65-inch diameter) piston in the vertical cylinder, with its 12-foot stroke. Horsepower: 1,500. R.P.M.: 20.

The basic design of this engine comes from 1820, not too long after James Watt's first engine. In 1890 it was one of the last ever built. Yet it lived on for 67 years.

Topside, *Eureka* looks awful. Here and there the siding is punched through, and junk covers much of the decks. But during World War II the military, which had strained *Eureka's* hull transporting munitions-filled freight cars, stripped her down to the keel and four frames and rebuilt her. So very little of *Eureka* is 108 years old. And starting in 1995 the National Park Service carried out a \$2.7 million restoration of the underwater hull, including a copper bottom.

Now "shipwrights are renovating her entire upperworks," says a sign on the dock. The work includes new margin planks and a protective cedar sheathing for the main deck. Looks like *Eureka*'ll be around for a while -- but her restaurant doubtless won't be serving dinner for 55 cents, as it once did.

The Models

The star attraction of the model museum is its Steamship Room on the ground floor. Dim lighting brings out the best features of 18 mostly large-scale models in big lighted cases. I'll list them all.

First, *San Juan Prospector*, designed to alternately carry iron ore and crude oil. Next, *Golden Bear*, the Liberty ship *Simon Benson*, the *United States Victory*, a T2-SE-A2 tanker, another Liberty in wartime gray, the paddle steamer *Great Western*, the *Great Britain*, and the *Great Eastern*, an ingenious ship driven by both side paddles and a screw, with separate engine rooms for each.

Then Pacific Mail's *Peru* and *Queen of the Pacific*, the steam schooner *Necanicum*, a Great Laker named *Alma*, the President Lines' *President Taft* and the Dollar Lines' *Robert Dollar*, and two battleships, *California* and *Oregon*.

The sailing-ship models are not so numerous, and scattered among many other exhibits on the second floor. They include the *Pilgrim*, the clipper *Flying Cloud*, two scow schooners named *Hermine Blum* and *Regina S.*, the clipper *Great Republic* and the downeaster *Santa Clara*. (The second floor also has a model of the Sacramento River steam ferry *Fort Sutter*, said to be the first to provide passengers with bathtubs.) Near the museum entrance on the ground floor are three other windjammers, *Kohala*, *Kenilworth* and *Preussen*, which has five masts and about 50 sails. German- built in 1902, she was a total loss after a 1920 collision in the English

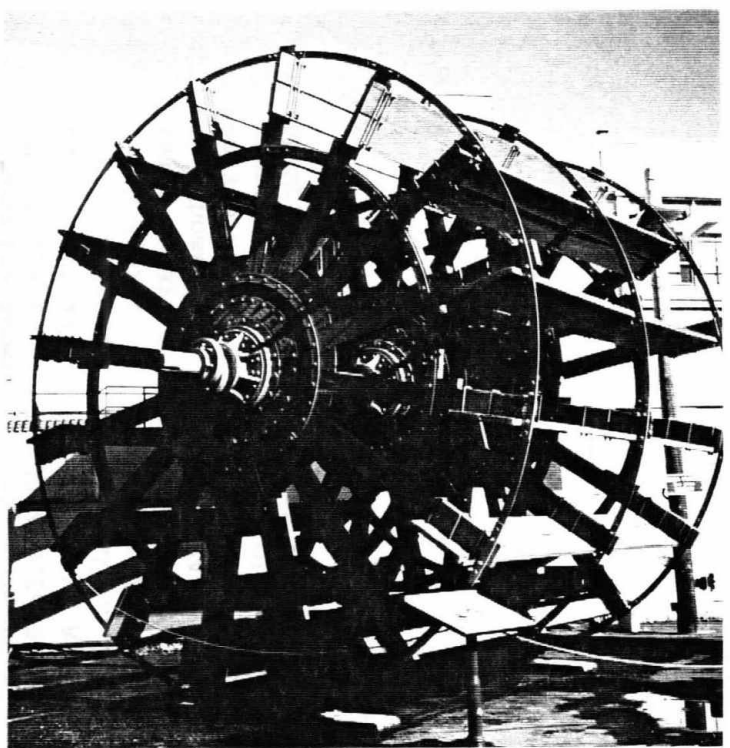


EXHIBIT ON HYDE ST. PIER

Channel.

I was given a somewhat outdated list of all of the museum's exhibits, including hundreds of photographs and paintings mostly not on display and too numerous to discuss. There are, however, a number of nautical attractions, apart from models, that are displayed throughout the museum and on its veranda. Here are some examples:

- *An anchor from the ship of the line *U.S.S. Independence*, built in 1814.
- *A small Japanese sloop, *Mermaid*, that sailed from Osaka to the Golden Gate in 1962.
- *An actual-size mast doubling with caps and yards.
- *Figureheads depicting Lord Robert Clive and Davy Crockett.
- *A wooden mast cap and yardarm recovered from excavations for the Transamerica and Bechtel buildings, which seems to show how much of San Francisco's shoreline is made of fill.

