



# San Diego Ship Modelers' Guild

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San Diego CA 92101

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NEWSLETTER

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## Dave Manley Recovering From Stabbing Attack

David Manley, one of the most prolific and innovative members of the San Diego Modelers Guild, is recovering slowly from five stab wounds received in a murderous madman's attack last month. The assault ended when Dave seized his assailant's knife and used it to kill him. Police made no charges against Dave, calling his reaction "justified homicide if there ever was one."

Dave's nightmarish experience started in the Sharp-Rees Medical Center on Activity Road during the evening of April 11. Dave, who is 33, had taken his wife Megan Lini to the center for treatment of a migraine headache. He was waiting for her in the lobby, reading a magazine, when Mariano Borja Copuyoc, 38, a data processor, approached him and for no known reason stabbed him repeatedly with a four-inch buck knife.

After trying to fend off Copuyoc with a chair, Dave jumped over a reception desk and fled to a back room. Copuyoc, who had come to the clinic with his wife and a child, pursued Dave and stabbed him again. Then Dave grabbed the knife and turned it against his attacker, who died in surgery a few hours later.

"Dave wants everybody to know the attack was unprovoked, that he thought he was going to die and that's why he did what he did," says his wife.

Dave's wounds were exceedingly serious, as he explained to the Newsletter over the phone last Sunday. Doctors in the emergency room at Sharp Hospital had to open his chest "from my neck to my waistline" and, probing with eyes and hands, examine every part thus exposed from his heart to his spleen.

They found a 1½ centimeter cut in his liver and another that came within two millimeters of his heart. He suffered other cuts on his diaphragm, calf and jaw.

But the doctors, examining Dave on April 30, promised something like full recovery. He has visible scars and a sternum that hurts, but "they joked that I could soon be skydiving and bungee jumping."

Nevertheless it will be five weeks before he can go back to his job as a model maker for Ark Product Development Corp., where he fashions prototypes for such devices as telephones and car parts. "This thing really messed me up, cost me a lot of momentum," Dave says. "It's an experience I wouldn't recommend for anybody." Though remorseful over the killing, he is "glad to be alive." He's been spending a lot of time on the couch, entertaining himself with TV and the Internet.

Dave joined the Guild as a teenager about 20 years ago, and quickly came to concentrate on radio-controlled models. Soon the Guild made him Junior Modeler of the Year. "He did phenomenally well—he has so much talent," says Fred Fraas.

His models have been mostly naval, and scratch-built on the 1/8" scale. They include the destroyer *Fletcher*, the light cruiser *San Diego* and the battleship *Alabama*. Guild members became accustomed to Dave trundling in huge gray models at Show & Tell every few months, and demonstrating their power gun turrets and the like. He became expert at molding parts when he found that it was cheaper to buy a part and then replicate it. Lately he has been designing kits for a tugboat and a submarine.

He has often worked on his models until 2 or 3 in the morning, and says that out in his garage shop he has nine or ten ships on the drawing board and 85 bronze propellers of various sizes and rotations. He hopes to show up at a Guild meeting soon.

## The April Meeting

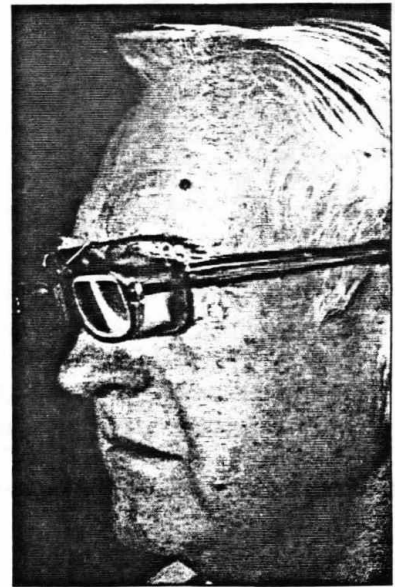
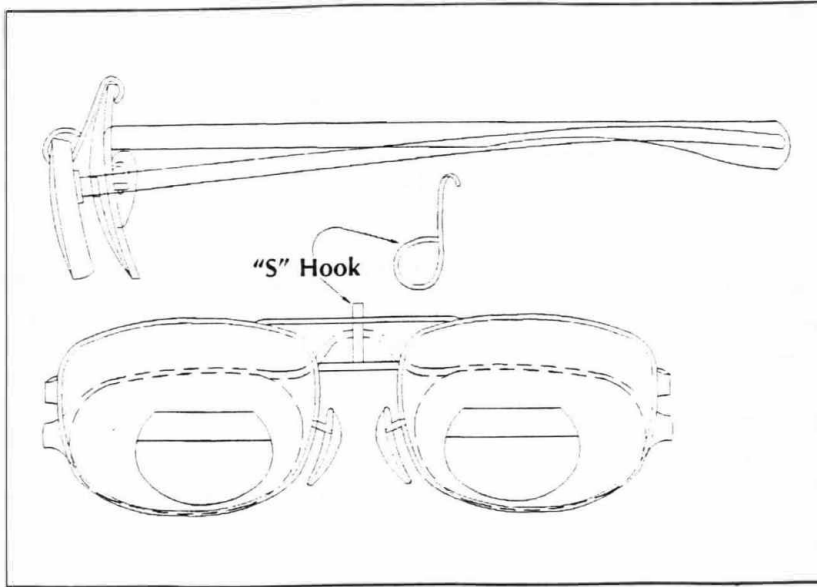
Most Guild members (including the Newsletter Editor) played hooky on April 14, probably because it was announced that the meeting would be curtailed to a few business matters so as not to overlap the Maritime Museum's presentation of "A Night with Horatio Hornblower and Friends."

