



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego CA 92101

October 1998

NEWSLETTER

Volume 22, No. 10

What Sticks to What? 26 Kinds of Glue

On Pages 2 and 3, the Newsletter this month reprints an exhaustive table of the kinds, brand names and properties of 26 types of adhesives that could be used in building ship models. The compiler is Irwin N. Schuster, Editor of *Broadside*, the Newsletter of the U.S.S. Constitution Model Shipwright Guild of New England, who gave permission to reprint his highly detailed work, gathered from many lists.

The tables, when shown to the experts who inhabit the *Berkeley* model shops, produced one main reaction, which was the the vast majority of glue jobs on model ships can be accomplished with polyvinyl chloride (white glue), exemplified by Elmer's Glue-All. Not just on wood, but on enough other materials that you might want to try it on most anything.

It cleans up with soap and water, and does not leave a film that resists stain on wood. It can secure knots and splices, and, when thinned, keep lines like vang and pendants from untwisting. Another plus for white glue, according to a magazine article provided by Fred Fraas, is this: the brand called SOBO (and probably others) "can be used on planking strakes that have been wetted without affecting the joint strength."

Schuster praises two kinds of Weldwood for laminating lifts in "bread-and-butter" models. One is a resorcinol that mixes a special liquid and a powder; the other is a plastic resin (urea formaldehyde) made by mixing water and powder. The latter was used by your editor nearly 60 years ago in a model that seems as

tightly glued as ever. Is old-fashioned Weldwood possibly the *best* bread-and-butter glue?

Schuster's entries under cyanoacrylate carry the warning. "May not be permanent!" Amen, say our guys. The warning brought to mind a Guild meeting several years ago at which Bob Crawford told, with some embarrassment, of toppling a large-scale model of a ferryboat onto the deck of the *Berkeley* museum. It smashed into a hundred pieces because when it was built 15 years before the adhesive had been CA – which was indeed not permanent.

To that story Jack Klein added a more recent horror. Someone brought to him and Joe Bompensierro a falling-apart sailing-ship model in which not only wooden parts but also knots appeared to have sprung open. The reason, Jack thinks, is that when the curing process in CA glue ends, its adhesive powers end too.

That need not be a problem with Styrene if you substitute plastic solvents. Those mentioned by Schuster could also include Testor's Plastic Cement, which Fred uses. He wicks it into joints with a fine brush such as Floquil's 5/0 pure sable. It's also possible, he says, to use the larger brush that comes attached to the top of the bottle if held upside-down.

What's best for gluing metal to wood, or to styrene, or to glass? Schuster singles out the acrylics (Devcon Plastic Welder, Duro Depend II, 3 Ton) as "Gap filling. Waterproof, rigid, strong." He also recommends cellulose ("airplane glue"), silicone and, of course, epoxy. Crawford, asked what would adhere brittania cleats to a wooden deck, gave the unsurprising answer "Elmer's Glue-All." And it works.

One possible adhesive for models not mentioned by Schuster or by much of anyone else is the glue dentists use for teeth. This modeler obtained some GC Livcarbo Dental Polycarboxylate from his dentist, and found it fairly strong metal-to-metal but useless on styrene. Further experimentation is needed.

Does any Guild member know more about this or any other arcane aspect of glue and gluing? For a possible second article next month, Your Editor would welcome comments, criticism, corrections and, most of all, erudite additions. Address Bill Forbis, /redacted/



