



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego CA 92101

July 1998

NEWSLETTER

Volume 22, No. 7

The Catenary Cruise

How the Battleship *Missouri* Finally Reached Pearl Harbor

When the *U.S.S. Missouri* reached Pearl Harbor under tow from Bremerton on June 22, it had come 2,700 miles connected to its tug by a catenary (CAT-en-ary).

What's a catenary? The Latin roots of the word are *caten-* meaning "chain" and *-ary* meaning "connected with," and that's a pretty exact description of the *Missouri's* towline. The dictionary defines the word as "the curve assumed by a heavy cord or chain hanging from two points."

Artists see the catenary as the prettiest natural curve. It's perfectly symmetrical. It's not an arc of a circle; its curvature changes constantly. It makes a "fair" curve as opposed to a distorted curve. Trolley wires, jumping ropes and suspension bridge cables are catenaries.

By its nautical definition "catenary" means "a chain towline." The *Missouri* was towed on a modified catenary. The first portion of the line aft of the tug was 2-in. cable; next came about a hundred feet of heavy (each link weighed 100 pounds) of "surge" chain, placed there specifically for its weight; then more cable, for a total length of half a mile. At its deepest point the catenary was 100 feet or more below the surface of the water.

The result was to give the tug an even pull force by allowing the chain to rise a little if wind or wave tended to lengthen the distance between the vessels. It became a spring line, or shock absorber, and eliminated the danger of the towline parting.

Sea Victory, the 7,200-horsepower tug (powered by two 20-cylinder diesel engines), was built in 1974 to move oil-drilling rigs in the North Sea. Its task in towing the *Missouri* was made more difficult by the need to lock the shafts of the battleship's four propellers, presumably to keep them from stripping gears in the turbines.

The tug and tow started their voyage on May 30, but before heading west crossed the Columbia Bar to Astoria, Ore. to rinse the *Missouri's* hull in fresh water and kill marine organisms that had grown on it. The open-sea trip took 19 days at 6 m.p.h.

The *Missouri* outweighs the *Sea Victory* by 40 to 1. "We were an ant pulling an elephant across the desert," said Kaare Ogaard, 56, the tug's skipper.



Catenary chain on after deck of Sea Victory.

***Arizona* alongside *Missouri*:
two battlewagons symbolize the
beginning and the end of the
War in the Pacific. See Page 2**

Alongside *Arizona* in Pearl Harbor, *Missouri* Will Be Where She Should Be

The people of Bremerton shed copious tears when the *Missouri* was towed out of the Puget Sound Naval Shipyard into Rich Passage for its final voyage to Hawaii. Since its arrival in 1954 – broken only by recommissioning in San Francisco in 1986 and service in the Persian Gulf War – the battleship had been the city's best-known landmark. "It's very sad, but life goes on," said one city councilman.

Bremerton, Honolulu, Long Beach and San Francisco all sought to become the ship's permanent home, but in 1996 Navy Secretary John Dalton chose Pearl Harbor.

In the opinion of many, he was right. *Missouri* will be moored near *Arizona*, sunk by Japanese bombs and torpedoes on Dec. 7, 1942. "Here you are going to have the beginning of the war and the end of the war right in the same place," says the tug *Sea Victory's* Kaare Capt. Ogaard.

Visiting *Arizona* is one of the most emotional experiences that an American can have. From the white concrete-and-steel Arizona Monument, which straddles the sunken hull, millions of visitors have viewed the upper deck under a few feet of water and pondered the sudden deaths of 1,100 men when the totally destroyed ship went down in the first 30 minutes of Japanese bombs and torpedoes.

Missouri, commissioned early in World War II and at 58,000 tons of displacement one of the largest warships ever built, was the flagship of the U.S. Pacific Fleet. She carried nine 16-inch guns and could steam at 35 knots.

She was in combat through all of the latter stages of the war, but won a permanent place in history when General Douglas MacArthur chose her to be the setting for the Japanese surrender on Sept. 2, 1945. Under the American flag that had flown over the White House on Dec. 7, 1942, the Japanese Foreign Minister, Shigemitsu Mamoru, signed the unconditional surrender on behalf of the Emperor of Japan. MacArthur, authorized by President Truman, signed for the U.S.

Missouri will become a major museum. It does not lack for money, which will come from the U.S.S. Missouri Memorial Association, a group of Hawaiian business, civic and political leaders and retired military personnel.

The association is financing the \$800,000 needed to finance the ship's preparation and towing. The group expects to spend as much as \$25 million to turn the vessel into a museum, and hopes to recover the money in admission charges.