Nevertheless the gathering was unexpectedly pleasant. The table in the *Star of India's* main salon nicely accommodated ten members, including the always-welcome Jackie Jones. Though Show-&-Tell was not expected at this meeting, Tom Taylor brought a 4" model of a Chinese junk, made entirely of silver, that he'd picked up somewhere, with its sails aback and aho.

In riggering it, Tom made hair-thin strands of silver wire by drawing them through a die with a final hole only .008" in diameter. He then twisted three strands together to make cables for shrouds.

For openers the Night with Hornblower presented Lisa Grossman Thomas and Anne Chotzinoff, authors of "Lobscouse & Spotted Dog," the book of recipes for meals consumed in the Aubrey-Maturin novels by Patrick O'Brian (see the review in the Newsletter for July 1998). This unlikely pair turned out to be extraordinarily funny stand-up comics, and their food delicious.

—Fred Fraas



# Shop News A Better Way to Magnify

"The common loupe used by hobbyists is awkward and too boxlike to be used in detailed miniature carving," writes optometrist and ship modeler Horace G. Cobb in the March issue of the "Nautical Research Journal." "Such loupes block out large areas of peripheral vision, making it difficult for the eyes to maintain fixation and focus at very close distances for long periods." The consequence is to reduce or eliminate depth perception.

He proceeds to offer a clever solution: "half-eye" glasses (resembling what some call Ben Franklin glasses) mounted an eighth-inch ahead of regular glasses (*see diagram*). They must be prescribed by an optometrist to make sure that the lenses match the distance between the pupils of your eyes when you are looking at a point about seven inches away. And the temples of the half-eye

glasses have to be wide enough clear the temples of the regular glasses.

"Ship modeling, unlike stamp collecting or crocheting, often requires the posture and head to be adjusted to many different positions and angles," writes Cobb. "Sometimes we are almost standing on our heads! The aid presented here offers the freedom of uncluttered vision, the absence of a 'boxed-in' feeling, complete awareness of surroundings, and the ability to look beyond the workpiece at any time with only a slight movement of the head and without having to remove the aid."

Interested Guild members should read the detailed article in the "Journal," available on the *Berkeley* or from the Newsletter Editor.

## Shop News How to Cut 1,100 Copper-Bottom Plates

By Robert Hewitt

During the fifteenth century as ships began to travel in warmer waters, there was a pressing need to protect the ships bottoms from the dreaded teredo or shipworm. The shipworm would chew its way into the timbers and could

reduce a ship to sinking condition in a few months. The solution up to the 1770's was to pay the bottom containing sulfur or other poisonous substances.

In the early eighteenth century, the bottoms were coated with pitch then covered with brown paper, another coat of pitch and a layer of hair stuck to that. This was covered with wood sheathing fixed with many broad-headed iron nails. This method was effective, but expensive and gave the vessel a rough bottom.

Lead sheathing was tried in the third quarter of the

**NEXT MEETING**  
ABOARD *BERKELEY*

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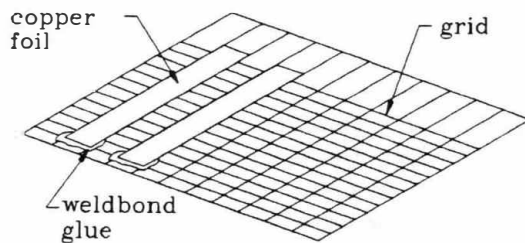
**BRING MODELS**  
Pictures will be published  
in the June Newsletter

seventeenth century; this was abandoned because of the electrolytic reaction. Copper was used for the first time in 1758, but had iron nails which again caused electrolytic reaction. The answer was copper nails and once this was done the ships were not only teredo proof but had a smooth, slightly poisonous surface that improved sailing qualities.

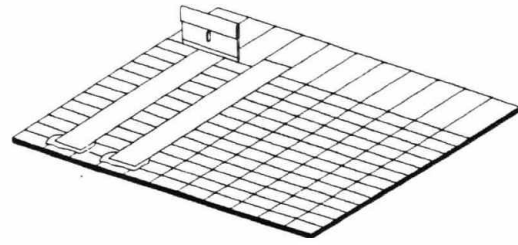
In our March meeting we briefly touched on Coppering the bottom of ship model hulls. The typical size of copper sheathing on sailing ship hulls was four feet by one foot three inches, according to Mr. Donald McNarry. The plates were arranged much like tiles on a roof, the vertical butts alternating on each strake and each plate overlapping its neighbor on two edges. On merchant ships the overlap was down towards the keel and on warships up from the keel.

The thinnest copper foil available from the local stained glass houses is .003 thick. The other sources are from Dromedary and Blue Jacket, which are photo-etched and available for 1/8" scale only. I used this type on my model of the *H.M.S. Victory*, cutting each plate into four pieces with a scissors. The results were not to my liking, as I could not obtain an accurate cut. The overlapping on small scales is eliminated and a much more realistic effect is obtained by butting the plate's edge to edge. The difficulty is obtaining a good square cut in copper foil.

I purchased a roll of copper foil from a stained glass shop, the width of the roll matched the four foot width of the copper needed for my scale of model. The stained glass shop carried a wide selection of sizes that fit most scales of ship models. The next operation was to lay out a grid pattern for my scale on the computer. I cut strips of foil, with the paper backing intact, about six inches long. A small wooden roller was then used to roll the pieces flat. The next step was to glue a few pieces to the print out of the grid at one end only. Align the strips carefully along the four-foot line, copper side up.



My first attempt was to cut off the individual pieces using a single edged razor blade. I aligned the edge of the blade on the grid straddling each side of the copper strip. I was able to cut a number of pieces by simply pressing on the razor blade to pierce through the copper foil and it's paper backing. After only about thirty or so pieces cut, the razor blade was dull and my finger became numb. There had to be a better way



My next attempt was to place about six sheets of paper under my grid paper with the copper foil glued to it. Using the same aligning method as before, holding the blade perpendicular to the foil with one hand and using a two ounce ball peen hammer, I struck the back of the razor blade. One should use safety glasses in doing this operation. The plates popped off nice and neat, with the backing intact for storage. This method saved my finger but also I was able to cut over eleven hundred pieces in about six hours over a period of two days. The other saving was the fact that I only used two razor blades to cut the entire lot.

