



# San Diego Ship Modelers' Guild

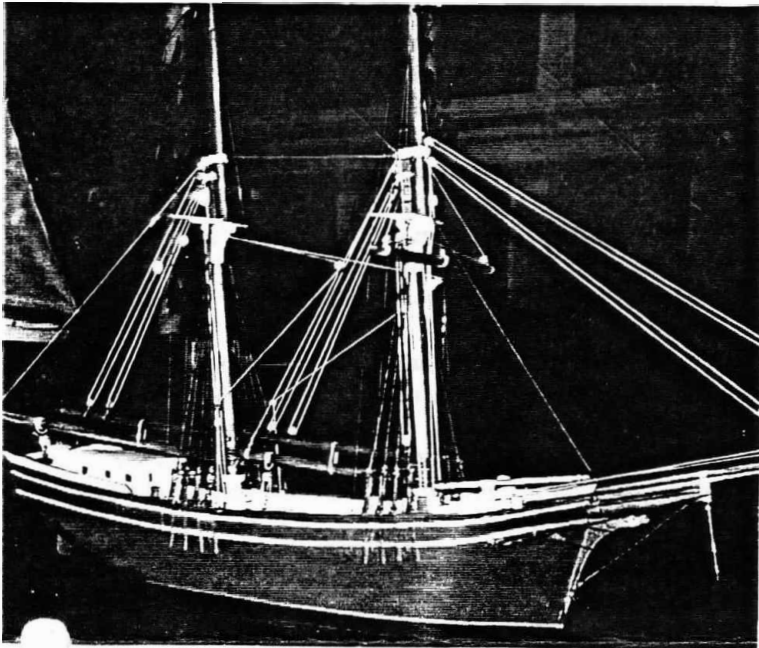
1306 N. Harbor Drive

San Diego CA 92101

February 1999

NEWSLETTER

Volume 23, No. 2



## The January Meeting: Poignant Yarns and “Negative Building”

Thirty members attended the January meeting—a record number, at least for recent times.

Four were new members, sort of. One of them was **Dick Little**, resuming a membership that lapsed in 1982. Another was **Donald**,\* who's scratchbuilding a *Cutty Sark*. A third was **John McDermott**, a former member recalled by **Bob Crawford** as the creator of a model of the *Franklin* (a little-remembered 1812 ship-of-the-line) with a sculpture of a man sitting on the head. The last was **Dick Strange**, who is uniquely qualified for membership in a modelers club: he served as Treasurer of the National Research Guild and was Skipper of the Washington (D.C.) Ship Model Society until he recently moved West to be with his son and grandchildren.

Why do former members return and new members join? The pictures on this page, of two of the nine models (another record) brought to the January Show-&-Tell, give a clue. Fascinating models, and the stories of how

\*The Logkeeper regrets that he failed to catch Donald's surname.

they were built, lie at the heart of the Guild's being and inspire absorbing discussion and comment. That makes for the kind of meeting you don't want to miss.

The model at the left, shown by **K.C. Edwards**, is a mystery ship. It was brought to the model shop for restoration by a woman whose family had had it for so long that its origins were forgotten. The legend was that it was built by a sailor about 1898.

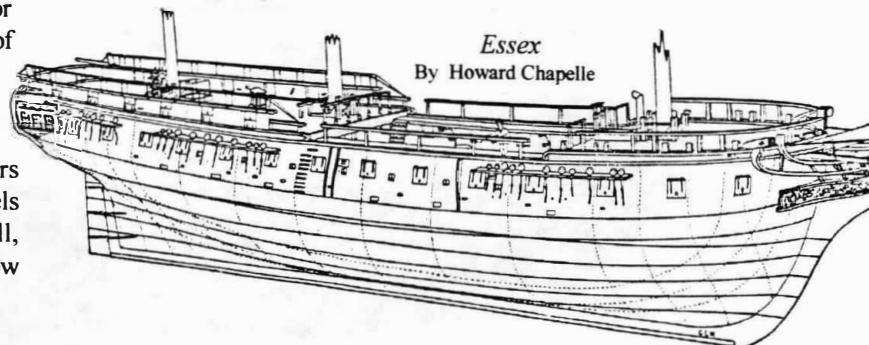
K.C. restored it “mistakes and all”—he holds that that's the proper role for a restorer. The hull was covered with what could have been a century's worth of dust, and the rigging crumbled in his fingers. Its spars look too fat and the rigging vague. It was scratchbuilt on a solid hull. The scale is unknown. Much speculation about this ship's mysteries ensued at the meeting, but one certainty emerged: she has a name, given to her by K.C. It's *Harvest Home*.

The drawing below shows the lines of the 1799 American frigate *Essex*, whose mostly finished hull was pictured in the Newsletter last month. Since then **Royce Privett** has installed the quarterdeck with hatches and skylight. He also ripped out and redid the entire forecabin area.

“So far I have spent about 500 hours on this model,” Royce says. “Most time-consuming is redoing what you have previously done.” At the meeting he called that “negative building.”

More than one member undoubtedly thought about the times he or she has had to do some negative building. On page 5, an authoritative article provided by Royce tells the *Essex*'s little-known history from launching in Salem, Massachusetts, to prison hulk in Dublin Bay.

Did you ever wonder why “yacht” is spelled that way and not “yot”? It's because yacht is a Dutch word. And it was the Dutch who introduced yachting to the English, circa 1660, in the form of a Holland-built party boat called *Mary*, for King Charles II, Britain's first royal



playboy. (Well, maybe not the first.)

*Mary* was on display at the meeting as a model of a Baltic sloop built from a Mamoli kit by **Nick Rugen**. "It was great fun building the hull and rigging the ship," says Nick. "However it was hell trying to paint the thing. So I wound up just staining everything." With her gilt carvings, she is a very pretty vessel.

**Devin Hughey** owns and sails a Columbia 22 sloop, and "decided to make a model of it. Used many photographs, days of measurements, and memory to do so." He also used his computer-designing capability. And "the model turned out in a lot better condition than the real one."

The hull is a single piece of balsa – which Devin lived to regret. "I sealed and sanded it eight times. Should have used better wood." Anybody present who might have been thinking of building with balsa probably had second thoughts. The model is about eight inches long because Devin drew it on a piece of 8½x11 paper.

**Jack Klein** brought his exploration ship *H.M.S. Challenger*, whose lofting and construction were described in the December Newsletter. This half-hull model now has all of its planking and gunports and Jack has solved the intricate problems of framing the bow and stern.

