



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego CA 92101

August 1998

NEWSLETTER

Volume 22, No. 8

Maritime Museum Gets Big Bequest Of Ship Model Parts Available to Guild Members

From professional modelmaker Deacon Hannah of Riverside, who recently died, the San Diego Maritime Museum has acquired a large bequest of ship-model parts, as well as kits worth around \$2,000.

Most of the brittania parts, brass fittings, strip basswood and the like will fetch up in the *Berkeley* model shop and be available to Guild members, who all know the exasperation of coming up short of some item and waiting a month or so for an order from Bluejacket or elsewhere. The complete kits will be put up for sale, with the proceeds going to the museum.

The terms of the bequest required Ship Model Curator Bob Crawford to ascertain the value of the thousands of parts, so he rounded up the usual suspects – Doug McFarland, Fred Fraas, Bob Hewitt, Jack Klein, Joe Bompensiero and himself – to comb through catalogs and pin down prices on a total of 552 stock numbers. "Be sure to thank all those guys," he told the newsletter.

Captain Hannah was widely known for his skill in restoring and repairing historic models, and the parts he bequeathed are largely for old-fashioned sailing ships. Not all of the parts were of much value – Crawford and crew had to throw out some lead and plastic stuff. On balance, though, Guild members have received a

Star to Join *Constitution* and *Victory* on World Ship Trust's Roster Of Historic Vessels

On Aug. 9, the *Star of India* will join an exceedingly select group of historic vessels chosen by the World Ship Trust, based in England. She will be one of only two American vessels, the other being the *U.S.S. Constitution*.

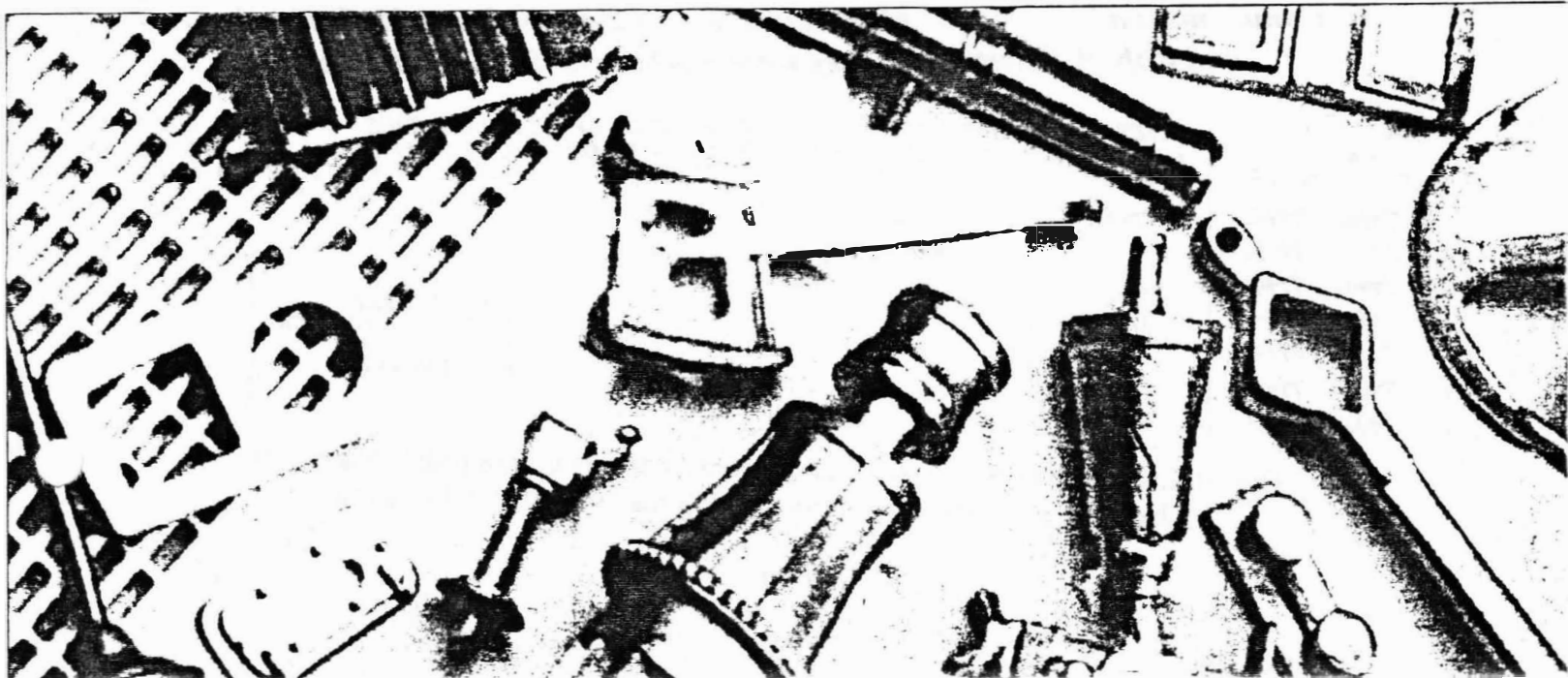
The Trust was formed by two statesmen, the King of Thailand and Prince Philip of Britain, and the awards are customarily given out by heads of state, but President Clinton was unable to come to California. Instead, Governor Pete Wilson will preside at the ceremony aboard the *Star*.