## Shop News The Chemistry of Corrosion in Lead Fittings

Lead corrosion on guns and other kinds of castings has come up several times at recent Guild meetings, but no one has delved deeply into the exact chemistry of the problem. An article in *Model Guild News*, the newsletter of the Ventura County Maritime Museum Modeling Guild, focuses on the problem, using excerpts from a piece published by the Nautical Research Guild.

The main point is that acetic acid (defined in Webster's as "the chief acid of vinegar" and widely used in the synthesis of plastics) is the major culprit of lead corrosion in models, and that it typically comes from the wood in showcases. Here's the *Model Guild News* piece.

In the ship modeling community, there has been considerable speculation about what causes lead to severely corrode, how to arrest the process in pieces already installed, and how to prevent corrosion in the future.

The chief category of substances acting harshly upon lead are organic compounds, and acetic acid is among the most destructive of these compounds. Acetic acid acts upon lead and transforms it into lead carbonate. Lead carbonate is the white, granular powder we frequently see on lead ship-model fittings. (It is also the pigment in white-lead paint.)

The chemical process is this: Acetic acid, in the presence of carbon dioxide, catalyzes with lead to produce lead acetate and lead hydroxide, which together react with carbon dioxide and form lead carbonate. Lead carbonate then releases acetic acid, and the process becomes self-sustaining.

It is important to recognize that lead carbonate is not

just a substance clinging to the surface of the casting; it is the surface of the casting transformed into powder. Acetic acid attacks not only lead, but to a lesser degree zinc, aluminum, magnesium, brass, copper, nickel, and even steel.

Even relatively loose-fitted showcases can support an internal atmosphere one hundred times more stagnant than the surrounding room. Wood inside display cases with relatively stagnant atmospheres will create an acetic acid-laden microenvironment where lead artifacts will corrode even without being in physical contact with the wood.

The very harmful woods are: unseasoned oak, plywood, chipboard, teak, basswood, sweet chestnut, fireproof woods and rot-proofed woods. Moderately harmful are seasoned oak, larch, ash, birch and red cedar. Less harmful are sitka spruce, Douglas fir, pine, Honduras and African mahogany, elm, and obeche.

Other potentially destructive materials in showcases include contact cement, plastic wood, latex varnish, linseed-oil varnish, enamel paint, oil-based paint, alkyd paint, oil-based stain, wool, cast acrylic plastic or Plexiglas, and others.

When the Gibbs & Cox Company model builders employed some lead castings and lead-based solder, they chose to electroplate those fittings with a thin layer of copper, thereby sealing the casting surface from the atmosphere. Time has confirmed that electroplating is a good way to prevent lead corrosion.

Many model builders simply do not use lead fittings in new models and replace lead fittings on old models with duplicates made from a more durable metal. While brass, bronze or copper are suitable, Britannia metal, which is 89% tin, 7.5% antimony and 3.5% copper, is frequently used to replace lead because it is easy to cast. There appears to be no known product currently available which can be applied to lead fittings to render them impervious to acetic acid.

## *Shop News* Glue and Unglue

*By Bill Russell, Editor, Ship Modelers Association*

From time to time you may want to securely glue two pieces of wood together, and after machining, sawing or carving, to unglue the finished pieces. An example of this is gluing several pieces of wood together so that they can be cut to the outline of a part of a gun carriage, and then to separate them for use individually.

Cabinet makers have a method. It involves gluing two pieces together with a piece of paper between them. They can be separated by a sharp blow, though this may not be advisable with small delicate parts. Of course, the presence of the paper layer would make it easier to achieve the separation with a solvent or water.

It has also been suggested that glued surfaces

can be separated with a strong solvent such as acetone. I have tried this method, and it works, but not very well. After 24 hours of soaking, I have found that it is still necessary to pry the pieces apart.

A procedure that really works is to glue the pieces together with Elmer's "School Glue". Right on the label it says "Washes out in soap and water". I tried it without any soap, though it may have worked better with it. I placed the glued parts in a bowl of water and applied heat in the microwave until the water was near boiling. Then I allowed it to cool, moving the parts around every few minutes. After about 15 minutes, the parts easily separated with little or no prying, and with very little residual glue.

## *Shop News* How to Mask Paint Without Masking Tape

*By Vance Mosher, from "Scale R/C Modeler"*

Masking your model to paint it is a tedious job at best. At worst, the masking tape pulls the paint off the base color when you peel the tape off. Second worst is that the paint bleeds under the tape.

There is one way to take some of the pain out of the masking process, though. Use plain paper for masking. Don't use tape at all. Simply cut your design into the paper, lay it on the boat, and spray it with water.

Spray the paper enough to saturate it at the paint line. Be sure there are no dry spots or bubbles at the edge of the paper. Put a little detergent or ammonia in the water to help completely saturate the paper a little faster.

The surface tension of the water will make the paper stick tightly to the surface. The wet paper will mold around details fairly easily. The water in the paper will prevent the paper from absorbing paint. Best of all, the water will prevent the paint from bleeding.

Use a paper towel to dry off the area where you want to paint, but don't absorb the water out of the paper in the process. You actually want a little fillet of water at the edge of the paper.

There are all kinds of paper, but you want something thin and absorbent. A good kind is plain adding machine paper. Grocery bags are too thick for a good edge. Never use newspaper. The ink will stain the underlying paint, and you can't clean it off.

Don't use any paper that doesn't absorb water, like shelf paper. Ink jet paper or fax paper is good.