**Robert Hewitt's** newest triumph of miniaturization is a Viking ship on the scale of 1:240. That makes Robert measure everything in thousandths. The model is just 3.69" long, stem to stern. He scratch-built it, bread-and-butter style, in four lifts each .03" thick. Over the hull he applied clinker planking with boards of holly .06" wide and .015 thick

A dragon is carved from boxwood, shields are of turned pear, the mast and oars are bamboo. The figures of the oarsmen are gesso on wire. If you have microscope eyes you can make out the drummer who gave the beat for the oar strokes, and even see that one hand holds an upraised drumstick. For Columnist Hewitt's article on Viking ships, see page 8.

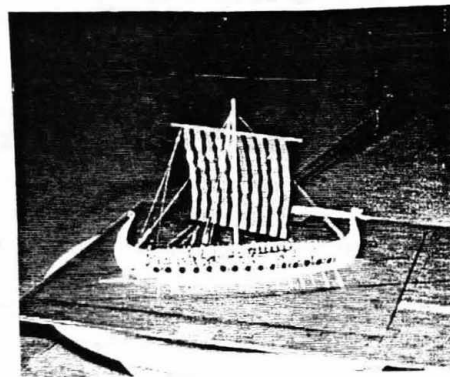
From tiny to huge: namely, the wartime-gray U.S.S. *Whiteside*, a 459-foot, 13,900-ton cargo carrier built by **Bob O'Brien** on the 1/8" scale, which makes the model 57" long. Named after a county in Illinois, she won four battle stars in WWII (in action at Okinawa and Iwo Jima) and in the Korean war. Bob bought the C-2 fiberglass hull and finished the ship using styrene, plexiglass and wood.

Admiral Dudley Carlson served on the *Whiteside* for a while and was on hand at her poignant end. She was taken out of mothballs at Astoria, Ore. in 1971 and towed to sea to serve as a target for torpedo practice. It fell to Carlson to give the order to fire that sank the *Whiteside*.

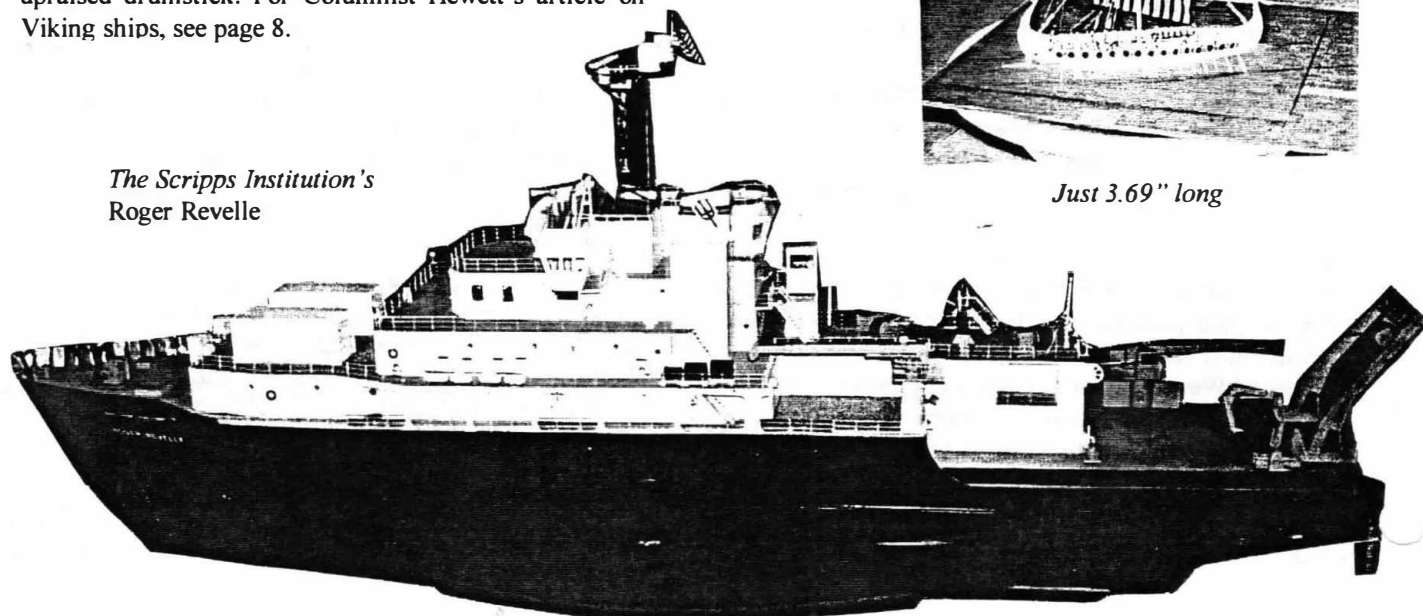
Bob Crawford produced his nearly finished *Roger Revelle* based on a "booklet of General Plans provided by the Scripps Institute." He notes that it was "scratchbuilt from wood and brass for most fittings. Very little plastic: i.e. navigation lights, two containers and two small cranes."

Bob was pleased to have the real ship constantly available while he built the model—always a big plus for a modeler. "It was a lot of fun to have the run of the ship to find details," he says, "but it was hard to draw the line on what to attempt to replicate. If I had the time I could still keep on finding things."