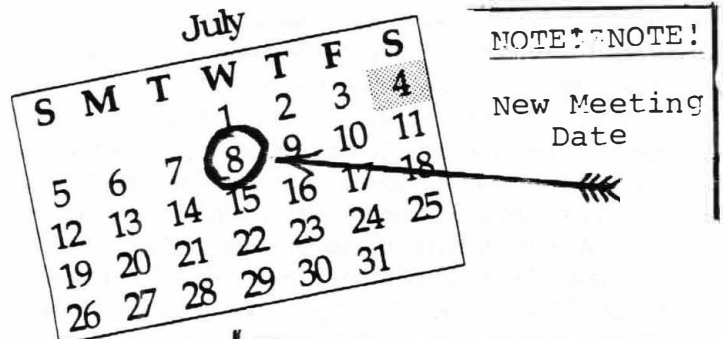
A PEEK AT JUNE'S MEETING:

Seventeen members and one guest attended. JACK KLEIN had several announcements, passes etc. for fair volunteers. No report was made by the Purser. GORDY JONES had high praise for our new newsletter editor, BILL FORBIS and his fine efforts.

BOB CRAWFORD stated many model magazines were "up for grabs" in the model shop. He also announced that Saturday, July 11 would be the next "work day" (9AM), and a NRG Committee meeting would be held Wednesday, July 15, in the model shop at 7PM.

DAVE MANLEY displayed a prototype tug kit for RC ops that he plans to market. He also has a wide variety of brass props for sale.

Our guest was none other than old-time former member AL LHEUREUX, now living in AZ.

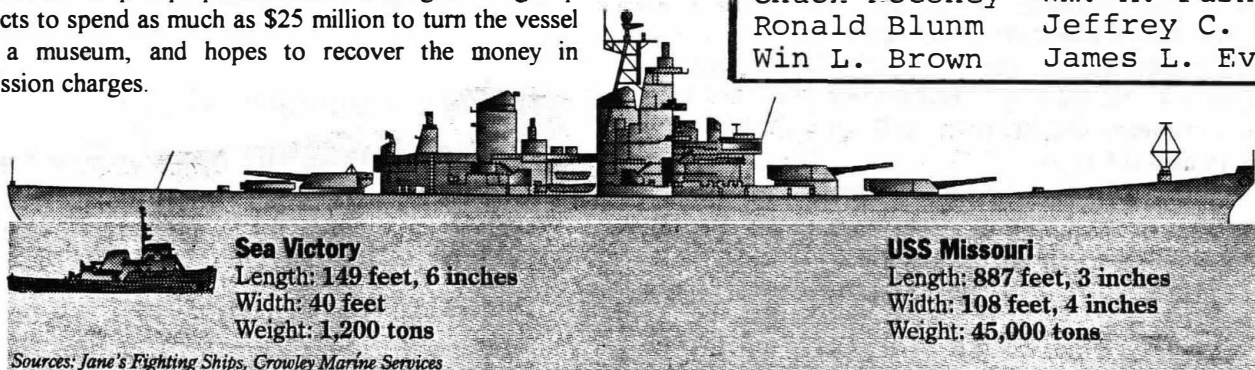


GUILD B'DAY PARTY

Pot Luck? Bring a few goodies to share. (Leave your models at home..)

WELCOME ABOARD:

Chuck McGohey Wm. A. Furniss
Ronald Blunm Jeffrey C. Fritz
Win L. Brown James L. Evans



CAPTAIN AUBREY'S RULE: 'You Can't Make Spotted Dog Without Suet'

The Museum Shop on the *Berkeley* is selling an inspired new cookbook. Its title is "Lobscouse & Spotted Dog," and what inspires it is the dishes served to Captain Jack Aubrey and Surgeon Steven Maturin on the *Surprise* and *Diane* and other warships in the 18 novels (also sold on the *Berkeley*) of the fabulous Patrick O'Brian.

Most Guild members know the books ("A mirror to Nelson's navy - compulsively readable," wrote critic Hammond Innes.) But most have also wondered what was actually in those cholesterol-laden meals prepared and served when Aubrey barks "Killick! Killick there!" to his faithful, scowling, longtime servant.

Well, lobscouse is basically a stew of meat, potatoes, onions and sea biscuits. A review of *Lobscouse & Spotted Dog* in the "Washington Post" doesn't make clear what spotted dog contains, but perhaps it's the dish described in O'Brian's "The Far Side of the World":

"Pies at sea . . . are made on nautical lines, of course. They are quite unlike pies by land. First you lay down a stratum of pastry, then a layer of meat, then a layer of pastry, then another layer of meat, and so on, according to the number of decks required."