Just before spraying saturate a brush with water and re-wet the paper along the paint line. Spray your trim color in several coats, or better yet spray a thin first coat of the base coat on the masked edge. That eliminates the chances of bleeding. After spraying, the paint sets before the wet paper dries, so you can lift the paper fairly quickly. Or you can walk away and leave until the paper dries and falls off.

# Shackleton Fever In New York City

If you're in New York between now and Oct. 11, you can go to the American Museum of Natural History and stand at the stern of the actual boat sailed in 1916 by Explorer Ernest Shackleton for 800 hair-raising miles in the Antarctic Sea. And as you watch, a special effects screen in front of you simulates rising up and sliding down 100-foot waves thousands of times a day.

It's enough, people report, to make you seasick. But as part of one of the city's leading exhibits these days, it turns a brilliant spotlight on Sir Ernest as a fearless, gentle, slightly loony hero.

Shackleton was with Robert Scott when, trying for the South Pole, they reached 82° 16' 33" in 1902. On his own in 1908 Shackleton came within 100 miles of the Pole, thus earning knighthood. He was not with Scott when Scott raced Roald Amundsen to the Pole and arrived on Jan. 18, 1912 only to find a stick with a note from Amundsen telling of his arrival there a month before. (Scott died trying to return.)

Late in 1913 Shackleton announced that he would lead a team that would try to cross Antarctica afoot from the Weddell Sea to the Ross Sea, stopping at the Pole. He found a ship, the *Endurance*, crewed it with 27 men and 69 dogs, and reached the Weddell Sea in December 1914.

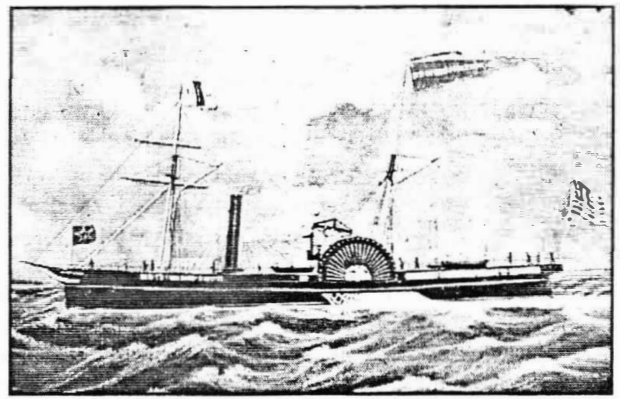
Soon *Endurance* was trapped in floes that, filling the Sea, wheeled slowly clockwise for 11 months until the ice crushed the ship and sank her. Certain doom seemed to loom, but Shackleton apparently did not let that thought cross his mind.

Instead, he and his men sailed *Endurance's* three small boats north to beyond ice at 60° South, where they encountered tiny Elephant Island. There he selected the sturdiest of the boats, 22½ feet long—the one now on view in New York--and christened it *James Caird*. Then, with a sextant and five men, one a skilled navigator, he set sail for a speck of land 800 miles to the east.

This speck was South Georgia, site of a British whaling station. Reaching it required the small open boat to cross seas near the Drake Passage, famous as the roughest in the world. Finding it would take a miracle.

It took two weeks, but the miracle happened—only to leave Shackleton with a lofty, glacier-covered mountain between him and the whaling station. In 36 nonstop hours, he and two men slogged up the peak and, using a coil of rope as a toboggan, slid down the other side.

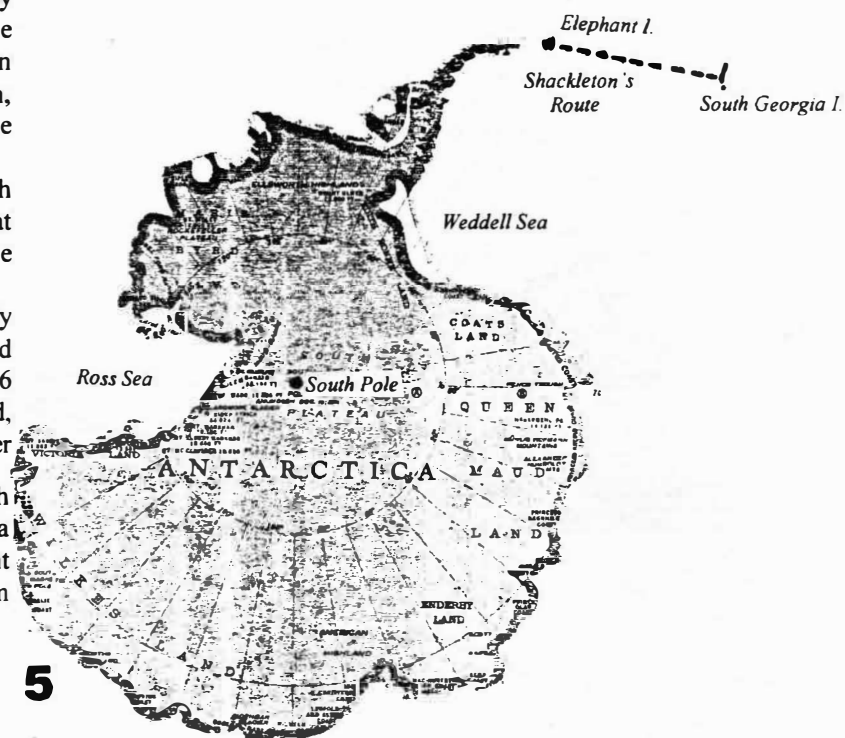
South Georgia had a wireless station, but the British Admiralty, caught up in World War I, refused to send a rescue ship. Eventually the Chilean government dispatched a tug that rescued Shackleton's men from both South Georgia and Elephant Islands.