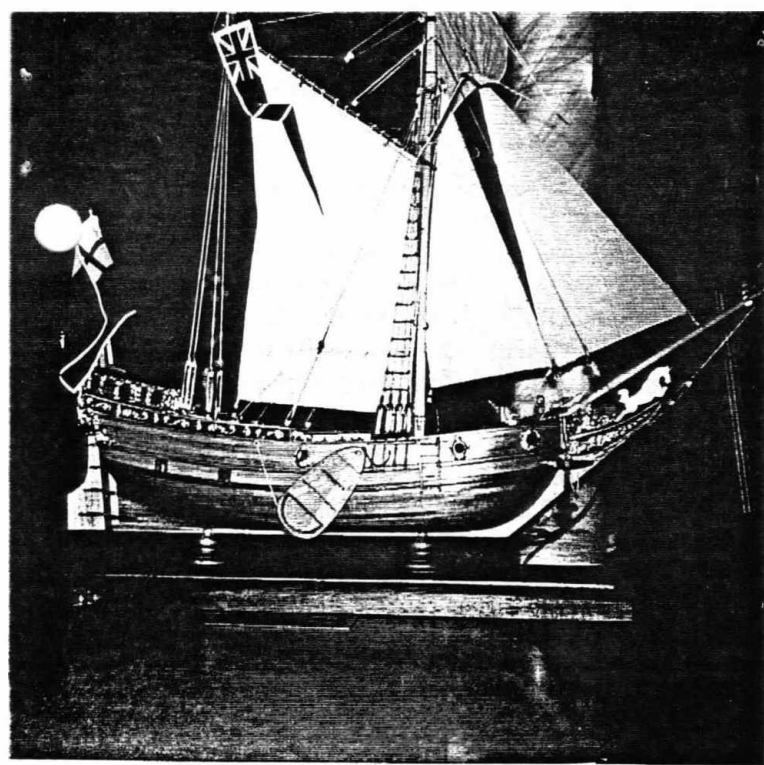
**Jerry Deschenes** brought in *Bahama Mama*, the fourth—and, he says, the last—of four large-scale, plywood-planked models that he has shown in the four months since he joined the Guild. The design came from



Just 3.69" long



The Scripps Institution's  
Roger Revelle



*Fit for a 17<sup>th</sup> Century king*

a picture in *WoodenBoat*. Scratchbuilt, plank-on-frame, one inch to the foot. He notes that the magazine said that the real boat could be built for \$25,000 or less..

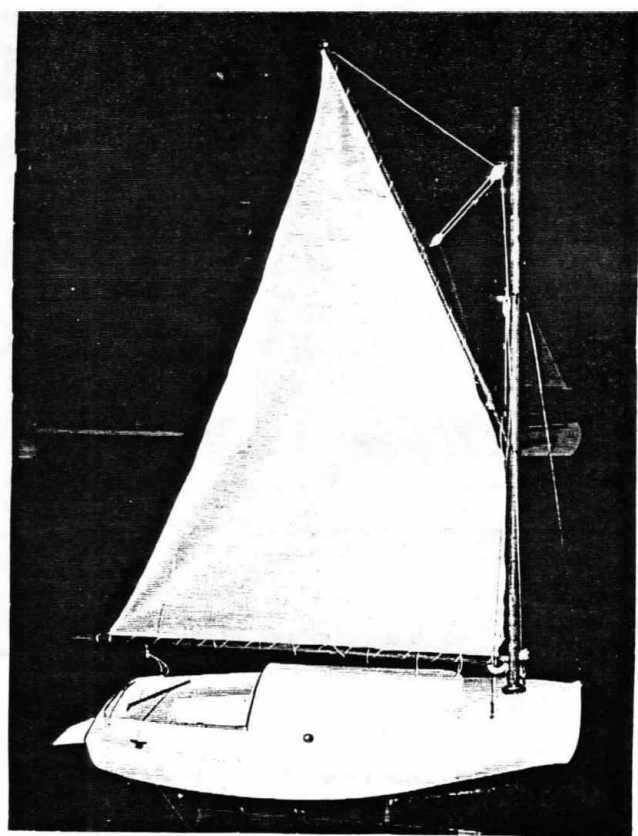
The 20-inch model of a Cape Cod catboat at the meeting was the work of **Bob Wright**. He built it, plank-on-bulkhead, from a Laughing Whale kit. The scale is  $\frac{3}{4}$ "=1'. Crewed by one or two men, these famous boats caught fish and lobsters in shoal waters as far as 30 miles off the Massachusetts coast.

Bob's model is painted white with a blue bottom. He intended it for a future grandson, who turned out to be a granddaughter. "It is a good sailor," Wright writes.

**In other business**, Bob Crawford reported with total dismay that the early-November San Diego Grand Prix race will be routed up and down the Embarcadero, past the Maritime Museum ships and the cruise-ship terminal precisely when the Nov. 4-7 National Research Guild Conference and Exhibition will be under way. The noise and crowds will clash with ship modelers from all over the country in attendance centered around the Holiday Inn. That will create chaos for the N.R.G. registration, tours, programs and model exhibits--and apparently nothing can be done to head it off, though Bob's trying.

Bob also gave notice that on Mar. 13, the Saturday after the March guild meeting, a model workshop on the *Berkeley* will provide Guild members a hands-on chance to bring in models under construction and get research, advice, possibly parts, access to copies of the N.R.G. Journal and *Ships in Scale*, and a chance to "see somebody else at work." Jack Klein recalled his disappointment at the low turnout for the last workshop,