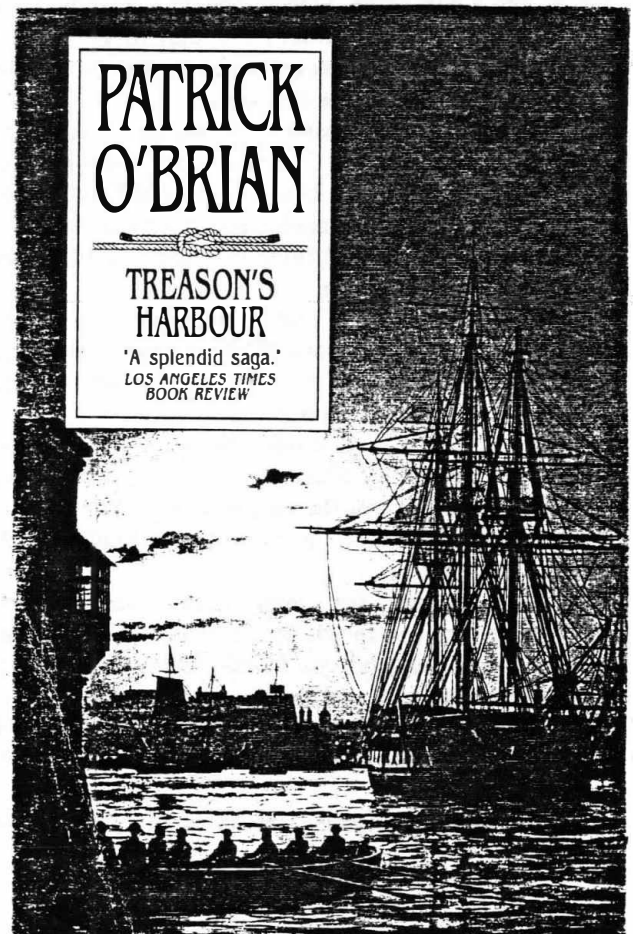
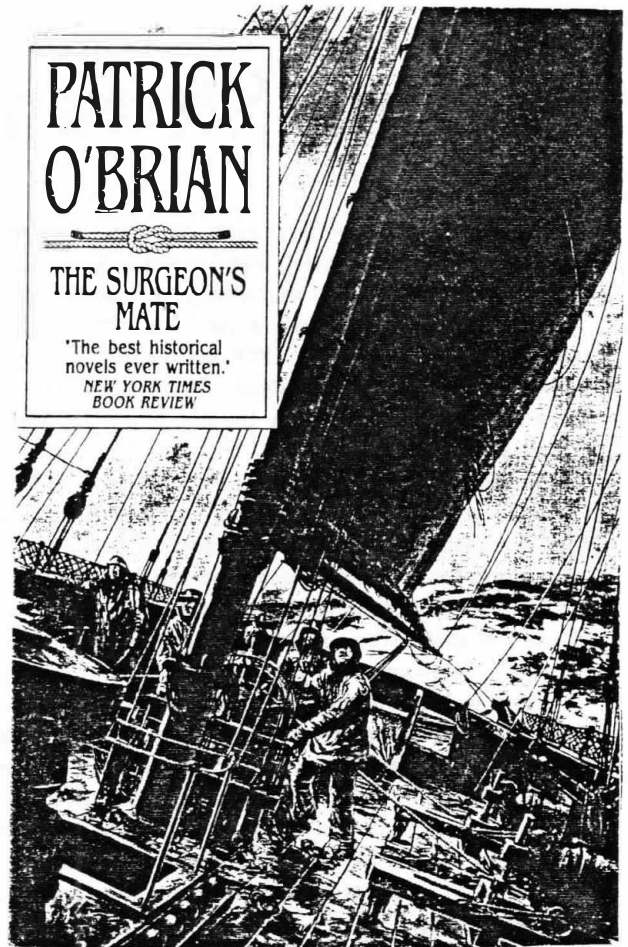
One clue is Captain Aubrey's assertion in "The Ionian Mission" that "a spotted dog or a drowned baby is a hollow mockery, a whited sepulchre, without it is made with suet. There is an art in puddings, to be sure, but what is art without suet?"

The authors of "Lobscouse & Spotted Dog" are Anne Chotzinoff Grossman, 67, and her daughter Lisa Grossman Thomas, 40, of Babylon, New York. They are both accomplished musicians; Grossman translates opera librettos, while Thomas runs a computer consulting firm in Manhattan. Six years ago a neighbor, Dennis Flanagan, the former editor of "Scientific American," hooked them on O'Brian.

That embarked the ladies, says the "Post," on "dark passages of culinary archeology that lead to skillygalee, stirabout and ratafia biscuits."

They found that white rats in onion sauce is "absolutely delicious." On the other hand, the sago pudding was so disgusting that when they tried to flush it down the toilet to get rid of it, "it began expanding like something out of a horror movie."