**THIS SIDEWHEEL SCHOONER**, the *Brother Jonathan*, in 1865 hit a rock and sank in 250 feet of water near the California-Oregon border. Down with her went at least 145 people--sailors, miners, prostitutes, politicians, the editor of the *San Francisco Bulletin*--and a U.S. Army camel. That was tragic, but what concentrated public attention was knowledge that she carried at least a thousand gold coins in \$5, \$10 and \$20 denominations.

Deep Sea Research Inc., an El Cajon salvage firm, finally found *Brother Jonathan's* hulk in 1993 and retrieved the coins. Recently the U.S. District Court in San Francisco upheld an agreement between DSR and the state of California that allows the company to keep 80% of the value of the treasure and the state the rest. The same deal applies to any future recoveries, which reportedly might include a safe containing \$200,000 in greenbacks, plus more coins and bullion.

The coins already brought up will be auctioned off in Los Angeles on May 29 to 31. Their probable value is \$5 to \$10 million.





# Thru the Lubbers Hole

By Robert Hewitt

## The Clipper Ships

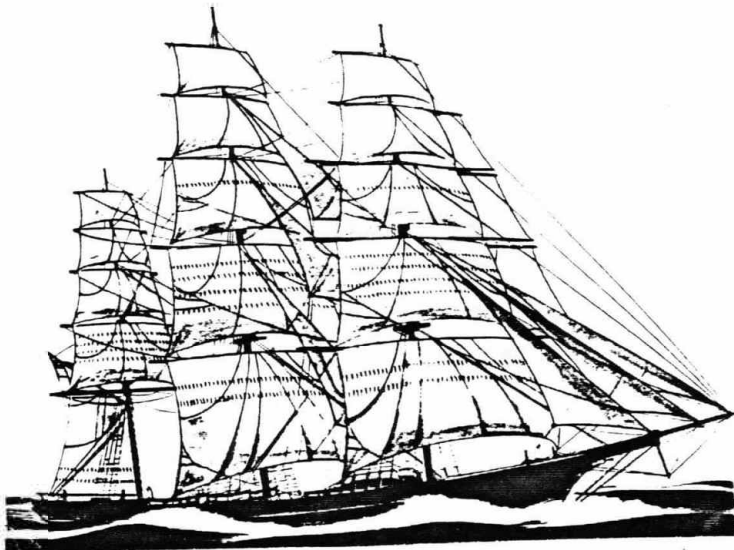
In his presidential message on December 5, 1848, James K. Polk confirmed rumors that gold had been discovered in California in 1846. East coast shipping ports were swamped with requests to sail to the west coast. It soon was not unusual to find five hundred ships anchored in San Francisco Bay.

The trip from New York around Cape Horn to San Francisco was 17,397 miles. The trip from New York to Panama was 2,500 miles, with a sixty-mile trek across the Isthmus of Panama. The dangers of the jungle included yellow fever, malaria and cholera. This trip, if you survived, was four times faster. It sometimes took up to a month waiting for a ship to complete the 3,500-mile passage to San Francisco.

Three hundred thousand people had arrived in San Francisco in a few years. California was in desperate need of all kinds of supplies. Profit from one shipment of flour, at \$44.00 a barrel, amounted to \$80,000.

More and faster ships were needed. Necessity, being the mother of invention, gave birth to the clipper ships. They were built with a sharp pointed bow, and "clipped" their way through the seas.

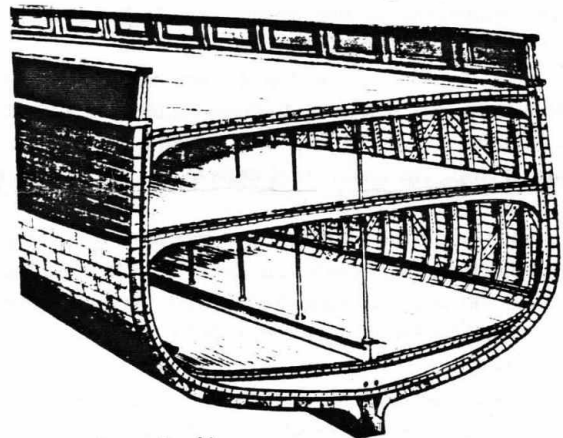
In 1851, the *FLYING CLOUD* set a record of eighty-nine days and twenty-one hours. *FLYING CLOUD*, built by Donald McKay, was famous for her historic maiden voyage. In 1854, she beat that record with a voyage of eighty-nine days and eight hours. In one day's sailing, she covered 347 nautical miles. *FLYING CLOUD'S* record has never been equaled. She was 235 feet long with a beam of 41 feet. Her main mast was 88 feet long. The average passage around Cape Horn was 120 days.



*FLYING CLOUD* 235 feet long

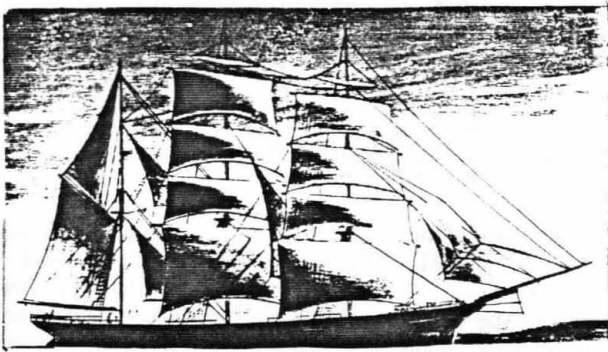
In the 1860's, Robert Steel of Greenock, Scotland produced some of the finest ships of the clipper era. Steel's clippers had a much improved sail plan, which not only allowed them to withstand gale force winds, but allowed them to ghost in light airs. The first real clippers built in Britain were the *STORNWAY* and the *CRYSTOLITE* for the China tea trade. One of these great ships under sail, with royals, double topgallents, and double topsails must have been a beautiful sight.