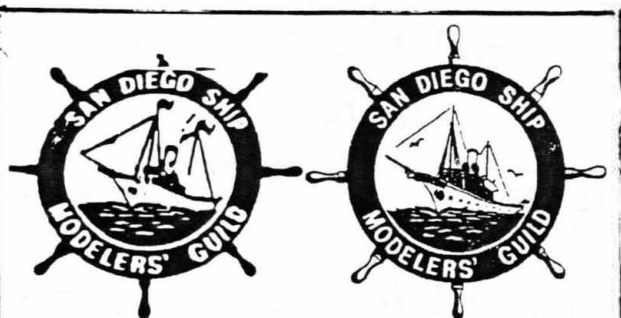
Not all of the historic ships can still go to sea, but on the day she receives the award, the *Star* will sail down the harbor channel and under the Coronado bridge to the 32nd St. Naval Station, and back. She will also make day sails on Aug. 15 and 16.

Other ships that have gained the World Ship Trust honor include Sweden's *Vasa*, *H.M.S. Victory*, the *Mary Rose*, *H.M.S. Warrior*, the *Great Britain* and Australia's *Polly Woodside*.

bountiful gift.

The museum will not charge for parts but will accept voluntary payment that can be greatly discounted from catalog prices, says Crawford.





Tired Old Logo Brand New Logo

In preparing their persuasive new Membership Application Form, Bob Crawford and Jack Klein created a much-needed and crisp redrawing of the Guild's logo, centering on the Maritime Museum's steam yacht *Media*. Note the added seagulls, portholes and flag. The new logo is also being used to improve the appearance of the Newsletter's page one nameplate.

Russian Sub Joins *Queen Mary*

The Russian Foxtrot submarine featured in the May Newsletter, using information supplied by Bob Wright, has now arrived in Long Beach, to be a companion attraction to the *Queen Mary*. According to the Associated Press, the spy sub *Scorpion* will give Americans a peek at a vessel that used to peek at them, as it shadowed American warships.

"We're unmasking a former enemy, the kind of sub many people thought sat off the California coast and spied on us," said Lovetta Kramer, a spokeswoman for Queens Seaport Development Inc. *Scorpion* comes from Sydney, Australia, where it had been berthed at the National Maritime Museum and drew as many as 250,000 visitors a year.

Our July Birthday Party

The weather was perfect, the setting was most pleasant, and the snacks and libations were more than ample; so what was wrong? Three words sum it up – attendance, attendance, attendance. Where were all those members who voted to have a "pot luck?" With a few exceptions, they were not aboard the *Star* for our annual summertime Guild birthday party.

About 12 or 14 people were present, and 4 or 5 of these were guests who got the word at the Del Mar Fair. (Many were told by Jack Klein to come to our August meeting instead, to see how the Guild functions.)