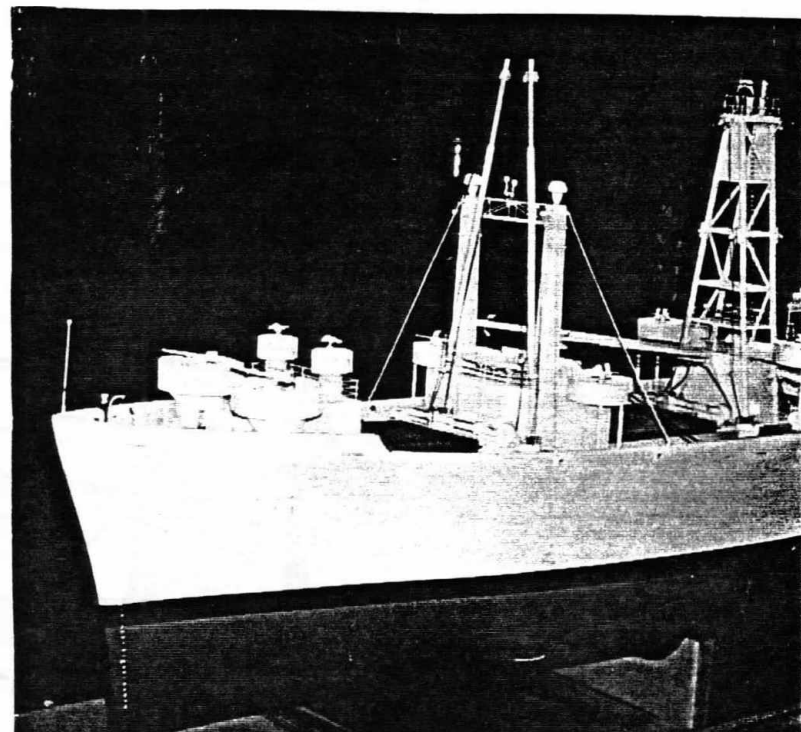
*Bow of the U.S.S. Whiteside*

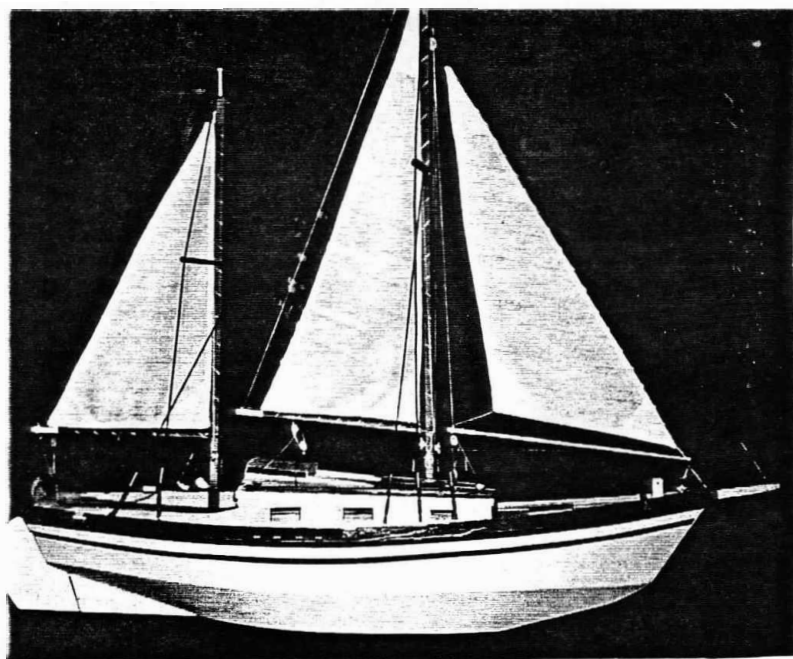


*Cape Cod catboat*



*Hughey's sloop*





*All this for \$25,000*

and stressed that it's an opportunity too good to pass up.

**Gordon Jones** gave a report of visiting the *Falls of Clyde*, Honolulu's counterpart to the *Star of India*, which was so interesting that the Newsletter invited him to put it into writing--see below.

Jack Klein reported attending a preparatory meeting for the Design in Wood exhibit at the Del Mar Fair, which will run from June 16 to July 5. He's looking for volunteers to man the Guild booth, and promising a cruise on the *Medea* as a lure.

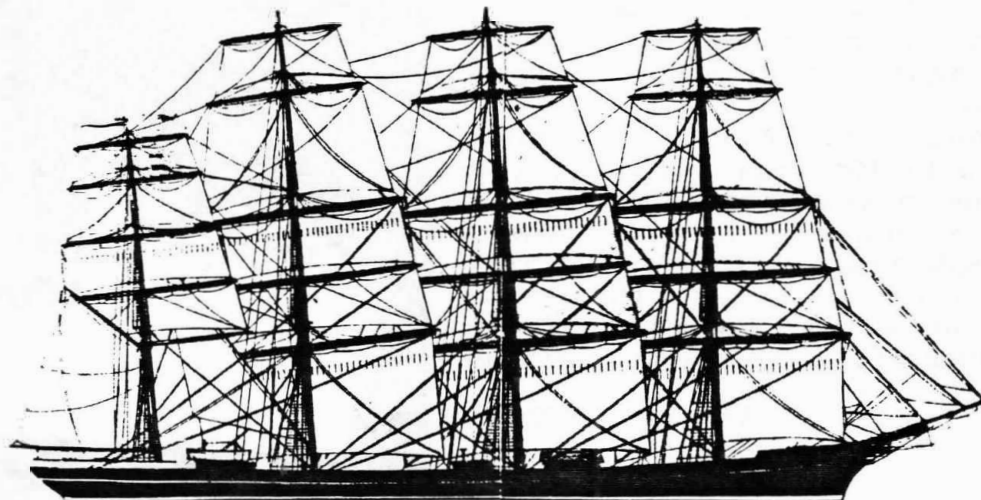
**Tom Taylor** informed the Guild of the death six weeks ago of former member Bob Cornell's wife. Tom also reported finding a lumber store, Exotic Hardwoods in Carlsbad, that carries boxwood, French pear and other rare species

## Dr. Jones Reports on the Health Of Honolulu's *Falls of Clyde*

*By Gordon Jones*

Recently I had the opportunity to visit the four-masted, full-rigged (square rigged on all four masts) ship *Falls of Clyde* in Honolulu. She was built in 1878 as the

*Sail plan of Falls of Clyde*



first of six iron-hulled, four-masted ships of the Falls Line in Port Glasgow, Scotland.

All of her sisters are gone now, as is the Falls Line and the shipyard itself. Her history may be traced in detail in Basil Lubbock's books. She is the last remaining four-masted full-rigger in the world, the last sail-driven oil tanker, and the only remaining member of Capt. Matson's original fleet.

Many voyages were made out to India and the Near East, then from 1898 until 1920 she served the Hawaiian Islands carrying oil and passengers from Gaviota, Calif. and returning often with molasses and sugar. Soon after, General Petroleum Co. bought her and rigged her down to be used as an oil storage barge at Ketchikan, Alaska, serving the fishing fleet.

In the 1930s she was removed from that service and towed to Kenndale, Wash., to be a part of the Foss Co.'s log dump near the south end of Lake Washington. When plans were announced to scrap her, ship lovers far and wide tried to raise enough money to save her. Bob Krauss, writing in the Hawaiian newspapers, and John Wright of the Bishop Museum succeeded in stimulating enough interest to keep her afloat. The Navy agreed to tow her across to Honolulu in the 1960s and she languished there for a few years until work began on her restoration.

Jack Dickerhoff, boss windjammer sailor and rigger for Moore Drydock Co. in Alameda, rigged here, making the heavy wire splices necessary in her shrouds and stays. Jack had rigged *Balclutha*, *Star of India*, *C.A. Thayer* and many others in his time.

*Falls* is a beautiful vessel, one however which is largely neglected except for one carpenter and one general deckhand. If a new member applies at the Maritime Center at Pier 7, his fees go to aid the *Falls*. Otherwise they go to the Bishop Museum general fund. The carpenter on board tells me that the way to make sure that your money goes to help the ship is to put it in the slot of the barrelhead on deck. *Falls* was a great sailer in her time, and there is every possibility that she'll sail again - if help is forthcoming.