	S	M	T	W	T	F	S
					1	2	3
Next	4	5	6	7	8	9	10
	11	12	13	14	15	16	17

Meeting

ADHESIVES

Kind and brand names	Uses and properties	Mixing and Application	Setting & Curing	Solvent for Removal & Cleanup
Acrylic (Structural) Devcon Plastic Welder, Duro Depend II, 3 Ton	Dissimilar materials; porous & non-porous, even oily. Wood, metal, glass. Gap filling. Waterproof, rigid, strong.	Usually in mixing dispenser. Using Liquid + Paste types, apply liquid to one surface, paste to the other.	Sets in about 5 min., cures overnight to 24 hrs.	Acetone, nail polish remover.
Aliphatic Resin (yellow glue) Duro Professional, Elmer's Carpenter's, Franklin Titebond	Cabinetmaking, furniture making & repair, All wood and wood model work. Waterproof, rigid, strong.	Apply to both surfaces from squeeze container.	Sets in about 30 min., cures overnight. Faster, stronger than PVA (white) glues.	Warm water until set up. After that, wait until rubbery. Will melt under heat and gum up sandpaper.
Anaerobic Resin (bolt locking) Loctite 271 (permanent), Permatex Locksnuts (breakable)	For locking of metal threads. Bonds in absence of air. Waterproof, rigid, strong.	Apply from tube or bottle.	Sets in about 15 min., cures in 24 hrs.	Soap and water until setup.
Cellulose ("airplane glue") Ambroid, Duco, Ever Fast, Testor's	Wood, china, cloth, glass, some plastics. General assembly. Waterproof, rigid, strong.	Apply from tube. To improve bond, apply 2 coats to both surfaces. Allow first coat to get tacky before applying second.	Sets to 60% strength in 2 hrs., 90% in 2 days. NOT good gap filler. Shrinks.	Acetone, nail polish remover.
Construction Mastik Franklin Construction Adhesive, Liquid Nails, Ruscoe Pan-L-Bond	Wood, concrete, tiles, leather, fabric. Waterproof, tough. Not usually used in model work.	Apply from tube dispenser or can using stick or notched trowel.	Sets in about 5 to 15 min., full cure in 24 hrs.	Generally mineral spirits or turpentine. See label.
Contact Cement Elmer's, Weldwood, Seal-All, Pliobond, Devcon, 3M	For bonding melamine and veneer to counters. Bonds rubber, glass, metal, leather. Waterproof, tough. Diorama work.	Apply to both surfaces with brush, roller or trowel. Let dry 15 min. before joining surfaces.	Apply pressure. Bonds on contact. Cures in minutes.	Acetone, nail polish remover, MEK, toluene, benzene.
Cyanoacrylate (CA) Super Glue, Hot Stuff, Krazy Glue, Pacer Zap	Gel for wood, leather & porous; liquid for metal, glass, plastic, rubber. Water-resistant, rigid, very strong. May not be permanent!	Very small amount directly from tube. WILL BOND SKIN. Too much will nullify setting.	Sets in about 10 to 30 sec. Cures in 1/2 to 12 hrs. under contact pressure.	Acetone, nail polish remover or special solvents. Water soak to peel from skin.
Epoxy (2-part) Devcon 2-Ton, Miracle Fast Set	Wood, metal, glass, plastics; particularly for dissimilar materials. Working models. Waterproof, rigid, very strong.	Liquid or putty. Mix equal amounts. Use disposable applicator. Gloves recommended.	Sets in 5 min. to 8 hrs. Cures in 3 hrs. to several days.	Soap and water before cure. Acetone, nail polish remover, may work after cure.
Hide Glue (natural) Franklin Hide Glue and other liquids and flakes	Traditional. Furniture, particularly repairing antiques. Rigid, strong, reliable.	Apply liquid directly. Flakes are dissolved in water, heated and brushed on.	Sets in about 15 to 30 min. Cures overnight to 24 hrs.	Warm water.
Hot Melt Sears, Swingline, Thermogrip	Wood, metal, glass, leather. Fills joints. Waterproof, but not very strong. Diorama work.	Apply with electric dispenser gun. Reheating will soften (thermoplastic).	Sets when cool. Cures in minutes.	Acetone, nail polish remover.
Latex Adhesives Duralite 55, Franklin Carpet, Henry Carpet Adhesive	Fabric, carpet, paper, diorama materials. Water-resistant, not strong. Poor at freezing or below.	Apply to both surfaces from tube or can with brush or stick.	Sets instantly, cures in 5 to 15 min..	Lighter Fluid.
Plastic Cement Revell, Pactra, Microscale, Willhold	Assembling plastic components and models. Basically a viscous solvent. Waterproof, some flexibility, strong.	Apply sparingly directly from tube. Will dissolve Styrofoam® and mar surfaces.	Sets in about 10 to 15 min., cures 12 to 24 hrs. Some available as "regular, fast, slow".	Proprietary solvents or acetone for tools. Cannot be cleaned from plastic surfaces.
Plastic Solvent Plastruct Plastic Weld	For bonding ABS, Styrene, Butyrate and Acrylic (Lucite, Plexiglass). Cases, plastic models. Waterproof, rigid, solvent bond.	Apply sparingly to pieces clamped in position with fine brush or hypo needle. Capillary action draws solvent. Will dissolve Styrofoam. Will etch surfaces.	Sets in 10 min. Fully cured in 2 hrs.	Evaporates. Contains CHLOROFORM.