Our Guild is quite fortunate to be one of only two organizations that can have a party on the *Star* or the *Berkeley* and not pay the normal fee to the Maritime Museum. We get it all for free!

Another plus for the party is that no one has to worry about bringing a model or feel guilty about not bringing one. And you can bring your wife or girl friend. We can't make it much easier. All in all, it reminds us of the guy who said, "I could care less about apathy." Oh well, maybe next summer . . .

First mate Doug McFarland is looking for someone to take over as "duty bar keep." He's had this job for more than ten years. Anyone interested should call Doug at / redacted/.
--Fred Fraas

August

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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Meeting Date

Comments made at the Del Mar Fair to K.C. Edwards, Doug McFarland and Robert Hewitt while they were working at the Guild booth

GEE YOU MUST
HAVE A LOT
OF PATIENCE.

+++ +++
+++ +++
+++ +++
+++ +++
+++ +++
+++ +++
+++ +++
+++ ///

I BET YOU
HAVE GOOD
EYESIGHT.

+++
+++
+++
//

HOW LONG DOES
IT TAKE TO BUILD
A MODEL ?

+++
+++
+++
+++

WHAT KIND OF
WOOD IS THAT?
BALSA????

+++
+++
+++
+++
+++
///

I HAVE THIS
BROKEN MODEL.
HOW MUCH WOULD IT
COST TO REPAIR ?

+++
//

(THESE WERE
REFERRED TO JACK
KLEIN & JOE
BOMPENSARIO)

HOW DO YOU
PUT ONE IN
A BOTTLE ?

+++
//

One of K.C.'s responses: "The first thing you need to buy is knee pads! Then you buy a block of wood and carve away anything that doesn't look like a ship!"

Shop Notes

The scored decking supplied by Bluejacket comes from its maker crying for some technique to make the scores look as though they were caulked.

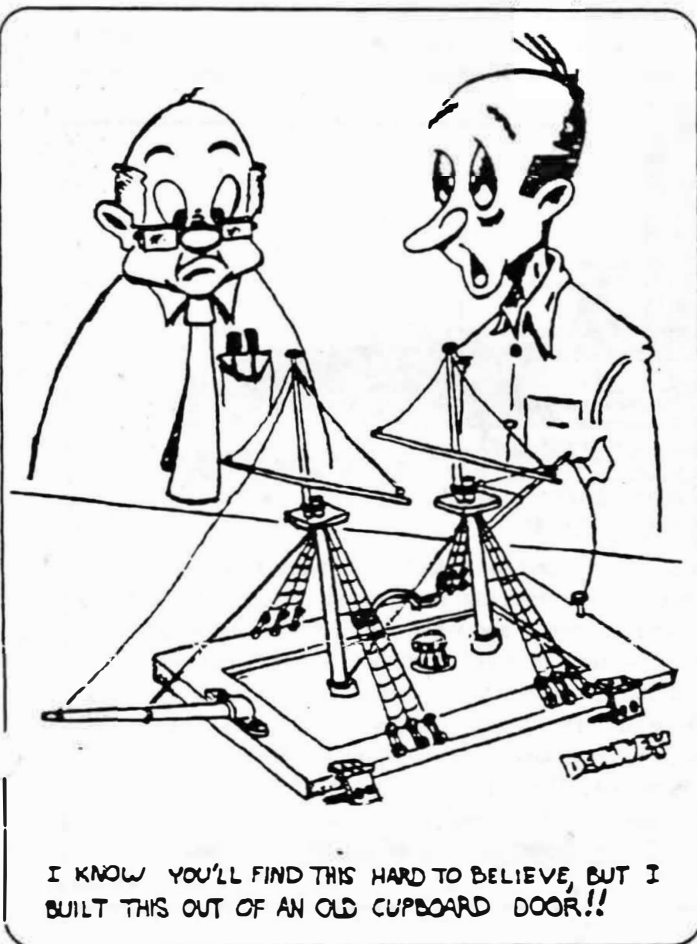
One simple and satisfactory solution is to apply dark stain, such as the "Fruitwood" made by Minwax, and quickly rub it off with a rag. The pigment will stay in the scores, and the surface will look like decks do look when walked on and holystoned. Be sure to try this technique on a scrap of decking, and perhaps testing several different colors of stain.