# Worldwide Rambles of the Frigate *Essex*

*Provided to the Newsletter by Royce Privett*

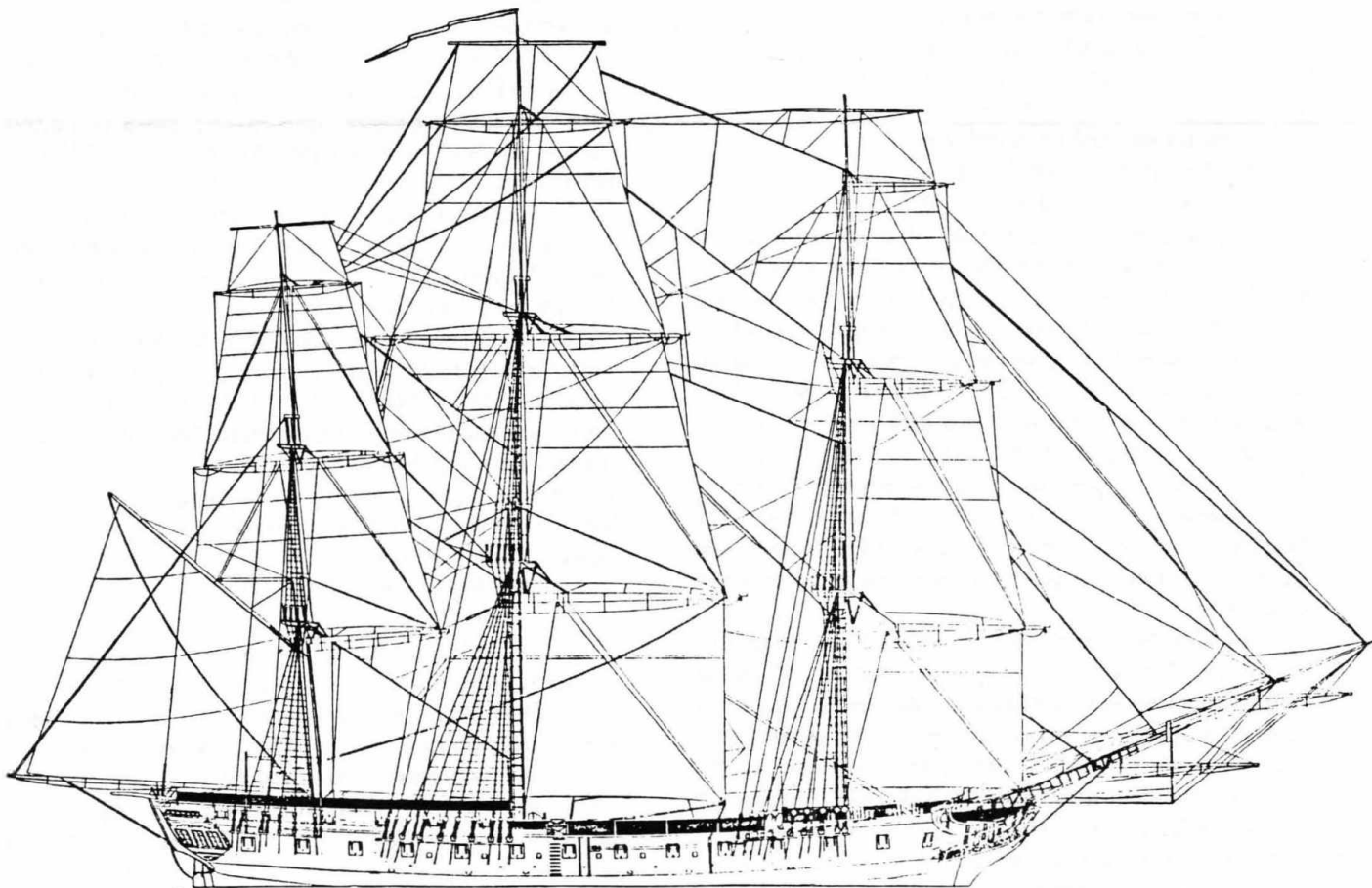
*The following is a brief history of the Frigate Essex taken from the book, "Modeling The Salem Frigate Essex, 1799" from the Model Shipways kit by Jim Roberts.*

At the end of the American Revolution, the Continental Navy was completely disbanded, leaving the United States without a navy and with no means of protecting the rights and property of American citizens on the high seas.

In March of 1794, the prospect of increased activity on the part of the Barbary states prompted Congress to authorize the construction for four frigates of 44 guns and two frigates of 36 guns. The provision was included that construction of the vessels would be halted if a treaty was concluded. This did occur. However, the *United States*, *Constitution*, and *Constellation* were completed at this time, after only a relatively short hiatus.

Trouble with France over the issue of American neutrality began to grow more serious after France declared war on Britain in 1793. In 1796, the French government passed several acts which made American ships fair game for French privateers. Seventeen ninety-eight saw the beginning of a three-year undeclared war known as the Quasi War with France, and the sudden expansion of the American Navy. In addition to completing all the previously authorized unfinished frigates, Congress accepted the donation of five ships built by subscription from the people of five different port cities.

These ships were the 36 gun *Philadelphia*, the 36 gun *New York*, the 28 gun *Boston*, the 26 gun *John Adams*, and the 32 gun *Essex*. Prominent citizens of Salem formed the Salem Frigate Committee to raise the subscription for the proposed vessel, and to organize and



*Sail plan of the United States Frigate Essex, 1799. Drawing by Howard L. Chapelle*

initiate the actual design and construction process until such time as a Navy agent was appointed. William Hackett of Salisbury, Massachusetts, was retained to design the new ship, while Enos Briggs of Salem was chosen to build her.

The Salem frigate was laid down (probably on the South Shore of Winter Island in Salem Harbor) on 13 April 1799. Shortly after this, the name *Essex* was officially bestowed on her. *Essex* was launched on 30 September 1799, going down the ways shortly past noon. Over the following two and a half months, she was completed at Salem, finally putting to sea for the first time on Sunday, 22 December 1799, under the command of Captain Edward Preble.

The cost to build the *Essex* was \$73,993.72. After being supplied and provisioned for twelve months by the Navy, the total cost came to \$154,687.77. The *Essex's*

---

## Between March and September she bagged 18 British whalers

---

first commission was convoying American merchant ships out to Batavia and back, a measure instituted to protect them from French privateers.