2

Kind and brand names	Uses and properties	Mixing and Application	Setting & Curing	Solvent for Removal & Cleanup
Polyester Fiberglass Resin, Pettit	For repair of fiberglass; boats, sinks, panels. RC models. Waterproof, rigid.	Mix with activator (catalyst). Apply with stick or brush.	Set and cure is specific to brand.	Acetone, nail polish remover.
Polyvinyl Acetate (PVA, white glue) DuPont, Elmer's Glue-All, Sears, etc.	General interior use on wood, porous ceramics and paper. General assembly of static models. Water SOLUBLE, strong.	Apply from squeeze container, or brush on larger surfaces.	Sets in about 1 hr., cures in 24 hrs. Can be thinned with water for rigging.	Soap and water.
Polyvinyl Chloride (PVC) Sheer Magic	Wood, china, glass. Properties unknown.	Apply from tube or use stick.	Sets in 5 min. Cures in 24 hrs.	Acetone, nail polish remover.
Resorcino Weldwood, Elmer's Waterproof Glue	Wood construction and repair. All weather. For lifts ("bread & butter") laminating. Waterproof, rigid, strong.	Mix proscribed amount of liquid and powder. Apply with brush or roller.	Sets and cures in 8-12 hrs.	Water before hardening. Nearly impossible after curing.
Rubber Cement (regular 2-coat) Best-Test	For paper, photo mounting, masking, templates. Water-resistant, flexible. Poor UV. Cleans up easily.	A contact cement. Apply with brush to both surfaces. Allow to dry before joining.	Sets and cures immediately. Will dry out after a few years.	Bestine (rubber cement thinner). Benzine. Flammable. Or, roll or peel off after set, use "rubber cement pick-up" on paper surfaces.
Rubber Cement (ONE-coat) Presto	For paper, photo mounting, masking, templates. Water-resistant, flexible. Poor UV. More difficult to clean up.	A contact cement. Apply with brush. Allow to dry before joining. Re-positionable until burnished.	Sets and cures immediately. Will dry out after a few years.	Bestine (rubber cement thinner). Benzine. Flammable. Or, roll or peel off after set. Gummier than 2-coat.
Silicone GE Bathroom Glue & Seal	Wood, metal, glass, plastics, ceramics. Waterproof, flexible. Shaft housing seal, cases.	Apply to one side from tube. Join immediately. Clamp.	Cures in 24 hrs.	Detergent and water while fluid. IRRITANT before curing.
Styrene Butadiene (rubber-base cement) Goop, Black Magic, Brite Magic	Bonds rubber, glass, metal, leather. Diorama work. Waterproof, flexible, strong.	Apply directly from tube or with stick, putty knife or trowel.	Sets and cures in 1-2 days.	Scrape or peel off.
Urea Formaldehyde (plastic resin) Weldwood Plastic Resin Glue	Furniture construction and repair. For lifts "bread & butter" laminating. Water-resistant, rigid, very strong.	Mix with water. Short pot life. Apply with brush, roller or spatula.	Sets in 9 to 13 hrs. Cures in 24 hrs.	Soap and warm water before glue hardens.
Unknown Formulation Unique Stitch	Fabric to fabric. Sails, flags, rigging. Waterproof, flexible, machine washable. Dries clear.	Apply directly from tube. DO NOT apply weight or heavy pressure to bond.	Sets in 10 min. Cures in 24 hrs.	Soap and water while fluid. Roll or peel from skin.
Urethane-Silicone Dow Corning Urethane Bond, Elmer's Stix-All	Wood to wood or wood to metal or glass. Diorama materials. Waterproof, flexible.	Apply directly from tube.	Sets in 1/2 hr. Cures in 3 days.	Alcohol, before hardening.
Spray Adhesives				
Permanent 3M 77 & Super 77	Paper, foil, cloth, some plastics and foams. Diorama materials. Water resistant, flexible, strong. Amber.	Spray directly from can. Apply to one surface. Make bond while aggressively tacky, (about 1 min.).	Sets in 1/2 hr. Heavier coat, stronger bond.	Turpentine or rubber cement thinner.
Removable 3M Spra-Ment, SprayMounting 6065, Photomount	Paper, foil, cloth, some plastics and foams. Diorama materials. Water resistant, flexible, translucent,	Spray directly from can. Apply to one surface. Make bond while aggressively tacky.	Sets in 1/2 hr. Heavier coat, stronger bond.	Turpentine or rubber cement thinner.

“We Have Met the Enemy and They Are Ours”

Inspired by a model of the Niagara that he's building, Newsletter Columnist Robert Hewitt relates the story of Capt. Oliver Hazard Perry's victory in the Battle of Lake Erie during the War of 1812

Since I'm building a model of Perry's interim flagship *Niagara*, I thought a review of the battle and what preceded it would be interesting. I was also inspired by having sailed on a replica of the *Niagara* this past June.

Little considered by historians is the disadvantage under which the British fleet fought. But in the early months of War of 1812 fighting on Lake Erie, an American victory was barely imaginable. Perry had the grim responsibility of overseeing the building of two warships, *Niagara* and *Lawrence*, in the wilderness.