But if you want to try it, the recipe's in the book.



Joshua Slocum's Centennial

Maritime history buffs in yacht clubs and seaports all over the world are dancing the hornpipe these days to celebrate the hundredth anniversary of Captain Joshua Slocum's three year voyage around the world alone. It was at 1 a.m. on June 27, 1898 that he slipped into the harbor at Newport, Rhode Island – having eluded mines in the entrance placed to block the enemy in the Spanish-American War.

He thus finished a 46,000-mile voyage in a 37-foot sloop, the famous *Spray*, equipped with some out-of-date charts, a compass, a sextant, a windup clock and a weight on a string for sounding. At 57, he had become the first man ever to circumnavigate the world alone. The account of this feat that follows is extracted from a long article in the April "Smithsonian."

Born in Nova Scotia, Slocum ran away to sea at 16. At 18, having learned celestial navigation, he made second mate, and at 25 he was the captain of a coastal schooner. On deep-sea ships he sailed everywhere, ultimately going around the world five times. On one exotic voyage he took a cargo of Arctic ice to Hong Kong. He reached the pinnacle of his career at the age of 37, commanding a 220-foot clipper ship.

Steam was rapidly overtaking sail. The clipper was turned into a coal barge. Slocum bought a small bark and put her in the South American trade, only to smash into a sandbar off Brazil and break up. When he was 48 he found himself looking for work as a stevedore.

A fellow sea captain came to his rescue – sort of. "I'll give you a ship," he said, "but she wants some repairs." This was *Spray*, an oyster boat a century old and rotting. In 13 months, Slocum replaced every frame and plank, and when he was done in April 1894, he could report that "she sat on the water like a swan."

He put in a season of fishing, without success. Then, as he related later in his book "Sailing Alone Around the World," he decided that "the time had arrived to weigh anchor and get to sea in earnest."

Slocum planned to circle the globe going east, through the new Suez Canal, but at Gibraltar British naval officers warned him that the danger from pirates was too great. All right, he said, I'll go west, and he headed for the Strait of Magellan.

Life alone on the vasty ocean was tolerably comfortable for Slocum. He had barrels of potatoes and dried cod that could last six months. *Spray* was so well balanced that she could sail for days with her wheel lashed. For long stretches of time her captain was on his bunk below decks, sleeping or reading Shakespeare, Darwin or Longfellow.

After weeks of fighting the gales of Magellan, he

emerged into the Pacific Ocean – but didn't know it. Confused, he turned east and then north and in the end traversed the western half of the strait again before entering the Pacific.

Crossing that huge ocean he stopped at Robinson Crusoe's island in the Juan Fernandez group and at Samoa, where he visited Fanny Stevenson, widow of Robert Louis Stevenson. In Australia he discovered that he could make real money with lectures accompanied by magic lantern slides of his adventures.

In South Africa he met President Johannes Paulus Kruger, who did not believe Slocum's story because he did not believe the world was round. At Napoleon's island, St. Helena, someone gave Slocum a goat that became the "incarnation of evil, threatening to eat everything from the flying jib to the stern davits." The goat ate Slocum's hat.