A similarly pragmatic solution to a finishing problem comes from a modelmaker in New England. For realistic bottom paint, he used Rustoleum, and liked the results.

How the carvers of figureheads and stern galleries and such on models do their work is always intriguing. In the newsletter of the U.S.S. Constitution Model Shipwright Guild, Kelly Hannan describes a few of his techniques for carving European boxwood.

"I use a No. 11 surgical scalpel blade for a knife. I have some miniature chisels made by grinding edges on the ends of old number drills; these are held in small pin vises.

"The detail work and some of the cutting is done with small burrs held in the handpiece of a flexible shaft rotary tool. The burrs come in a variety of shapes and sizes, but my favorite is a No. 9 round burr. It is only about 0.008 inch in diameter. By successively drawing this rotating burr along the wood, fine, deep cuts can be made."



I KNOW YOU'LL FIND THIS HARD TO BELIEVE, BUT I BUILT THIS OUT OF AN OLD CUPBOARD DOOR!!

From the Ship Modelers Association newsletter

FOR SALE

CO2 Air Tank (for airbrushing)

Clean, Quiet and Portable.

Just "hydro-ed," refilled and ready to go.
\$85 or best offer (new ones are over \$200).

Contact Fred Fraas at (/redacted/. if interested.

TIPS ON MIXING COLORS FOR STEEL NAVY MODELS

An excellent presentation, "Finishing, Painting and Detailing," was given by Don Preul at the Steel Navy Colloquium in Annapolis last spring. It comes here from the *Logbook* of the Hampton Roads Ship Model Society, which used the information with the author's permission.

U.S. Navy Colors

- 5P Pale Gray
50% Haze Gray
50% Boxcar White – Floquil railroad color
- 5L Light Gray
75% Haze Gray
25% Boxcar White
- 5H Haze Gray
Floquil straight out of the bottle
- 5O Ocean Gray
Floquil straight out of the bottle
- 5S Sea Blue
50% Ocean Gray – Floquil
50% Navy Blue – Floquil
- 5N Navy Blue
Floquil straight out of the bottle
- 20B Weather Deck Blue
Floquil – darken/black to match
Poly S (airbrush formula)

Anti-fouling Red

- 1 bottle Insignia Red – Model Master
PS 31136 ½ fl. oz.
- ¼ bottle Testor Tan 1170
- 20 toothpick drops Black

Boot Topping

- Flat Black

Camo Black

- Add a little white to your black to soften it

How the Corps of Engineers Found Buried Fifty Feet Deep Under Dry

A couple of years ago, in the center of Louisiana, the U.S. Corps of Engineers dug a hole 300 feet square on a wooded alluvial plain. At 35 feet down, the Corps made an incredible discovery: a small paddlewheel river steamer lying on the deck of a more deeply buried vessel, a huge (280-foot) Civil War gunboat. Both ships were totally enclosed in clay and had been there since 1865.

Their discovery, an astonishing example of the science called maritime archaeology, was a by-product of a major Corps project, the Red River Waterway. With dams and locks, revetments and realignments, the engineers have been working since 1968 to provide a 9-foot-deep ship channel throughout the whole Louisiana segment of this great Mississippi tributary. (The Red rises in the Texas panhandle, forms part of the Texas-Oklahoma border, then angles southeasterward across Louisiana to the confluence.)

Finding the long-lost site of the sunken boats – the small side-wheeler *Edward F. Dix* and the gunboat *U.S.S. Eastport* – became a concern of the Corps of Engineers when it had to build revetments near the suspected location.

The saga of the *Eastport* began in the spring of 1864 when Union forces in the Civil War undertook their Red River Campaign to cut off supplies flowing eastward from

Texas to the Confederates. The Union commander planned to march 22,000 men from New Orleans to the confluence of the lower Red River with the Mississippi, there to join 11,000 more soldiers and naval transports, supply vessels and 25 gunboats, including *Eastport*.