Erie, Pa. at the time was a small town of 400 people. The only material available was wood. Only green lumber was used, and different types of wood were used for the same purposes. All other materials had to be carted in: cordage and anchors from Pittsburgh, canvas and powder from Philadelphia, and cannon from Washington, D.C. and New York. Skilled labor came from as far as 500 miles away.

Perry had a break from his construction duties in May 1813 and traveled north to help in the battle of Fort George. After this he was able to take command of the brig *Carolina*; three sloops, *Ohio*, *Sommer* and *Amelia*; and the sloop *Trippe* at Black Rock near Buffalo. It took 200 infantry with oxen to tow the five ships up the five-to seven-knot current of the Niagara River (above the Falls) to Lake Erie. This took a grueling eight days for four miles. Perry was able to set sail on June 14, 1813.

Piggy-backing Over the Bar

He had his first bit of luck when he was able to pass the British blockade of Lake Erie in a heavy fog. He found out later that both fleets were visible from the shore but unable to see each other.

Perry was short of men, and was finally sent a crew of infantry, blacks and boys. The two brigs *Niagara* and *Lawrence* were now completed in Penske Bay. Though each ship drew nine feet of water, Penske Bay had a sand bar only five feet deep. Unable to pass over the bar, the ships were in danger of being destroyed by the British blockade under Capt. Robert Barclay.

But in another bit of luck for Perry, the British fleet abandoned the blockade. It is thought that Barclay had been invited to a testimonial dinner in Port Dever. He may also have been short of provisions, or both.

Shipwright Noah Brown had anticipated the sand bar problem, and had constructed two 20-ton barges 50 feet long and 10 feet wide. Placed on each side of the

brig, the barges were sunk and lashed to its under side, then pumped out to float over the bar. Starting on Aug. 1, it took three days to move the *Lawrence* and one more to move the *Niagara*.

Just as the ships got out into the lake, the British fleet appeared. This could have been deep trouble for Perry, for his ships were not armed while being floated. But, in another stroke of luck for him, Capt. Barclay, sighting the entire fleet of American ships on the lake, assumed that his fleet was at a disadvantage and retreated.

A Veteran of Trafalgar

Robert Heriot Barclay, commander of the British fleet, was younger than Perry and had served at sea from the age of ten. He fought with Lord Nelson at the Battle of Trafalgar, and has lost an arm fighting the French. His new flagship, the *Detroit*, had just become ready to sail, but unfortunately for him, guns were not available. So Barclay appropriated guns from Fort Malden, leaving him with an undesirable amalgam of different sizes and types of cannon.

Nevertheless, Fort Malden was running out of supplies and the British had to fight or abandon the region. On Sept. 9, ill prepared for battle, the British fleet floated down the Detroit River into Lake Erie.

On the British fleet, the preponderance of artillery were long guns, which fired a ball about one mile accurately. The Americans, except for two new bow chasers, were armed with 32-pounder carronades. They were lighter and took fewer men, but had less than half the range of a long gun.

As the fleets approached, Perry had another bit of



luck: the wind shifted 90 degrees and he was able to bring his ships to bear on the British fleet. Barclay, losing the weather gauge, tacked and formed a battle line. Perry's flagship *Lawrence*, under full sail, moved ahead of his fleet. Because of light airs, it took considerable time to close. He raised a new battle flag, "Don't Give Up The Ship," the dying words of his friend Capt. James Lawrence in the loss of the *Chesapeake* to the British frigate *Shannon* on June 1, 1813.

Perry was under a great deal of fire, and for some reason the *Niagara*, under Jessie Elliot, brailed the jib and backed the main topsail. The battle started at 12:15 p.m. and by 2:40 that afternoon the *Lawrence* was a floating wreck. Four out of five men were killed or wounded.

Perry hauled down his battle flag, and with four men rowed through a storm of shot to take command of the undamaged *Niagara*. Raising the battle flag and, gathering the remainder of his fleet, he bore down on the British.

The enemy's *Detroit* and *Charlotte* had locked rigging, and taking advantage of this Perry broke through the British line and unleashed double broadsides with devastating results.

By 3 p.m. the battle was over and Perry dispatched his now famous message to Gen. William H. Harrison. Using the back of an envelope, he wrote in pencil:

"Dear General, We have met the enemy and they are ours. Two ships, two brigs, one schooner and one sloop. Yours with great respect and esteem,

O. H. Perry."

Civil War Ship Restored In Baltimore Shipyard

BALTIMORE (AP) – The once rot-ravaged U.S.S. *Constellation* is ravaged no more. In fact the 1854 warship looks almost battle ready.