By 1801, the troubles with France had subsided. All purchased, contracted or subscription vessels deemed unfit for service were sold. *Essex* was retained with only twelve others and laid up in ordinary.

By the spring of 1801, relations with the Barbary states had again deteriorated, and the Navy commissioned a fleet to sail to the Mediterranean to deal with them. Captain William Bainbridge was appointed to the *Essex*. The squadron, under Commodore Richard Dale, consisted of the frigates *Essex*, *President*, *Philadelphia*, and the schooner *Enterprise*. *Essex* served in the Mediterranean on convoy duty until May 1802, when she was sent home for repair and refit.

In the spring of 1804, she again sailed for the Mediterranean in company with the frigates *President*, *Constellation* and *Congress*. *Essex* returned home to the Washington Navy Yard in June 1806 under the command of John Rodgers. She was laid up in ordinary until 1809.

Between 1807 and 1809, she underwent extensive rebuilding. Not only were a large number of rotten timbers replaced and other major repair work done, but a number of alterations were made, modifying her structure and appearance. These included the reduction of the housing (tumble-home) of the topsides by 9 inches per side, the raising of the topsides, raising the levels of the wales and thick strakes, shortening the rake (overhang) of the counter and lowering the lower (berth) deck from 2 to 4 inches, allowing room for a tier of air ports. It may have been at this time that the gangways connecting the

fore's'le and quarter deck were replaced with a regular spar deck, the quarter deck gun ports were fitted with half lids and bucklers and she was rearmned with carronades instead of long guns, retaining only a couple of long guns as chasers.

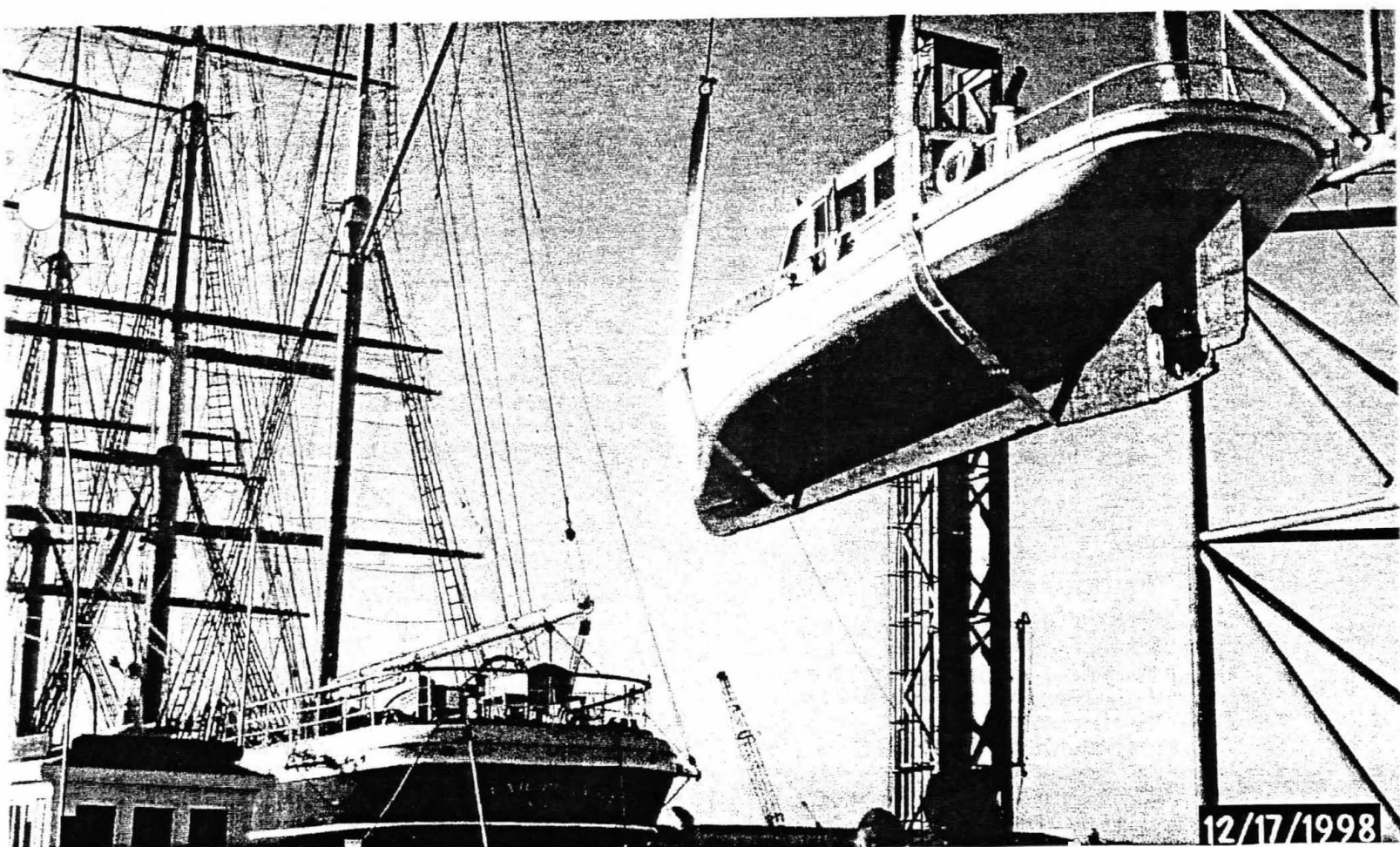
Shortly after the War of 1812 broke out, *Essex* put to sea under David Porter, her last American captain, on a cruise around Bermuda. During this cruise, she captured H.M. Sloop of War *Alert*. When *Essex* next put to sea, she was to rendezvous with an American squadron under William Bainbridge in the *Constitution*--which she did, because the *Constitution* fell in with H.M.S. *Java*, resulting in their historic battle and necessitating the American frigate's return home for repairs afterward -- *Essex* was to cruise the South Atlantic for homeward bound British East Indiamen. After attempting to intercept the Indiamen, Porter was free to act at his own discretion.

As a result, he rounded Cape Horn in order to attack the British whaling fleet in the Pacific. Between March and September of 1813, the *Essex* captured some eighteen British whale ships. In May, the ship *Atlantic* of 355 tons was taken and converted into a twenty-gun sloop under the command of Lieutenant John Downes. She was renamed *Essex Junior*. She assisted the *Essex* in her activities over the next several months.