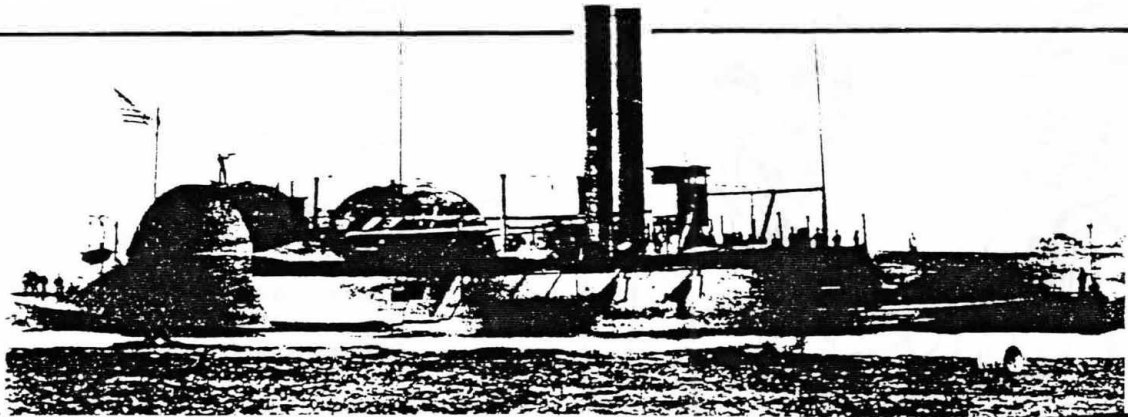
The troops then marched upriver parallel to the naval forces. The ships reached Alexandria, in the center of Louisiana, first, but then began to go aground in low-water rapids, leaving the soldiers to go on ahead unprotected. Confederated forces attacked heavily and turned the Union troops back.

The *Eastport* is Scuttled

The Red River Campaign rapidly fell apart. Hearing of the army's defeat, the Union naval commander headed back downriver. *Eastport*, being the largest and deepest gunboat, continually ran aground. Taking water, the ship jettisoned heavy equipment and then its guns.

Confederate snipers and shore batteries harassed the gunboat. Finally it became hopelessly grounded on the east bank of the river and on April 26, 1864, the skipper blew it up with 3,000 pounds of black powder. "The *Eastport* was the perfect wreck," said the admiring admiral who commanded the Union fleet.

For a year or so, the *Eastport*, usually hidden underwater, was a serious hazard to navigation. The major



ONE WEIRD WARSHIP

The sidewheeler *Eastport* was built in 1852 in New Albany, Indiana, and for a decade plied the Tennessee, Cumberland and Ohio rivers, carrying freight and passengers. Sometimes she transported cotton to New Orleans. At 230 feet in length, she was a large vessel as riverboats went, and when the Civil War began in 1861 the Confederacy purchased her and started to convert her into an ironclad gunboat – a job that was finished after three Union ships captured her in a shipyard and towed her to the Tennessee river town of Mound City, Illinois. The resulting ship bordered on the weird. Her freighter superstructure was gone, replaced by a low casemate made of 1-in. iron plate enclosing eight guns: two 100-pounder Parrot rifles, four 9-in. Dahlgren shell guns, and two 50-pounder Dahlgren rifles. Her beam remained at 43 feet, but her length grew to 280 feet, on a draft of 6½ feet. She also acquired a new engine. The surviving picture is a poor one – but note the exultant figure standing on top of the armored housing of the starboard paddle wheel and the strange pilot house just forward of the stacks.

ARCHAEOLOGY

A Pair of Civil War Side-wheelers Land in the Middle of Louisiana

victim, in June of 1865 just after the end of the Civil War, was the *Edward F. Dix*, headed upriver with supplies for Union troops. *Dix* sank fast, coming to rest on top of *Eastport*.

At this point the meandering Red River chose to move westward, ultimately about 150 feet. Floods covered the dual wrecks with sand and silt, and the world forgot them.