The historic ship, dry docked at the Fort McHenry Shipyard since late 1996, has undergone major surgery to replace key wooden parts of her wooden hull.

"She had rotted to the point where, in the old days, they would have said, 'Just sink it,'" said shipwright Peter Boudreau, the project's director.

On August 14, workers were scheduled to release about 1.5 million gallons of water into the dry dock that has cradled the ship for most of the last two years. The ship will then be gently pulled behind a tugboat to a new site for the next phase of restoration.

Crews have spent 19 months gluing and nailing fresh planks of Douglas fir to the ship's sides to replace the upper two-thirds of the hull.

About half of the ship's ribs have been removed and replaced with new timbers of laminated white oak.

Instead of heavy planks that must be steamed and shaped to the ship's lines, the *Constellation's* new hull consists of four layers of fir planks – 150,000 board-feet in all – for the ship's 5-inch-thick hull.

One cool morning in mid-August, Muffet staley sat beneath the 179-foot warship, slathering putty in small holes near the keel. Right behind her, Joan Murphy followed with a thick brush and a can of copper-green paint.

"There's just so much intelligence and humor and capability here," Ms. Murphy said. "People love problems here. I've never seen anything like it – they have to problem-solve."

Boudreau said project carpenters, many of who previously had experience working on homes, had to rethink how they plied their trade.

"The ship is rounded," he said. "Everything we put on has curves."

He likened the work to "putting a piece of Scotch tape on an orange."

Workers next will construct new gun and spar decks, masts and rigging. The wood they'll use included nearly flawless, 75-foot length of Douglas fir from Washington state, and tatiboo and purple heart, both tropical hardwoods from Guyana, South America.

The \$60 million project should be complete by next summer. The ship will then return to the Inner Harbor as an educational exhibit and tourist attraction.

The project has not been without controversy. Last month, the Human Relations Commission of Maryland filed a lawsuit on behalf of Robert Reuter, a disabled veteran who is demanding that the *Constellation* be made accessible to people in wheelchairs.

He argues that because \$6 million in public money is being used to help restore the ship, the disabled should have access to all decks.

But foundation director Gail Shawe said adding a wheelchair lift would destroy the ship's historical integrity.

When the ship reopens, Ms. Shawe said, people in wheelchairs will have access to the main deck, where multimedia stations will describe what's on the lower decks.

Constellation supporters believe the Virginia-built sloop-of-war is the only surviving vessel from the Civil War. She never saw battle, but served in antislavery squadrons off West Africa. Between 1861 and 1863, she captured three slave ships and liberated 800 slaves.

As late as World War II, she served as a Navy relief ship. Later, after steamships debuted, she served as a training ship at the U.S. Naval Academy in Annapolis.

The September Guild Meeting: Another Lively, Well-Attended Session

You could say it was a "see-saw" meeting, thanks to the generosity of four guys – two long-time and two new members. **Jack Klein** and **Royce Privett** each decided to donate their Drexel table saws to a Guild auction. The suggestion was made that bids start at \$50. **James D. Hammond** and **Jerry Deschenes** were the two to "see the saws" and win the bids at \$50 each.

So the Guild treasury was increased by \$100. This amount is significant since it equated to the dues of seven new members. Thanks ever so much **Jack, Royce, James** and **Jerry**.

Twenty-four, again, attended this meeting, which included four guests. Two guests joined during the meeting, **Jerry Deschenes** and **David Shelkey**. **Jerry** hails from Spring Valley, and stated that he has been a modeler for 34 years. **David** likes half-models, but also reported building full-size boats 44 to 59 feet in length for a firm on Shelter Island. Welcome aboard, guys: we will certainly welcome your experience.

Purser **Jack White** opened the meeting by reporting a balance of \$/redacted/ in our treasury. In addition, he stated that we actually collected \$/redacted/ at our August meeting from the sale of previously mentioned "goodies." Our new Microlux saw is just about paid for with that amount plus the \$100 donated during the meeting.

Under old business, **Jack Klein** reported that we could obtain 100 name tags (clip-on style) from Office Depot for \$24. This was put to a vote and unanimously approved. They should be available for our October meeting. **Jack** also described the features of our Microlux saw and stated that it should not be used for sawing plastics.

Model Curator **Bob Crawford** mentioned that members wanting to use the saw should check in ahead of time to preclude any conflict with museum workers also using the carpenter shop on the *Berkeley*. **Jack** and **Joe** will demonstrate the proper uses of the saw to preclude possible damage.