The American clippers were almost entirely built of wood, and there era ended within a few short years. Britain's greatest feats in the clipper area came about with the composite construction invented by John Jordan, son of one of the staff of J.H. MacIntyre & sons of Liverpool. This company launched the first two composite ships ever built. The schooner *EXCELSIOR*, in 1850, and the bark *MARION MACINTYRE*, launched in 1851. The system combined the strength of iron frames and the flexibility of wooden planking. Its greatest fault was the galvanic action between wood and iron, produced by sea water. This was overcome by fitting rubber insulation between frames and planks.



A composite iron and wood hull

The first composite tea clippers appeared in 1863. *TAEPING* built by Robert Steel, *ELIZA SHAW* built by Alexander Stephen, and *BLACK PRINCE*, built by Alexander Hall. The smallest composite was *BREAN*, 562 tons, 160 feet long, with a 30-foot beam. Her main mast was 116 feet above the deck. A dainty, but not powerful ship, she sailed best in light winds. Her best days sail was 315 nautical miles. She sailed around the world in sixty-seven days. *BREAN'S* accident free record was awarded by a reduced premium from insurer, "Lloyds of London. On one sail she raced *THERMOPYLAE* to Tasmania from London. She was in the lead, but *THERMOPYLAE* overtook *BREAN* at the Cape of Good Hope, storming past in high winds under a cloud of canvas. The great clipper was soon out of sight. When the race ended, *BREAN* was only seventeen hours behind *THERMOPYLAE*.



*BREAN*, a composite barque, 160 feet long.

The largest ever-composite ship was the Blackwall passenger ship, *SOBRAON*, built in 1886. She was 317 feet long with a 40-foot beam and two acres of canvas. In spite of this large amount of sail, she was a dry ship. She was comfortable and luxurious for her day. She carried animals for fresh meat, milk, and eggs. She also carried several tons of ice and had a fresh water condenser. Doctors frequently recommended her for health cruises.

The *CUTTY SARK*, of composite build, and the only clipper ship still in existence, was designed by Hercules Linton for John Willis. She was built in Dumbarton Scotland, for the tea trade in 1869. *CUTTY SARK* is 212 feet long, with a beam of 36 feet. A skysail was carried on her mainmast, divided topsails on all her masts, with upper and lower studding on the fore and main. Only 912 tons net, her slender lines made her a graceful ship indeed.

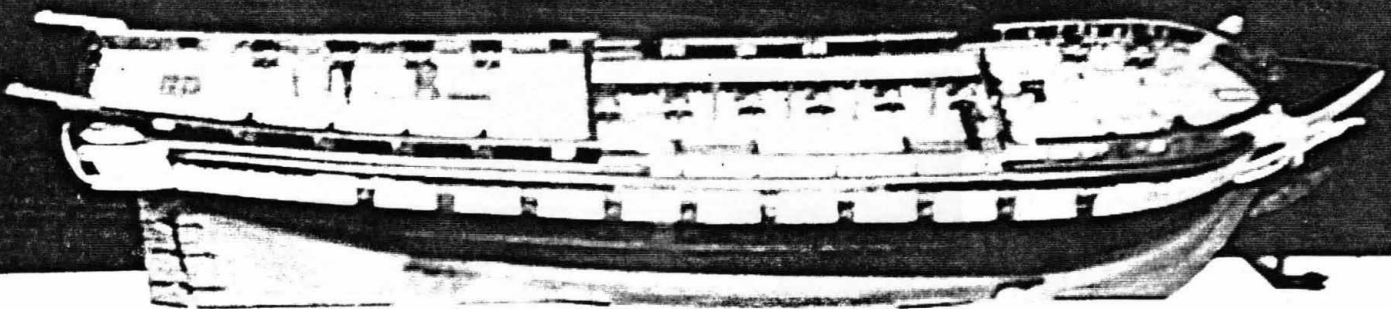
As a tea clipper, she was often beaten by *THERMOPYALE*. It is said that *THERMOPYALE*, even with her enormous sailing power, could ghost along at

seven knots in a breeze not strong enough to blow out an open candle on her deck.

In spite of this, *CUTTY SARK*, holds three unbeaten records of sixty seven, sixty nine and seventy day's sail from Sidney Australia to the English Channel. She now lies in dry dock in Greenwich England.



*CUTTY SARK*, a composite clipper 212 feet long.



**Since the January meeting,** the following has been accomplished on my 1799 American frigate *Essex*. FORECASTLE. Two twelve and two six pound guns have been installed plus the pinrail in the bow and the forecastle barricade and belfrey. The ship's bell is hung here and is traditionally struck by the forward lookout half-hourly for the purpose of marking time, calling the watch, warning off other vessels in fog and alerting the officer of the watch to sightings. GANGWAYS. The gangways or gangboards along the side of the vessel

connected the quarterdeck to the forecastle. This feature may not have been installed at the vessel's launch in 1799, but if not it was likely they were added soon after. During the first six or seven years of the vessel's career, they were probably widened and raised to form a pseudo-spar deck. Sometime after 1807, it is likely they were removed and the forecastle and quarterdeck framing were extended and planked over to form a true spar deck, which she retained until the end of her career. QUARTERDECK. Eight six-pound guns were installed, plus port

and starboard pinrails. The quarterdeck barricade is in place and the ship's wheels and binnacle are installed. The binnacle is probably of the cabinet type, which was fairly common among merchant vessels of the period. It seems likely that this type of binnacle would be supplied by civilian builders for ships built by subscription and donated to the government, as the *Essex* was. It is possible that during her career the cabinet type was removed and replaced by two "Navy" type binnacles, which were placed just forward of the wheels on the port and starboard sides.

Submitted by Royce Privett

# Capt. Carl Bowman, 90; skippered Star of India, barque Eagle

By Jack Williams  
STAFF WRITER

Carl Gilbert Bowman's nautical savvy ran about as deep as the seas he sailed.