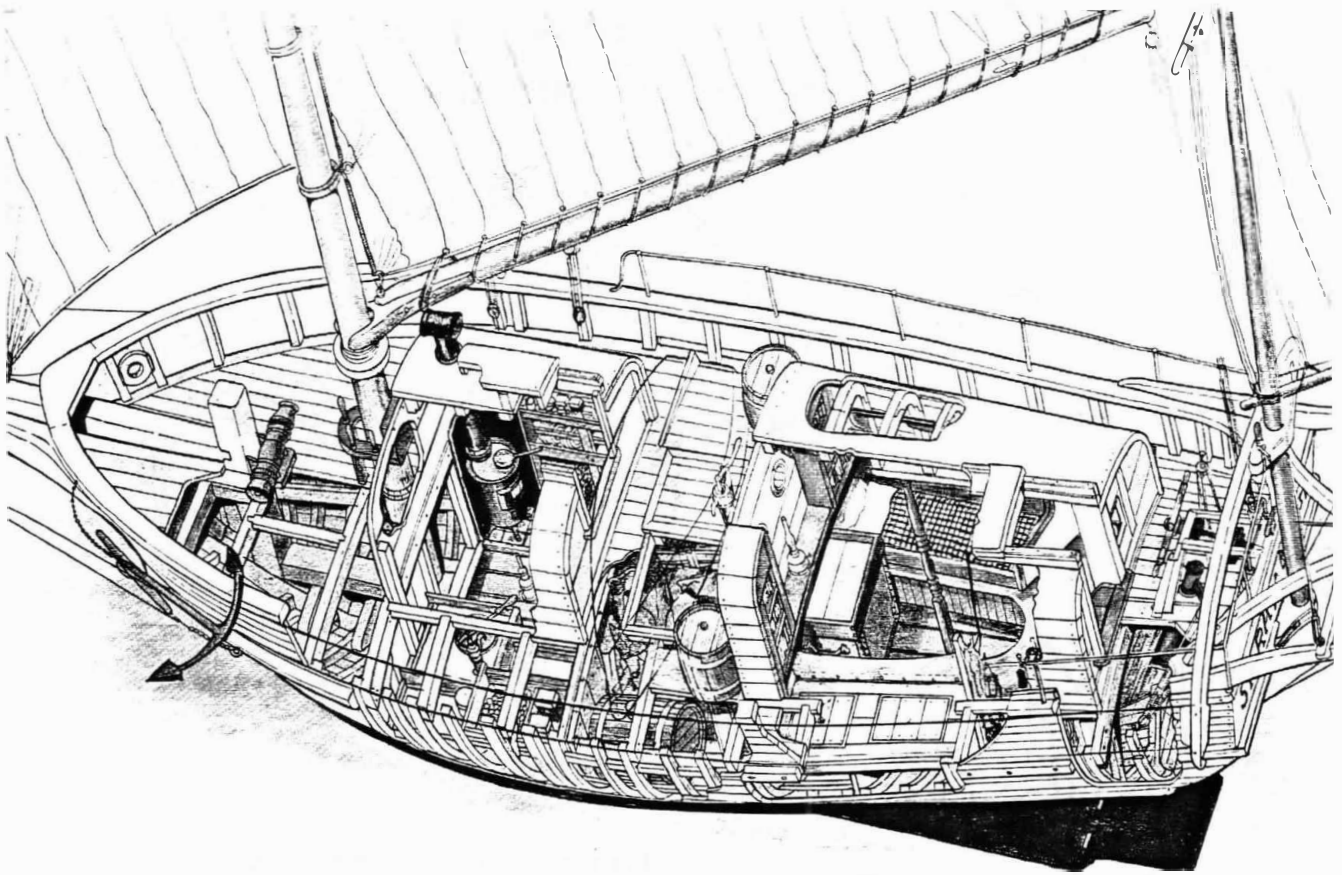
On May 8, 1898. He crossed the track of the Gibraltar-Cape leg of his voyage, thus circling the earth. But he deemed the job unfinished until he reached Rhode Island.

Slocum wrote his book aboard the *Spray*, and sold thousands of copies all over the world; it still sells today. He took to sailing to the Caribbean in the winter "to avoid buying an overcoat." In 1909 he set sail for Venezuela, hoping to go up the Orinoco River and discover the source of the Amazon. Slocum, and *Spray*, were never heard from again.