Bob Wright announced the Maritime Museum's annual library sale the coming weekend (Sept. 12-13). These used books are duplicates from the library and were on display at the B Street Pier. He mentioned that books remaining on Sunday afternoon would be marked down to half price.

Turning to new business, **Jack Klein** announced that on Saturday, Nov. 14, we will hold our first workshop from 9 a.m. until noon. Members will be invited to bring down their own models just to work on and receive technical advice or assistance from "the experts" and in general have fun. During this time all

work will be done on one's own model, not on any Maritime Museum projects as in the past.

So circle the date. Between **Bob Crawford, Jack Klein** and **Joe Bompensiero** and others present any technical questions should be able to be answered.

Bob Crawford announced a forthcoming "1898 Fair" on Friday and Saturday, Oct. 16-17. At the General Members Meeting, the *Berkeley* model completed by **Joe Bompensiero** and **Bob Crawford** will be unveiled and placed on display. This outstanding model was scratch-built to a scale of 3/16ths" and completed earlier this year. It's a dandy. **Bob** also reported that the event has created widespread interest among other local museums.

In discussing the National Research Guild Conference, which he will attend on the East Coast next month, **Bob** sadly said that the planned tour of the Navy's Point Loma model shop had to be canceled. The Navy cited the need for increased security heightened by recent terrorist activity.

An N.R.G. committee meeting was held Sept. 16, and at our next modelers meeting Oct. 16 a volunteer help list will be passed around for the N.R.G.'s October 1999 Conference and Exhibition in San Diego.

Bob said we will have at least 200 models on display at the conference plus a wide variety of vendors – remember them at the West Coast show on the *Queen Mary* last May? If you want to buy drill bits #81 to #99, you will be able to at this conference.

The two other guests, not previously identified, were **Jim Deladesperson**, interested in RC models, and **Dick Crutoc**, who said that he's been building ship models for about a year. The logkeeper apologizes for not verifying the correct spelling of their last names.

Plenty of Show-and-Tell

Devin Hughey, one of our new members, brought two models to the meeting: a cross section of the *U.S.S. Constitution* made from a Mamoli kit, and a New Bedford whaleboat PoF (plank on frame) in 3/4"=1' from a Model Shipways kit, which he just started. He reported that the *Constitution* kit was fun to build and that the plans were excellent.

U.S.S. Essex, the 1799 frigate, was shown by **Royce Privett**. He is building it also from a Model Shipways kit in 1/8" scale. Since our last meeting he has rigged ten more guns and now has 12 completely rigged. He plans to concentrate next on the fo'c's'le and quarter-deck areas. This is indeed a very handsome, beautifully

detailed model.

Fred Fraas hauled down his WWII Liberty ship model of the *Jeremiah O'Brien* in 1/16" scale. The hull was formed by two identical blocks of poplar glued together vertically after having been milled down to identical size by Dixieline Lumber. Fred is in the process of rigging the 10 cargo booms, and has completed rigging No. 5 and No. 6. The midships house was scratch-built from .020" styrene, with fitting from Bluejacket.

Kris Bodzon brought his schooner *America*, which he is building from a Mamoli kit in a scale of 1:66. plank on bulkhead. The real ship was built in 1851 at William Brown's shipyard, and survived until 1946. It won the Hundred Guineas Cup off the Isle of Wight on Aug. 22, 1851, and thereafter the race became known as the America's Cup. Kris said that the carved eagle from the poop is still on display at the New York Yacht Club.

Robert Hewitt is also doing the *America* but in a scale of 1:240. Of all the models present at the meeting, Robert's was the only one that could be carried home in his shirt pocket.

Jerry Deschenes displayed his *Rozinante*, a two-masted sailboat designed by L. Francis Hereshoff and scratch-built on a scale of 1/4" to 1". It seemed that at least half a dozen members were quite familiar with this craft as a lively discussion ensued.

Your "volunteer" logkeeper wishes to thank all those mentioned herein for bringing their models to the meeting, and also for filling out our Guild's forms which explain each model. The club officers sincerely invite you to bring your model to our next meeting on Oct. 14.

Fred Fraas

A Victory Ship Still Afloat

The World War II cargo ship *Red Oak Victory* returns home Sunday [the Union-Tribune reported from Richmond on Sept. 17], saved from the scrap yard by volunteers who want to make it a floating museum.

The 455-foot-long ship was among the 747 ships turned out in the Richmond shipyards during the war and is the last still afloat.

Ships in Scale

Fred Fraas will put his collection of 90 back issues of the magazine on sale at the Oct. 14 Guild meeting. Buyers can bid for the whole set or – if no one bids – buy copies at 50 cents each or \$5 a dozen.