Not entirely. Old residents in the vicinity repeated stories of the wreck told by their grandfathers. The Corps of Engineers felt that it had to take heed, both for design reasons and for what the government calls CRM – Cultural Resource Management. Shouldn't the *Eastport* be found and evaluated for eligibility on the National Register?

Based on historical records, including changes in the river channel, Archaeologist Tommy Birchett identified a target area 300 feet square, not far from the river. Using magnetometers suspended from criss-crossing helicopters, the Corps found a mass of buried iron. Soil boring brought up wood fragments with saw marks and bits of coal, suggesting a Union wreck, since the South had run out of coal by 1864.

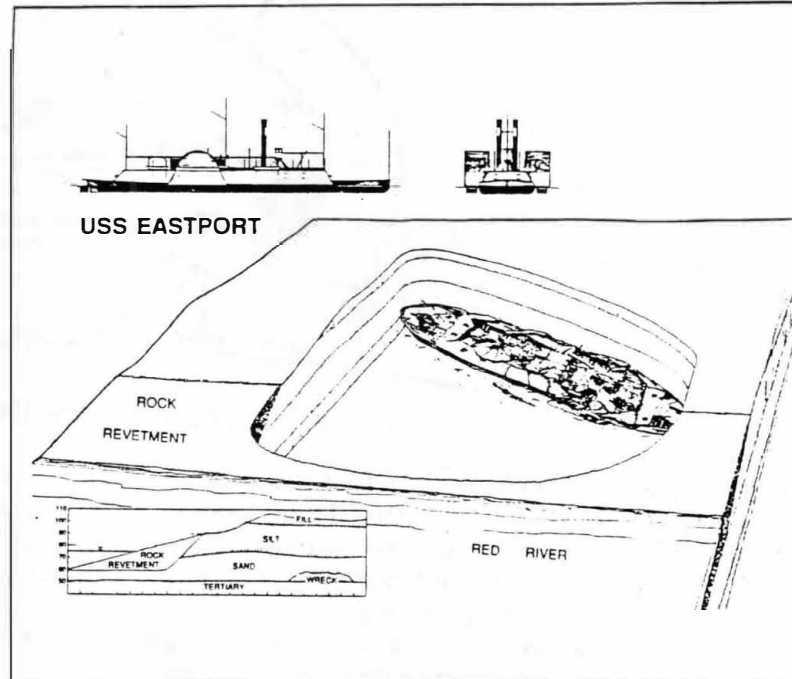
Overburden at the site measured 35 feet to the bottom of the bore holes. Excavation started with a conventional drag line, and once the hole was below the water table continued with a small dredge to a depth of 30 feet.

Then divers used hydraulic probes to pick out the edges of the wreckage, and hand-held venturi dredges to expose it. Not that they could see anything; silt made the visibility zero.

Divers Find Barrels of Beans

Working by feel, identifying and measuring beams and planks, they soon determined that they were on the deck of the *Dix*. They found the fore hatch, and sent up boxes and barrels of beans, flour and bread. Stencils showed that they had been shipped by the United States Quartermaster Depot in Jeffersonville, Indiana.

Going deeper on the port side of the *Dix*, they found metal plating, part of the casemate of the *Eastport*. The



A diagram of the *USS Eastport* conceptualizing the buried wreckage beneath fifty feet of silt and sand

armor consisted of 1-in. iron plates 8 to 12 inches wide and 9 to 11 feet long. Some of the armor had punctured the *Dix*'s hull, causing her long-ago sinking. The timbers backing the armor were largely missing – burned in the blast that scuttled *Eastport*.

Further probing revealed that the remains of the gunboat extend clear across the excavated pool, and that its keel was 50 feet below the surrounding land. The engineers also concluded that most of the hull of the *Dix* is preserved.

What will happen to the wrecks is uncertain. The recovered artifacts are at the Northwestern Louisiana State University in Natchitoches. For now, the Corps of Engineers has filled in the large hole at the site to preserve the remains.