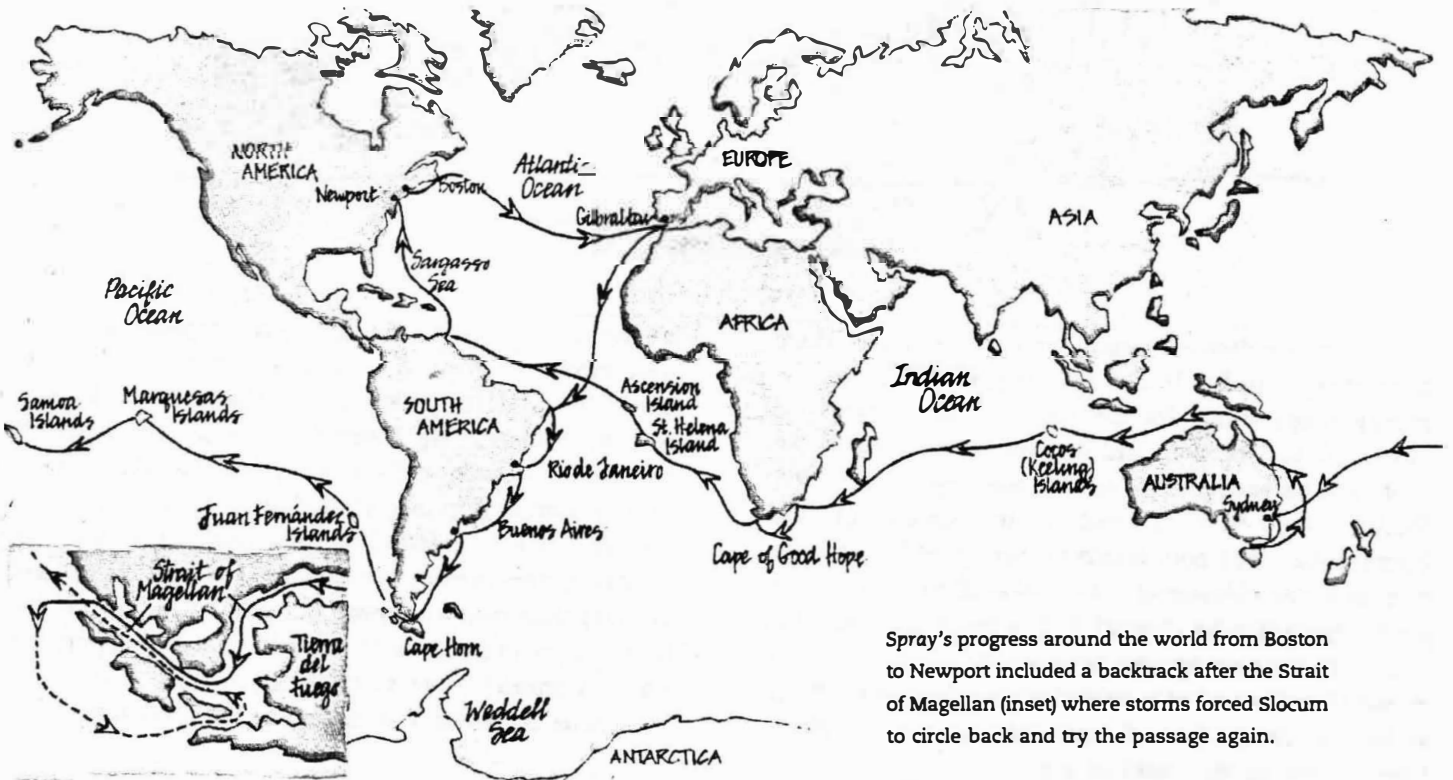
Letter to the Editor

Reading of Jack Klein's remarks on the tarring of standing rigging in the June Newsletter provoked this learned response from Allen Hatheway, professor of mining engineering at the University of Missouri:

Nearly forgotten is Admiral Archibald Cochran, 9th Earl of Dundonald, another Scot, and recipient of English patent 1291, on 30 April 1781, for the "Closed oven to permit recovery of other products" than coke from coal. The admiral had been drawn to experiment with coal as an alternative source of caulking tar for the Royal Navy. Previously available from the Swedes, naval tars had been the subject of the Swedish-Northern Europe tar crisis of 1703, during which the Swedes had ruinously raised the price of the commodity. Britain had turned to its American colonies and replaced the source, but by 1781 was embroiled in our war of independence and again found its supply of naval tar supply choked off. The admiral's British Tar Company (1781-1788) filled the wartime supply but then failed economically.