The *Red Oak Victory*, in the mothball fleet near Benecia for 31 years, was named after an Iowa town that had the highest number of casualties per capita in World War II.

It will take close to two years to restore the ship, said Louis Boyle, president of the Richmond Museum of History.

OBITUARY

Capt. Richard Val Peterson

Richard Val Peterson, a Navy captain and a member of the Guild for many years, died Aug. 25, 1998 at the age of 83. A Navy dentist, he served from World War II through the Vietnam conflict and retired in San Diego. Fred Fraas writes:

"Val was one of the finest RC modelers I've ever known. For fittings, he would make wooden molds, then coat them in dental resin. Since they were to be painted, few knew the difference.

"He was a superb gent, liked by everyone. He moved to the Pacific Northwest, Seattle and Portland, in the early '80s to be close to his kids."

Val was born in Seattle on March 24, 1915. He married May Berglund in 1939; she died in 1975. Survivors include his daughter Faith, sons Warren and Nelson, and five grandchildren.



"Call my wife and tell her I can't pick her up at the airport. I was gluing a model ship, then I tried to swat a fly with a magazine. She'll understand."

For the Record

SAN DIEGO
UNION TRIBUNE

NASSCO launches big Navy cargo ship

*Thousands cheer Dahl,
named for Vietnam
hero who saved pals*

By Jeff McDonald
STAFF WRITER

The crack of a bottle of champagne against a freshly painted bow last night was a smashing end to the speeches and ceremony.

Moments later, the massive Navy cargo ship Dahl rolled heavily off its perch and splashed into San Diego Bay as thousands of shipbuilders, military brass and everyday Americans cheered.

Tugboats went to work immediately, steering the Navy's newest transport ship dockside, as fireworks exploded high above the proud assembly, many of whom were craftsmen who spent years building the 950-foot vessel.

"It's been so many years, and for the Navy to do this is beyond what any small Oregon family could have ever imagined," said Michelle Dahl Steanson, widow of the soldier for whom the ship is named.

"A loss so tragic has now been turned into something so marvelous."

The Dahl was named for Larry G. Dahl, an Army specialist fourth class who died 27 years ago in Vietnam.

The 21-year-old machine-gunner from Beaver Creek was killed instantly when he dove on top of an enemy hand grenade that had been

lobbed inside the truck in which he and his comrades were riding.

Dahl was awarded the Medal of Honor posthumously for saving his buddies.

Last night's launch was the first ever held after dark in San Diego, a dedication scheduled in the evening to take advantage of the high tide.

The goliath vessel is the third of seven "roll on, roll off" transport ships to be built by National Steel & Shipbuilding Co. under Navy orders following the Gulf War.

Each costs about \$215 million, with the seven ships totaling roughly \$1.5 billion.

Designed to carry thousands of tanks, helicopters and other heavy military equipment, the Navy plans to deploy the sealift ships around the globe to shorten the time it takes to mobilize American forces.

"It took us six months to build up our logistical force so we could take back Kuwait," said Fred Hallett, a senior vice president of NASSCO, which built the Dahl and two other sealift vessels.

"Unfortunately, you don't always have six months."

Along with the Watson and the Sisler, the Dahl will become part of a worldwide fleet of transport ships that have as much as 393,000 square feet of cargo space.

The Dahl is likely headed to Diego Garcia, a small island in the Indian Ocean.

NASSCO — which has been building warships, oil tankers and other seaworthy vessels at the foot of 28th Street for almost 95 years — will build four more of the cargo vessels, and has already converted three other ships to sealift capability.

Each of the seven Navy transport ships built at NASSCO will be named after Medal of Honor winners.

Breaking the traditional bottle of champagne over the bow was Dahl's widow. Also at the launch was Dahl's mother, Mrs. Theo Keene; his son, Sgt. Michael Dahl; and the soldier's granddaughter, Katherine Dahl.

"It was all just more than I could ever have hoped for," said Steanson, tears trickling from her eyes and her suit wet with champagne.

It will be six months before the

Dahl is ready for sea, however. Final additions to the vessel must be done while the ship rests in water.

"You need to be able to run the engine," said NASSCO's Hallett. "The propellers have to be on board and balanced. And that's where you do all your final outfitting."

After work is completed, a series of sea trials will take place before the cargo ship is delivered to the Navy. All seven new sealift transport ships are due by 2001.

"In a smaller military, you have to be more mobile," Hallett said. "These ships give us the capability of moving huge pieces of equipment around the globe."

Ramon Tellez watched the launch with his family, and felt proud among the audience of more than 3,000 witnesses to history.

"It's very satisfying for the workers, a really great experience," the plate shop worker said, minutes after the launch. "You start building something with just a small piece, and it grows bigger and bigger."