A maritime mentor and crusty dean of the San Diego waterfront, he skippered the historic Star of India for the first nine of her 12 modern-day voyages beginning in 1976.

And until two years ago, he sailed the steam yacht Medea, another vintage San Diego Maritime Museum vessel.

"Carl was one of the last great deep-water sailing ship captains," said Joseph Ditler, development director of the Maritime Museum. "He was a role model for generations of young mariners."

Capt. Bowman, whose failing eyesight forced him to relinquish his role on the Star of India last year, died last Thursday at Thornton Hospital in La Jolla. He was 90.

The cause of death was complications from pneumonia, Ditler said.

A Coast Guard veteran whose career spanned three decades, Capt. Bowman joined the California Maritime Academy in Vallejo after his retirement from the military in 1960.

As commanding officer of the training ship Golden Bear, he taught seamanship to young men and women, many of whom cherished the opportunity to learn from an exacting old pro.

"He was larger than life," Ditler said. "Students worshiped him because they knew he was the Real McCoy. He was always hands-on, loud and bullish."

"Whether you liked him or not, you always respected him."

Capt. Bowman was licensed by the Coast Guard to operate any ship, of any tonnage, on any ocean. His versatility often resulted in invitations by ship organizations to sail historical vessels, including the 165-foot barque Elissa and the brig Niagara for the Galveston Historical Foundation.

He also served as admiral of the fleet during a Jamestown, Va., re-enactment involving three ship replicas.

A longtime San Diegan, Capt. Bowman had been a member of the San Diego Yacht

Club since 1939 and was on the board of the San Diego Maritime Museum from 1957 until his death.

Capt. Bowman skippered the Star of India, the world's oldest iron-hulled merchant ship still afloat, from 1976 to 1996. He served as president of the San Diego Maritime Museum board of directors from 1975 to 1983.

Born in Newark, Ohio, Capt. Bowman dreamed of sailing ships as a boy. He graduated in 1929 from the U.S. Coast Guard Academy but decided to become an aviator because it paid more than sea duty.

"He held aviator No. 25 in the Coast Guard at the time of his death," Ditler said. Much of Capt. Bowman's early aviation duties involved ocean rescues, sometimes in perilous conditions and precarious aircraft.

As Capt. Bowman moved up in rank, he relinquished his flying duties and was assigned to various ships. After the Japanese attacked Pearl Harbor in December 1941, he was in charge of safety measures at San Diego Bay as head of Coast Guard Group San Diego.

Among his World War II responsibilities: organizing blackouts to make the bay a less inviting target for enemy aircraft.

In August 1945, as commanding officer of the cutter Taney, he took part in the initial occupation of Japan as part of the Osaka area relief force, Ditler said.

Capt. Bowman's military career also in-

cluded duty as captain of the icebreaker Mackinaw from 1949 to 1950 and the training barque Eagle from 1950 to 1954.

From 1954 to 1957, he served as chief of the floating units division at Coast Guard Headquarters in Washington, D.C. He was chief of staff of the 8th Coast Guard District in New Orleans and, later, the 12th Coast Guard District in San Francisco before retiring in 1960.

In recent years, Capt. Bowman often was approached by former students who thanked him for inspiring them to seafaring careers. "He would brag that these students wanted to go to sea, which he felt made them very special," Ditler said.

Capt. Bowman, who lived in Point Loma, continued to sail recreationally until shortly before his death. Each week he would take out his classic Edson Shock-designed sloop, Lydia.

And he would share his knowledge of the sea with young sailors at San Diego Yacht Club.

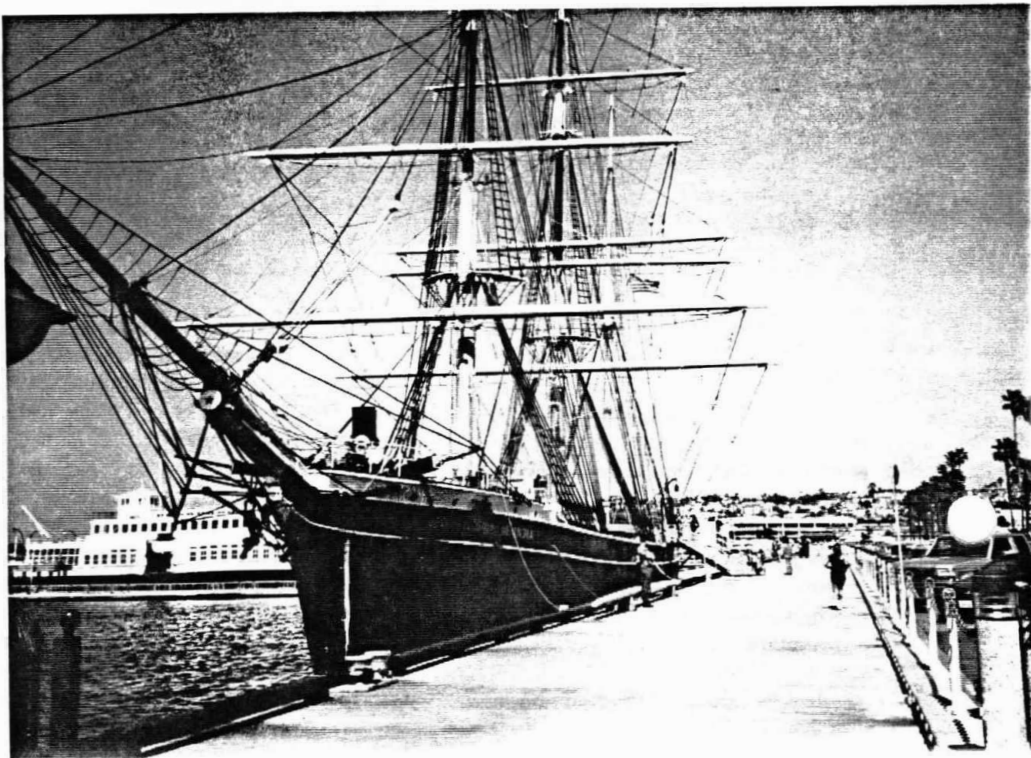
In Capt. Bowman's memory, the Maritime Museum has angled the yards on the Star of India, a traditional salute on a square-rigged ship, Ditler said.