This account comes from two documents provided to the Newsletter by Professor of Geological Engineering Allen Hatheway of the University of Missouri at Rolla. One is an article in the journal of the Society for Historical Archaeology by Thomas C.C. Birchett and Charles Pearson; the other is the Corps of Engineers Technical Report GL-95-13 of August 1995, titled "A Geoscience Strategy for Cultural Resource Management Tested in an Alluvial Setting," by Paul Edwin Albertson.



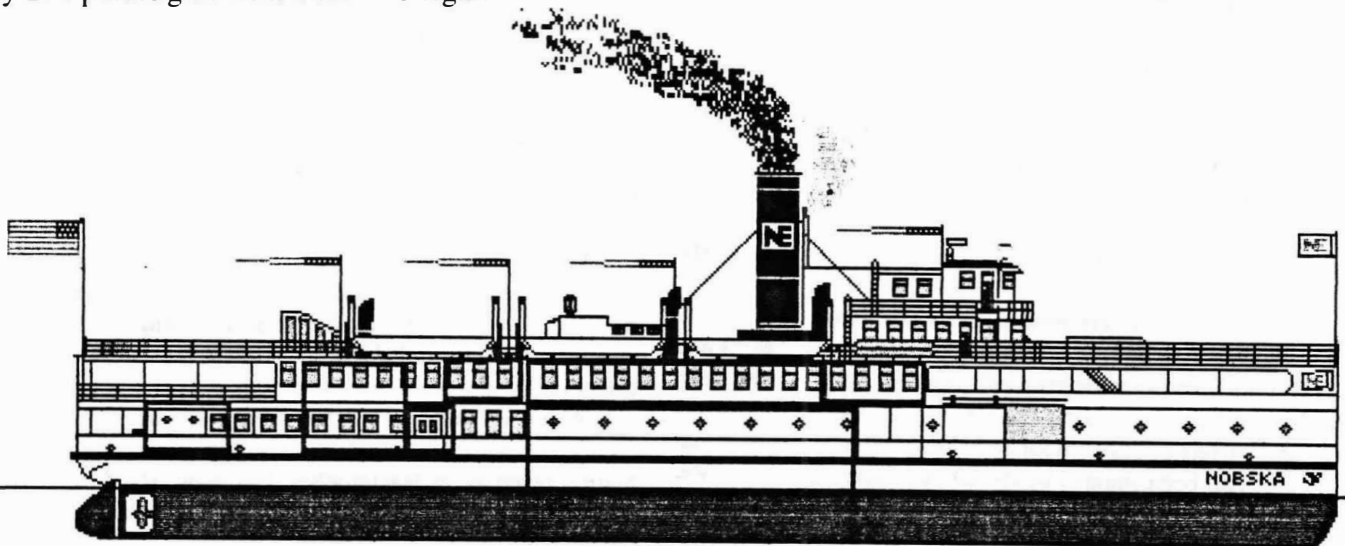
Hot off the Internet

<http://www.greatoldships.com>*

STILL AFLOAT TODAY



The Virginia V is a 125-foot steam-powered passenger vessel. Her builder was Anderson and Company, and she was built for the West Pass Transportation Company. Her keel was laid in 1921 at Maplewood, Pierce County, Washington, opposite the middle of the west shore of Vashon Island. She was launched on March 22, 1922. She is equipped with a 400 horsepower triple expansion reciprocating steam engine built by Heffernan Engine Works of Seattle in 1898. The engine was taken from her predecessor, the Virginia IV. The Virginia V has a draft of eight feet, a top speed of 15 knots, a cruising speed of 10 knots, and a range of 200 miles. She is normally licensed to carry 270 passengers with a crew of eight.



About the S.S. Nobska

The S.S. Nobska was built by the Bath Iron Works in Bath, Maine in 1925 for the New England Steamship Company and named for the point of land on the southeastern tip of Woods Hole. She was designed with seaworthiness in mind to withstand severe weather conditions and was powered by an engine that represents marine reciprocating steam power at its zenith. In style, accoutrements, and performance, she is a classic and only remaining example of a pure 19th- and early 20th-century American coastal steamboat.