Salty Language

Definitions of picturesque nautical terms, some found in Patrick O'Brian's Aubrey-Maturin novels and all taken from "The Oxford Companion to Ships and the Sea"

POLACRE, a ship or brig peculiar to the Mediterranean. In the ship version, with three masts, they were usually lateen-rigged on the fore and mizzen and square-rigged on the main, but occasionally square-rigged on all three. In the brig version they were normally square-rigged on both masts. A feature of their design is that the masts were formed from a single spar, so that they had neither tops nor crosstrees. There were no footropes on the yards, the crew standing on the topsail yards to loose or furl the topgallant sails, and on the lower yards to loose, reef or furl the topsails, the yards themselves being sufficiently lowered for that purpose. ["We never call a polacre a ship," says Midshipman Mowett in "Masters and Commanders."]

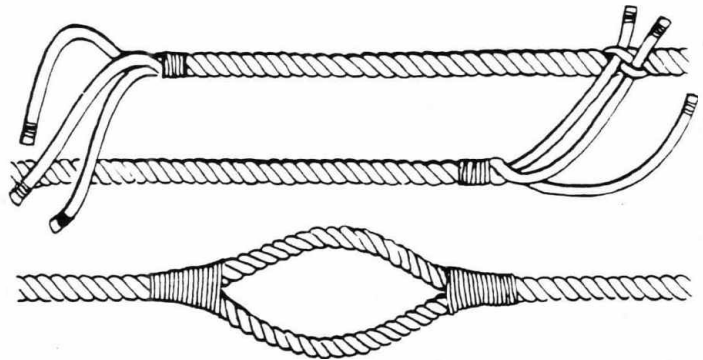
COMB THE CAT, to, the habit of a boatswain's mate, during the flogging of a seaman, of running his fingers through the tails of a cat-o'-nine-tails after each stroke in order to separate them in preparation for the next. After several strokes, when the victim's back had begun to bleed, the tails of the cat were apt to become coated with blood and stick together, and a stroke with the tails matted together could afford serious and permanent damage to the man undergoing punishment. It was necessary, therefore, in the victim's own interest, to separate the tails before inflicting the next stroke.

BILBOES, long bars or bolts, with a padlock on the end, on which shackles could slide, which were used on board ship to confine the legs of prisoners in a manner similar to the punishment of the stocks. It was a punishment usually known on board as putting a man in irons and continued in use, particularly in the American sailing ships, until the latter half of the 19th century. There are examples of bilboes in the Tower of London, taken out of ships of the Spanish Armada. Thus Hamlet, musing on a forthcoming fight,

'That would not let me sleep; methought I lay
Worse than the mutines in the bilboes.'

The name originates from the steel which was forged at Bilbao, at that time reckoned to be the finest in Europe.

KILLICK or KILLOCK, (1) the name originally used to describe a small anchor, or more usually a large stone at the end of a rope used as an anchor, carried by small craft. It lost its meaning in this sense when anchors were developed with stocks to turn them over on the ground so that the flukes would bite. Nevertheless, the word is still frequently used at sea by sailors as a slang term for anchor, no matter how large. (2) The seaman's name in the British Navy for the rating of leading seaman, of which the badge is a foul anchor sewn on the sleeve of the jumper. The foul anchor is the official seal of the Lord High Admiral. [Killock is the name O'Brian gave to Aubrey's scowling but loyal manservant in the novels, probably because he liked the sound of it.]



A Cut Splice

CUT SPLICE, two ropes spliced together to form an eye. The splice is not made with the two ropes end to end, as in a short splice, but overlapping to the extent required to form the eye, the end of each rope being spliced into the body of the other rope and the splices then whipped.

CUNT SPLICE, the old name for what is now known as a cut splice. [This definition explains Capt. Jack Aubrey's use of the phrase in "Master and Commander."]

DONKEY'S BREAKFAST, the merchant seaman's name for his mattress in the days when it was normally stuffed with straw. Such rudimentary conditions for seamen existed right up into the 20th century in a majority of ships and it was mainly the growth in power of trade unions of seamen, aided by the passage of Merchant Shipping Acts or their equivalents in the various maritime countries which led to an improvement in the conditions on board, making such ship-board economies as straw-filled mattresses a thing of the past. Straw-filled mattresses pertained only to wooden bunks lining the forecabin or deck-house, in which merchant seamen were accommodated; they were not used in the hammocks in which naval seamen slept, these having a thin tick stuffed with horsehair as mattress.

All About 26 Kinds of Glue

Sticky Issue

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Fredraas

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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	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
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Museum as an expression of
appreciation for the facilities
provided for our benefit.