"It's a sailor's tribute to a great man and his ship. Carl was the undisputed master of Star of India."

Capt. Bowman is survived by his wife of 67 years, Lydia Ann; and five grandchildren. Two sons, Frederick and Charles, preceded him in death.



Carl Gilbert Bowman





**KITS**

Across the Pond  
 P.O. Box 153  
 Marblehead, MA 01945  
 (800) 469-3957  
 (Domestic and Imported ship building kits.  
 Http://people.ne.mediaone.net/acrossthepond)

**LUMBER & OTHER MATERIALS**

**Berea Hardwoods**  
 6367 Eastland Road  
 Cleveland, OH  
 (Warehouse) (216) 234-7949  
 - or -

**Berea Hardwoods**  
 125 Jacqueline Drive  
 Berea, OH 44017  
 (Office) (216) 243-4452  
 (Specializing in unusual woods, but also a good  
 source for more mundane species.)

**Constantine**  
 2050 Eastchester Road  
 Bronx, NY 10461  
 (800) 223-8087  
 (Specialty wood for crafts.)

Circuit Board Supplies, Inc.  
 820 Maple Lane  
 Bensonville, IL 60106  
 (708) 595-7570  
 (Copper foil in bulk.)

Cindy's Stiches  
 1449 Glencoe Avenue  
 Highland Park, IL 60035  
 (708) 368-5183  
 (Linen thread for lacemakers, and rigging.)

Clotilde  
 2 Sewsmart Way B8031  
 Stevens Point, WI 54481-8031  
 (800) 772-2891  
 (Source for silk thread.)

**Craft Woods**  
 2101 Greenspring Drive  
 P.O. Box 527  
 Timonium, MD 21093  
 (800) 468-7070  
 (Carving woods, tools, books. Free catalog.)

**Deknate!**  
 Queen's Village  
 New York, 11429  
 (Supplies braided surgical silk (non-sterile).  
 Available in spools of 25 yards or 100 yards in  
 black or white. 7-0" measures as 0003" and 6-0"  
 measures as 00045".)

**Eager Plastics**  
 3701 South Halstead  
 Chicago, IL 60609  
 (312) 927-5485  
 (Casting materials, resins, RTV, etc.)

**Edmond Scientific Co.**  
 101 East Gloucester Pike  
 Barrington, NJ 08007-1580  
 (Gears, motors, etc.)

**Evergreen Scale Models**  
 12808 N.E. 125th Way  
 Kirkland, WA 98034  
 (Plastic material, sheet, formed shapes.)

**Exotic Woods Inc.**  
 2483 Industrial Street  
 Burlington, Ontario, Canada, L7P 1A6  
 (905) 335-8066  
 (905) 335-7080  
 (They will ship anywhere via UPS or parcel post.  
 They have great stock of marine, Finnish, and  
 Baltic plywood plus basswood, boxwood, holly,  
 sycamore, mahogany, walnut, pear etc.)

**Useful Addresses, Clipped  
 From "Ships in Scale"  
 By Jack Klein**

**THE DEL MAR FAIR  
 JUNE 16 TO JULY 5**

			<b>16</b> <i>Joe Bompensiero</i> <i>Jack Klein</i>	<b>17</b> <i>Joe Bompensiero</i> <i>Jack Klein</i>	<b>18</b> <i>Bob McPhail</i> <i>Jackie Jones</i> 10-2 <i>Dick Strange</i> 1-6	<b>19</b> <i>K.C. Edwards</i> <i>Robert Hewitt</i>
<b>20</b> <i>Robert Hewitt</i> <i>Jim Balestreri</i>	<b>21</b> <i>Joe Bompensiero</i> <i>Jack Klein</i>	<b>22</b> <i>Chuck Hill</i> <i>Dick Strange</i> <i>Nick Rugen</i> 10-2	<b>23</b> <i>Joe Bompensiero</i> <i>Jack Klein</i>	<b>1</b> <i>Joe Bompensiero</i> <i>Jack Klein</i>	<b>2</b> <i>Chuck Hill</i> <i>Dick Strange</i> <i>Jackie Jones</i> 10-2	<b>3</b> <i>K.C. Edwards</i> <i>Robert Hewitt</i>
<b>4</b> <i>Robert Hewitt</i> <i>Jackie Jones</i> 9-2 <i>Jim Hammond</i> 12-6	<b>5</b> <i>Joe Bompensiero</i> <i>Jack Klein</i>	<p><b>Here is the schedule for Guild members who are participating at the Fair. If you are unable to keep your commitment, please call Jack Klein (/ redacted/) at least 24 hours before you are due at the Fair. It is imperative that all those who are volunteering attend the Guild meeting of June 9 for passes and instructions.</b></p>				

SHACKLETON FEVER IN NEW YORK

THREE PAGES OF SHOP TIPS

DAVE MANLEY ON THE MEND

INSIDE

Fred Fraas /redacted/

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San Diego Ship Modelers Guild  
1306 N. HARBOR DRIVE  
San Diego CA 92101



## SAN DIEGO SHIP MODELERS GUILD

### Officers for 1999

Guild Master	K.C. Edwards	/redacted/
First Mate	Jack Klein	/redacted/
Purser	Ed White	/redacted/
Log Keeper	Open	
Newsletter Editor	Bill Forbis	/redacted/

8404 LaRouche Drive. San Diego CA 92119

*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.