In September of 1813, Porter took *Essex* to Nuku Hiva (Madison Island) in the Marquesas Islands to refit, safe from possible British interference. *Essex* and *Essex Junior* returned to Valparaiso in January of 1814. In early February, as the two American vessels lay at anchor, H.M. Frigate *Phoebe*, under Captain James Hillyar, and H.M. Sloop *Cherub* appeared off the neutral port. They had been sent by the Admiralty to deal with the American vessels.

For seven weeks the adversaries taunted each other. Porter tried to bait Hillyar into a single ship action, but to no avail. On 28 March 1814, Porter tried to gain the open seas, and the action commenced. For just over three hours, Porter and *Essex* put up a determined resistance to a superior force, fighting both sides of the ship simultaneously. At 6:20 p.m. *Essex* struck to the British vessels. *Essex* was repaired and sailed to Rio where she was taken into the Royal Navy as H.M.S. *Essex*.

After returning to England, she was laid up at Plymouth and dismantled. For nine years she lay in ordinary, until early 1824 when she was converted into a prison hulk. The *Essex* was towed to Kingstown (Dun Loaghaire), Ireland, on the south side of Dublin Bay, where she was moored and housed convicts until late 1836. In November of that year, she was put up for sale and after some months of bureaucratic machinations, she was finally sold to one "Mr. Galsworthy" for 2010 pounds. This is the last recorded mention of the *Essex*. Presumably, Mr. Galsworthy had her broken up, or burned her for metal.



*Evan Hull* happened to be on the Embarcadero on Dec. 17 and spotted the Maritime Association's pilot boat Pilot "swinging spectacularly way up in the air." He asked a nearby photographer, who turned out to be the Association's Collection Manager Christine Sirko, if she could send him copies of the photos, and she did. Pilot was taken to the B Street Pier, where she is being sized up to determine the extent of reconstruction that may be needed.

#####

YOU DUE KNOW, DUE YOU NOT,  
 THAT DUES ARE DUE? IF YOU  
 HAVEN'T PAID, DUE IT NOW

If your address label does not display the number 99, send a check for \$15 to Purser Ed White at /redacted/.

Make it out to: San Diego Ship Modelers Guild

#####

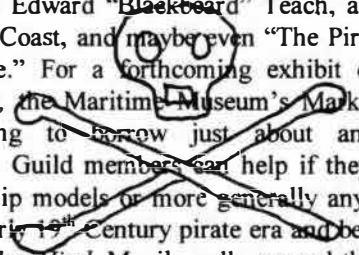
**Credit is Due, Too**

This issue of the Newsletter is greatly enhanced by contributions from several members. **Royce Privett** provided the *Essex* essay, **Robert Hewitt** came through with another scholarly column, **Evan Hull** alertly garnered the picture above, and **Fred Fraas** as usual rounded up the vital information sheets regarding models at the Show-&-Tell.

All other members who may feel that they have something to say about ships and modeling and the sea in general should know that they are warmly invited to contribute. The editor's address is /redacted/

**Shades of Captain Kidd**

And Edward "Blackbeard" Teach, and the Barbary Coast, and maybe even "The Pirates of Penzance." For a forthcoming exhibit on the Berkeley, the Maritime Museum's Mark Allen is hoping to borrow just about anything piratical. Guild members can help if they have pirate ship models or more generally any ships of the early 19<sup>th</sup> century pirate era and before-- the *Golden Hind*, Manila galleons and the like. Or ships that could have seized by pirates. And any kind of artifact, such as swords and guns, associated with piracy.



**NEXT**

**MEETING**

**BRING**

**MODELS**

<b>February</b>						
<b>S</b>	<b>M</b>	<b>T</b>	<b>W</b>	<b>T</b>	<b>F</b>	<b>S</b>
	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						

# Thru The Lubbers Hole

by Robert Hewitt

## THE VIKINGS

In modern Scandinavian languages, a Viking is a pirate. They seek wealth by raids on foreign coasts and by waylaying more peaceful seafarers in home waters. The term Viking should only be applied to men actually engaged in those violent pursuits, and not every Scandinavian farmer or merchant.

The Viking raiders were not referred to by that name. The Anglo Saxons called them Danes. The Franks called them Normanni (Northmen). The Germans called them Ashmen, perhaps in allusion to their ships, which were in fact made of oak.

The history of the Vikings is linked to their mastery of the sea, made possible by the technical achievements of shipwrights and seamen. Their ships were the result of several centuries of development. There are three major Norwegian finds of Viking ships: Gokstad, Osberg, and Tune.

The Gokstad ship contributes most to our picture of a Viking ship. It was found in 1880 in a burial mound, embedded in a thick layer of blue clay. The woodwork was preserved almost intact. The burial mound dates from about 900 AD.

The Gokstad ship is seventy six feet six inches long. The keel is made from a single piece of oak. The hull is formed of sixteen strakes. It is seventeen feet six inches in the beam and six feet five inches deep amidship. It would draw three feet in the water.

The ship is clinker-built, each strake overlapping the one below and riveted to it. In most strakes the planking is no more than one inch thick. The tenth strake which is at the waterline, and the fourteenth, which has the oar holes, are slightly thicker to bear the extra strain. All joints were caulked with animal hair and wool woven together in a loose cord.

The internal structure is formed by nineteen ribs, three feet apart. Below the waterline the planking of the hull is not nailed to the ribs but lashed to them, the lashings being made of spruce roots. The lashings passed through cleats left in the planks when they were cut to shape.

The Gokstad ship does not have a fixed deck. The floor boards of pine rest loosely on the crossbeams. They could be lifted at any point for bailing or storage. Bailing scoops were found in the ship. Buckets were also used. Pumps were unknown.

The strangest feature of the Viking ships was the rudder, however it was one of their technical achievements. It is shaped like a very broad oar blade, mounted on the starboard quarter. When sailing it projects eighteen inches below the keel, giving good lateral resistance to the water. It is attached to a block of oak fastened to the planking to a specially strengthened rib. There is also a strap that holds it to the gunwale. The tiller is detachable, a yard long and has a finely carved animal head.

The Gokstad ship was designed for either rowing or for sailing. The mast is made of pine, a foot thick, and was stepped into a block of oak twelve feet long that rests on the bottom of the ship. This is referred to as the "old woman".

Above this is a larger block called the mast fish, that was used to steady the mast. This oak block had a slot cut into it so the mast could be raised and lowered. It takes the shape of a fish in the plan view.