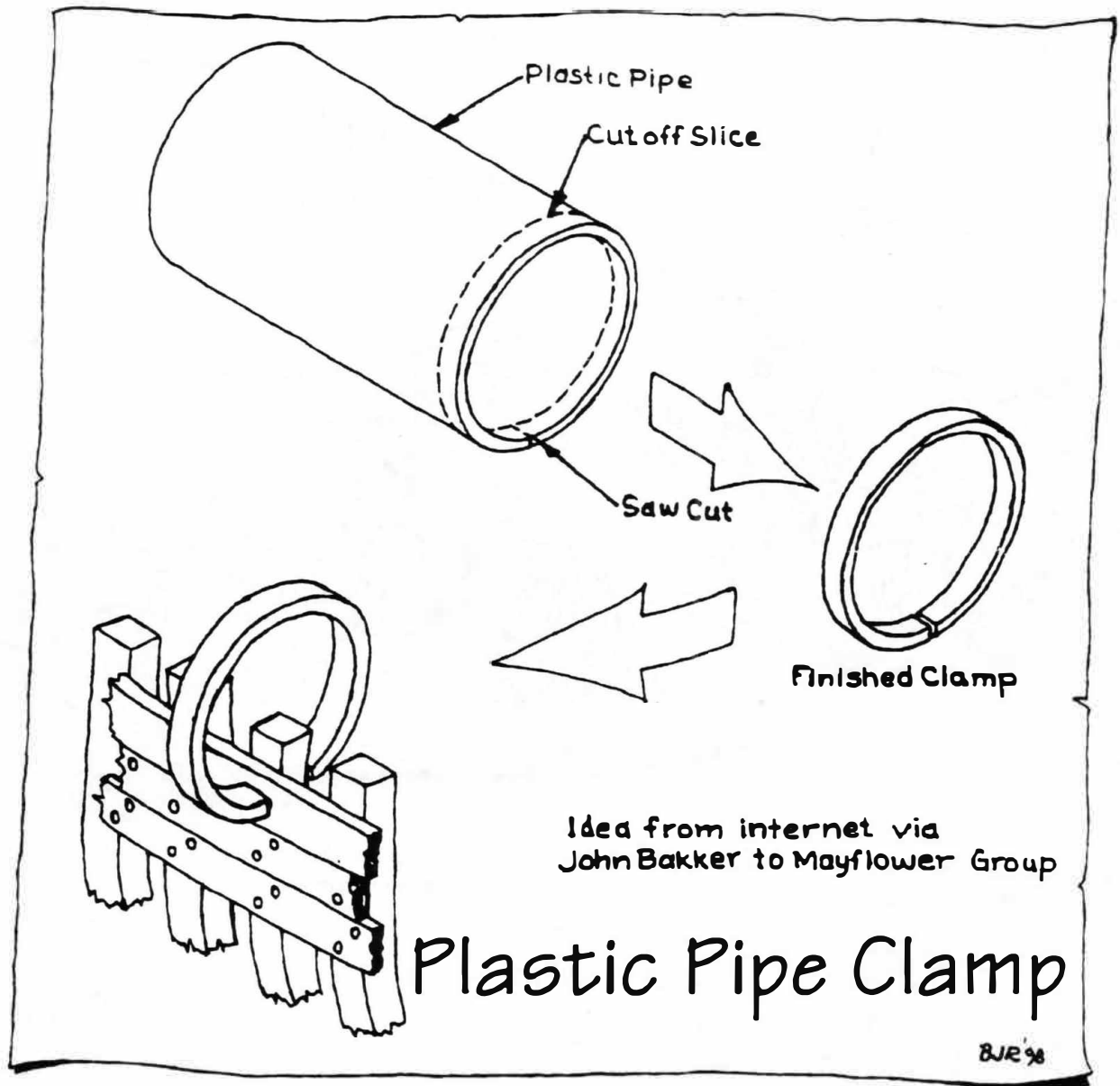


An artist's cutaway view of *Spray* shows the interior with well-stocked bookshelves. Slocum cooked in the forward cabin; the barrels held water and supplies, including plenty of potatoes. The ship's wheel is just forward of the mizzenmast.



Spray's progress around the world from Boston to Newport included a backtrack after the Strait of Magellan (inset) where storms forced Slocum to circle back and try the passage again.

Illustrations from Smithsonian Magazine



MAYFLOWER LOG

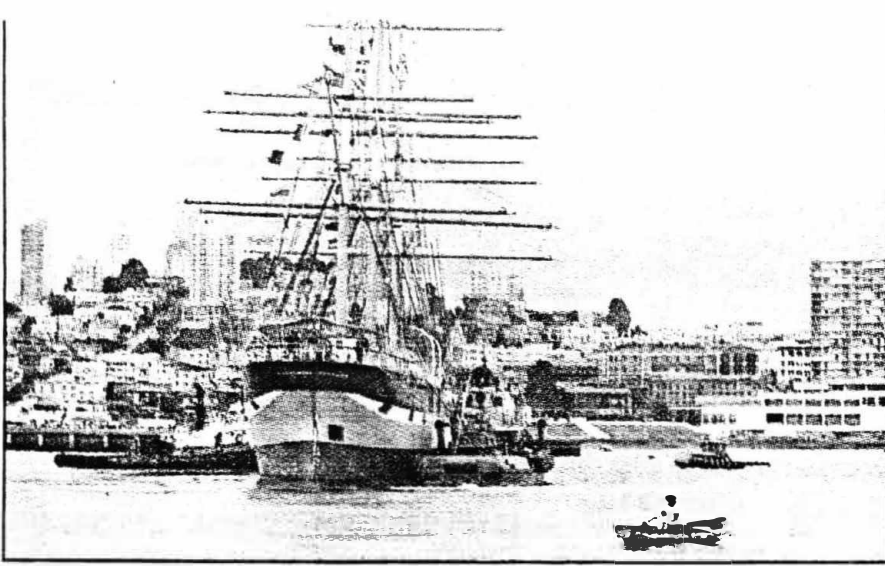
March 21, 1998

At the last Mayflower meeting prior to the Queen Mary Exposition, with Bill Wicks presiding, we discussed last minute preparations for the show. Tom showed his model of the Nonsuch, and we went over some of the problems he encountered on the planking. Both John Bakker and Rich showed their models of the Rattlesnake. The both displayed the @ of height gage that they had fabricated. John also showed a unique plank clamp that he devised from a piece of PVC. He was asked to show it at the next regular meeting. Norm showed his diorama of a small boat building shop which he built up from a kit but added some details. He did a beautiful job on this. we had a guest from Kansas City join our group. Paul Gagne is out here for the show and stopped in to show a small tender he has built for the

from Ship Modelers association
April 1998

Victory in 1:78 scale. The sails were made of linen and were dipped in a fabric varnish and then dried with a blow dryer. This billowed out the sails in a very realistic manner. He mentioned that he had attended our last Exposition and was so impressed that he went back to Kansas City and started his own club. Four of the members are attending this show and will be displaying two models. Personally, I would like to take this opportunity to commend our club. Our reason for being is to promote ship modeling, and Judging by Paul's comments, we certainly have done that. Pat yourselves on the back, and keep up the good work.