*Not really. Try: <http://www.virginiaV.org/> and <http://www.envisiondev.com/nobska/virttour.htm>
The web sites for both run many pages beyond what is reproduced here.

DEL MAR FAIR REPORT

Well, our team of ship model builders did it again. They fielded all types of model building questions along with those about our guild and the museum. Due to their efforts, we now have 8 new members.

Those of us who were at the fair know that JOE BOMPENSIERO did it again; yes, another Blue Ribbon. As far as Joe is concerned, I cannot say enough for his tireless help, most of what was there could not have been done.

I want to thank all of the following who gave so much of their time and effort. This made it one of the best fairs we have had. They are: JOE BEAUCHAMIN, KRIS BODZON, K.C. EDWARDS, JIM HAMMOND, ROBERT HEWITT, NICK RUGEN, TOM TAYLOR, ED WHITE and DOUG MC FARLAND, who never did say "No" even at 7 Saturday morning.

A special thanks goes to JOE BOMPENSIERO and BOB CRAWFORD, who along with myself and some 25 San Diego Fine Woodworkers, made the self-standing self-storage units.

Again, THANKS, to all for their wonderful help.

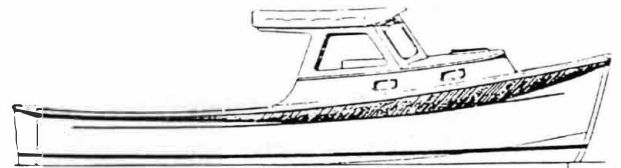
(s) Jack Klein

MEDEA SAILING

In appreciation for a job well done at the Del Mar Fair, there will be a luncheon cruise on Thursday, SEPTEMBER 17, on board the S.Y. MEDEA for the following members and their wives:

JOE BEAUCHAMIN, KRIS BODZON, K.C. EDWARDS, JIM HAMMOND, ROBERT HEWITT, DOUG MC FARLAND, NICK RUGEN, TOM TAYLOR and ED WHITE.

The MEDEA sails promptly at 11:30 AM and returns approximately at 2 PM. Please call me - Jack Klein - at either /redacted/ no later than August 27th to reserve space for this cruise.



THE BONE YARD

PO BOX 221811, CHANTILLY, VA 20153

TEL: (703) 273-6033

We're a mail-order and show vendor who buys and sells new and unbuilt scale plastic model kits and reference books at BARGAIN prices.

We stock the very best new and old aircraft, armor, ships and science-fiction kits in most scales at extraordinary low prices. Our stockroom is shoulder deep with the kits modelers want!

We also buy any number of your unwanted kits. We buy from 1 to 1000 kits while striving to offer you the best premium price on your unbuilt kits or books. EXPLORE your selling options by sending us your disposal list or call THE BONE YARD.

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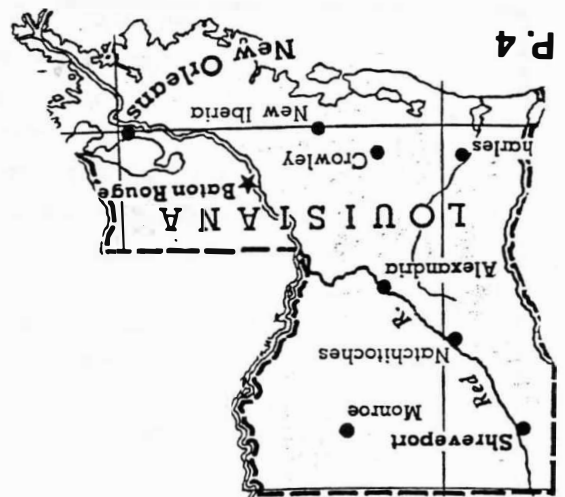
Customer Want list maintained.

Club/Show/Contest Vendor (will travel).

Send S.A.S.E. for Catalog & Monthly Sales Fliers.

*A Treasure Trove of Ship Model Parts
Becomes Available to Guild Members*

P. 1



**Guess What's
Been Dug Up
In the Middle
Of Louisiana?**

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

/redacted/
Fred Fraas

98

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	Second 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.