The total height of the mast is unknown, but probably about forty feet high. A heap of whitish woolen cloth, striped with red and entangled with fragments of hemp rope is all that remains of the sail.

Along each side of the ship are sixteen oar holes, each with a small slit radiating from it to take the blade of the oar as it was passed through from the inside of the ship. Each hole has a shutter on the inside to keep it watertight when the ship was under sail.

The oars are of pine, varying in length from seventeen to nineteen feet, so all of them would strike the water at the same time. The oars are very light and have slender tapering blades. When not in use they would be stacked on "T" shaped supports that rose seven feet above the deck.

No rowing benches were found, but the height of the oar holes relative to the deck seems to rule out the possibility that the rowers remained standing. It is thought they sat on sea chests, which would have been the personal property of the seamen.

Above the row of oarholes, just below the gunwale was a light rail and from this hung thirty-two shields on each side. The shields were painted alternately black and yellow. Each shield partially overlapped its neighbor with each pair corresponding to an oarhole.



From passages and sagas it appears that shields were displayed when ships were in harbors and sometimes when warships sailed to attack. It is thought that they would not have been left there when on the open sea because they were lightly fastened and the first strong wave would have carried them off.

The seaworthiness of the Viking ships was proved beyond a doubt in 1893, when an exact replica of the Gokstad ship was sailed across the Atlantic by Captain Mangus Anderson. She left Norway on the 30th of April and reached Newfoundland on the 27th of May. The ship encountered several storms without damage and was recorded to reach speeds of eleven knots under sail. Anderson expressed the most praise for her elasticity and lightness. He also declared that the side rudder made for easy and efficient sailing.

It was usually believed that a Viking ship, because of its square sail, could only be sailed before the wind. Another replica of the Gokstad ship, that was built in 1949, had deck sockets to which a boom could be fitted. This could extend the sail's foot. Aided by a bowline, it enabled the ship to sail near the wind and even to tack. The ship could sail close-hauled within six points of the wind.

What rigging the Viking ship carried was uncertain because the top of the mast was missing. One could not tell if there were holes through which a backstay could be attached. A pair of wooden blocks were found in the ship and it seems likely that stays and shrouds were used.

The yard on which the sail was hoisted is incomplete but was probably thirty-seven feet long. The sail area must have been about one hundred and five square yards. Picture stones of Gotland show many representations of ships in full sail. Stays and bowlines are sometimes included, sometimes not. The sails themselves are usually covered with a simple diamond shaped pattern.

Written sources indicate sails having vertical stripes in contrasting colors. The diamond shapes may have represented a network of ropes which covered the surface of the sail to strengthen it. The Gotland picture stones show curious lines that criss-cross and hang from the foot of the sail being held by members of the crew. They may have been sheet lines to swing the lower yard and trim the sail.

Ships carried one or more small boats as dingies, towing them or stowing them on deck. Three were found at Gokstad, the largest being a graceful clunker-built boat of thirty feet. It is usually these small boats that have left their traces in hundreds of Norwegian ship-burials.

Ships also carried tents. The frames were made of ash. The boards which formed the gables at each end were carved into animal heads which protruded above the tent fabric. It is believed their fierce features warded off evil from the sleepers.

One tent at Osberg is seventeen feet three inches long, fourteen feet seven inches broad, and eleven feet nine inches high. The tents could be pitched on deck. On coastal voyages the men would go ashore at night and pitch tents on land.

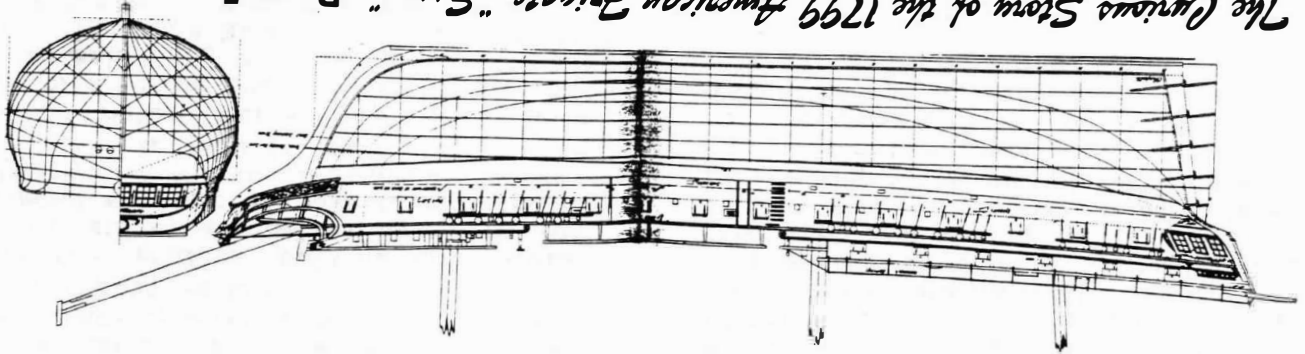
A night on shore gave opportunity for cooking. Kitchen gear found on the ship included a huge bronze cauldron, many wooden dishes, chopping boards, bowls, cups, ladels and kegs. It is even possible that cooking might be done at sea on longer voyages, using a large box packed with sand to safely hold a fire.

There would also be provisions that did not require any cooking: dried fish, smoked meats, hard baked bread, fruits, nuts, casks of cheesy curds, sour butter, barrels of ale and mead. A voyage of several weeks on the high seas was no rarity for a Norsman.

The animal heads, from which came the general term "dragon ships", have a long history in Scandinavia. Gotland stones show ships with horse-headed prows, while later ones are snake-like. Figureheads usually could be detached. Icelandic law states that this must be done before viewing the coast (home port), lest the good spirits of the land take fright.

Another characteristic of the ships was a weather vane of gilded bronze, richly adorned with animal figures and scroll-work. Several examples of eleventh century weather vanes have survived because they were bestowed on churches. It is not certain where these vanes were placed on the ship. The mast head would seem the most natural spot. There is a wood carving showing prows of a fleet with animal heads on some ships, weather vanes on some, and most without decoration.

*The Curious Story of the 1799 American Frigate "Essex" Page 5*



98

/redacted/  
Fred Fraas

*A Photo Gallery  
Of Eight Models  
Built by Guild Members  
Pages 14*



San Diego Ship Modelers Guild  
1306 N. 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  
join the San Diego Maritime  
Museum as an expression of  
appreciation for the facilities  
provided for our benefit.