Ken Clark



BY KAT WADE/THE CHRONICLE

***Balclutha* is Back at San Francisco's Hyde Street Pier After \$1.5 Million Overhaul**

From the San Francisco Chronicle

The great sailing ship *Balclutha* returned to San Francisco yesterday after a major overhaul that made her look like new — which is pretty good considering the ship is 112 years old.

The *Balclutha* had spent eight months at the Bay Ship and Yacht yard in Alameda, getting a careful and complete overhaul — her hull inspected, a new deck installed, her foremast pulled and repaired for the first time in a century. The rigging was renewed, and the ship was even fumigated. When the *Balclutha* returned to the Hyde Street Pier at Aquatic Park, in new paint with all flags flying, she looked like a million dollars.

Actually, the work cost \$1.5 million, of which \$750,000 came from the National Park Service, owner of the *Balclutha*, and \$850,000 from the National Maritime Museum Association, which admires the old ship.

"We want to make sure the ship will be good for another century," said George Fleharty, the museum association's president.

By last fall, the *Balclutha* was showing her age, not just in

faded and streaked paint, but in a leaking main deck that had damaged the ship's interior and compromised some of the original deck supports.

Leaking decks are often a death warrant for old ships, but the *Balclutha* is an ancient wonder, designed with grace and strength and beautifully built, said William Elliott, Bay Ship and Yacht's general manager. "This is a wonderful ship," he said, "It was an honor to work on her."

The ship was built in Glasgow, and sailed on her first voyage half way around the world. She stood in the Golden Gate in the fall of 1887 and loaded grain for Europe from warehouses in Contra Costa County. The *Balclutha* has been everywhere from New York to Rangoon, sailed around Cape Horn 17 times, was wrecked in Alaska once and spent the final years of her working career, which ended in 1930, based in Alameda under the name *Star of Alaska*.

It was customary in the old days to tow sailing ships to sea to make sail off the Farallones, so using tugs for the six-mile trip from the Oakland estuary to San Francisco yesterday was not unusual.

The ship's sailing days are over, but not a touch of the dramatic.

The U.S. flag was raised with a flourish, and a man named Dudley Wright dressed up as a turn-of-the-century ship's captain in a derby, a vest and a black suit and gave a theatrical order now and then.

But the man who was really in charge was Captain Stephen MacLachlan, a bar pilot who never raised his voice and gave his orders quietly on a hand-held radio to the tugs *Sea Eagle* and *Kelley Anne*.

Down the estuary and across the bay, the old ship went, escorted by the San Francisco fireboat *Phoenix* and rolling just a touch when a passing ferry kicked up a small swell on the bay.

About a hundred invited guests ate a catered brunch and drank a champagne toast to themselves and the *Balclutha*, and looked alarmed for a moment as the ship approached the Bay Bridge.

Not for nothing are these vessels called Tall Ships. It looked as if the mainmast, as tall as a 15-story building, might scrape the lower deck. But old hands gave a small smile. They knew that even at the highest tide, the *Balclutha*'s mainmast would clear the bridge by 51 feet.

But putting a 256-foot-long National Historic Landmark in a berth inside the Aquatic Park lagoon is another matter. There is a very tight turn at the San Francisco Municipal Pier, and the lagoon is full of things like shallow water, buoys, anchored vessels, and even swimmers.

The move was timed for slack water, the period of least current, but still an eddy swung the *Balclutha*'s bow around and Captain MacLachlan called in a 35-foot-long antique tug named the *Alert* to help out the two bigger tugs.

There is very little room for error. It takes "luck and cunning," the pilot said.

Finally, the ship had to be moved up next to the dock by park workers walking around a capstan and pushing, a process old sailors call using "Norwegian steam," from the days when machinery was expensive and human power was cheap.

Joshua Slocum's Centennial

Lobsouse and Spotted Dog
CAPTAIN AUBREY'S FAVORITE DISHES IN THE PATRICK O'BRIAN NOVELS

INSIDE

Fred Fraas
/redacted/

98

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.