For lack of time, I could not visit two major ships in the San Francisco fleet: *Jeremiah O'Brien*, the last unaltered survivor of 2,751 World War II Liberty ships, well known to many Guild members; and *Pampanito*, a fleet submarine. A third, the steam schooner *Wapama*, is in Sausalito for preservation treatment.

All told, I'd say, the San Francisco Maritime Museum offers at least one long day of profitable exploration for anyone interested in ships -- and more when *Balclutha* returns. A docent I talked to was rightfully proud of his museum's exhibits. But he unexpectedly added that there is also much to be said for the Columbia River Maritime Museum in Astoria, Oregon. Guess I'll try that one next.

Name	City	Sta	Zip	Phone	Spouse
Gordon Jones	San Diego	CA	92111		Betty
Achim Von Kapff	Bonita	CA	91902		Pauline
Jack Klein	San Diego	CA	92119		Jackie
Frank D Lee	St Louis	MO	63116		
Russ Lloyd	San Diego	CA	92117		Chris
David Manley	San Diego	CA	92117		Megan
John C Mathews	Coronado	CA	92118		
Phillip T Mattson	La Jolla	CA	92037		Helen
Doug McFarland	San Diego	CA	92131		Jeanne
Anne Merrill	San Diego	CA	92117		
Hans G Merten	San Clemente	CA	92672		Hedi
Tom Moffette	La Jolla	CA	92037		Ann
Mathew Moranville	Poway	CA	92064		
Howard L Newman	San Diego	CA	92120		
Robert E O'Brien	Poway	CA	92064		Treva
Thomas Ortman	Carlsbad	CA	92008		Susan
Carl R Pendell	Escondido	CA	92026		
Royce Privett	Santee	CA	92071		
Calvin D Raymond	Poway	CA	92064		
O. Nicholas Rugen	Del Mar	CA	92014		Ellen
E G Schweizer	Cardiff	CA	92007		Florence
Charles E Seiler	San Diego	CA	92111		
William P Sloan	San Diego	CA	92106		Margery
Earl D Squier	San Diego	CA	92106		Florence
Thomas L Taylor	San Diego	CA	92109		Kay
Mike Thomas	Bay City	MI	48706		
Henry S Wenc	La Jolla	CA	92037		Lauretta
Edmund F White	San Diego	CA	92120		Ruth
Bob Wright	San Diego	CA	92119		Joyce

SAN DIEGO SHIP MODELERS GUILD

Membership Roster February 3, 1998

Name	City	Sta	Zip	Phone	Spouse
Bob Alberts	Chula Vista	CA	91913		
Ernest J Andrew	San Diego	CA	92116		Jean
Howard C Armstrong	Quartzsite	AZ	85346		Marilyn
Capt Reuben R Baker	Wellfleet	MA	02667		
Joe Beauchemin	Santee	CA	92071		Karina
Bunny Benson	San Diego	CA	92128		
Don Bowes	San Diego	CA	92128		Elayne
Walter E Cagle	Chula Vista	CA	91910		Kathlyn
Mike Davis	Poway	CA	92064		Sue
John De Friest	San Diego	CA	92124		Mary
Kenneth C Edwards	San Diego	CA	92117		Jo Ann
Gary A Emery	San Diego	CA	92128		Rosalind
Chuck Felkins	Chula Vista	CA	91910		
William J Flemming	Everett	MA	02149		Aurora
John F Fluck	Vista	CA	92084		Rita
William H Forbis	San Diego	CA	92119		Margy
Fred Fraas	San Diego	CA	92119		Shirley
Anthony Gervais	Ramona	CA	92065		
Icela Gonzalez	San Diego	CA	92105		
Albert Grimes	Cordes Lakes, M	AZ	86333		Jackie
Robert J Hallbach	El Cajon	CA	92020		Edith
James D Hammond Sr	Carlsbad	CA	92008		Stephanie
Jimmie C Hawkins	San Diego	CA	92101		
Jerry E Hazlett	Henderson	NV	89015		Arloa
Robert T Hewitt	San Diego	CA	92102		
Evan B Hull	Rancho Bernado	CA	92128		
Bruce R Jamieson	Bonita	CA	91902		Cathy
Johnny R Johnston	Poway	CA	92064		
Lewis E Johnson	San Diego	CA	92120		Helen

Ship's figurehead depicting Lord Clive of India in the San Francisco museum



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San Diego Ship Modelers Guild
 c/o Maritime Museum Association of San Diego
 1306 North Harbor Drive
 San Diego CA 92101



SAN DIEGO SHIP MODELERS GUILD

Officers for 1998

Guild Master	K.C. Edwards	/REDACTED/
First Mate	Doug McFarland	/REDACTED/
Purser	Ed White	/REDACTED/
Log Keeper	Open	
Newsletter Editor	Bill Forbis	/REDACTED/

Founded in 1971 by Bob Wright and the late Russ Merrill

SCHEDULE OF ACTIVITIES

Meetings	Third Wednesday of every month. 7 p.m. social. 7:30 p.m. 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 1).

We strongly encourage all to join the San Diego Maritime Museum as an expression of appreciation for the facilities provided for our benefit.

Columbia (background) and Sepur, from the 1958 races

