



# San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego CA 92101

July 1999

NEWSLETTER

Volume 23 No. 7

## Minutes of the June 9, 1999 Meeting

K.C. Edwards called the meeting to order. There were no guests. Fourteen members were in attendance: K.C. Edwards, E.F. White, Jim Hammond, Royce Privett, Robert T. Hewitt, Bob McPhail, Don Bienvenue, Jerry Deschenes, Jack Klein, Bob O'Brien, Dave Shelkey, Jim Balestreri, Gary Emery and Doug Stratton.

**Old Business.** Jack Klein reported on preparations for the Del Mar Fair. There will be two boxes at the booth; one will have membership forms/applications and the other will have info about Historic Ships. An info sheet will also list hobby suppliers in the local area.

The form on historic ships will give info on making shrouds, deadeyes, ratlines, clove hitches, etc.

Jack will have a sign-in sheet so each member can list his time for Museum credit recording. He will also transport a few models to the Fair for our members. Each has to bring his own home.

Jack distributed Fair passes. He also gave directions as to where to park (in the Horse Park).

Jack also requested about two dozen Guild members to help out in the NRG in November.

Jack announced that next year Robert Hewitt will take over the planning and coordination of Fair activities. Jack is bowing out.

**New Business.** K.C. announced that next month is our birthday party for the Guild. That would be July 14th. Bob McPhail said that if the club would pay for the food and drink, he would make up a menu and bring it to the meeting. The group voted to allow him up to \$75. Approved. He'll go to the Price Club. Some members said they would bring a bottle of wine or booze to donate.

**Show & Tell.** Gary Emery displayed an order form and a list of books that can be ordered on the History of Ships. Distributed by Edward Hamilton.

Robert Hewitt showed his 1.7"-long French longboat. The frame is pear wood, the planking holly. He also showed computerized plans he developed from measurements he took from a former Navy scow.

Royce Privett brought his model of the *Essex*. Showed progress he has made on the model since our last meeting. He has added the bowsprit.

Jerry Deschenes showed his model of a 37' motor

sailer.

Ed White read a story he had obtained on superglues and how they are not good for fastening woods. Titebond or a white glue are best. Superglue is good for temporary tacking only. This was from an article in "Ships in Scale," 12/24/98, by Ray Morton.

The article goes on to say superglues expel air between mating surfaces and their bond is actually a partial vacuum in the absence of ambient pressure. These glues swell with moisture, causing a debonding by leaking the surrounding air or water into the partial vacuum area caused because of that induced swelling.

Contact cement was recommended as best to use. Also Wellbond, available at Ace Hardware. Also the brand 5-4-4, a lock-type product, is good. This will glue anything to anything.

Meeting adjourned early as there was little else to discuss.

--Bob O'Brien

## Jack Klein's Report On the Del Mar Fair

My sincere thanks to all who spent their time and energy making this year a great one at the Fair.

Special thanks to Joe Bompensiero and Robert Hewitt, who spent two Saturdays setting up and a harried Tuesday taking down and putting away everything for next year.

To Jim Balesteri, Joe Bompensiero, K.C. Edwards, Jim Hammond, Robert Hewitt, Chuck Hill, Jacki Jones, Suzanne Levonian, Bob McPhail, Nick Rugen, Dick Strange, Tom Taylor and Ed White: you people outdid yourselves and again my sincere thanks.

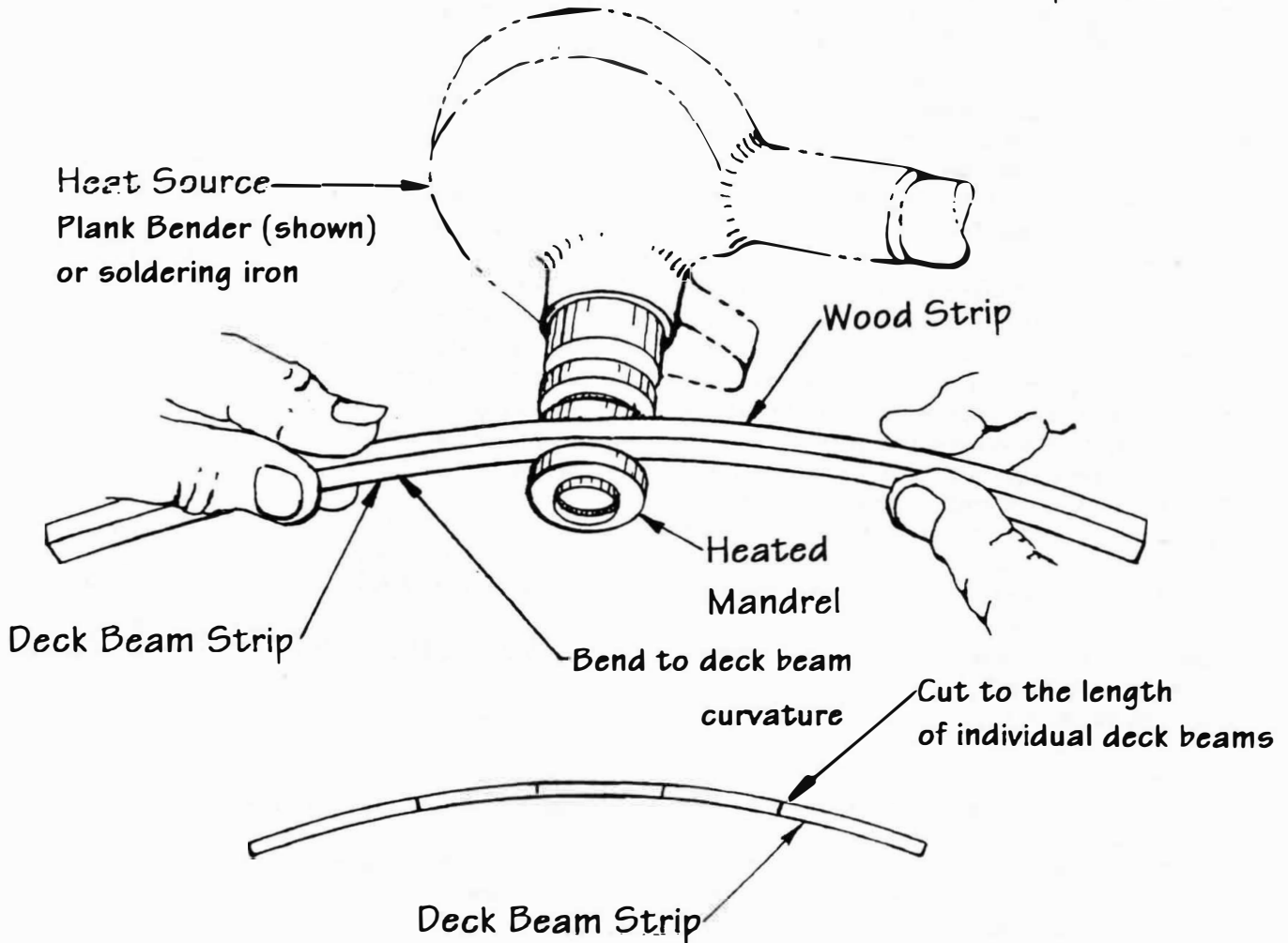
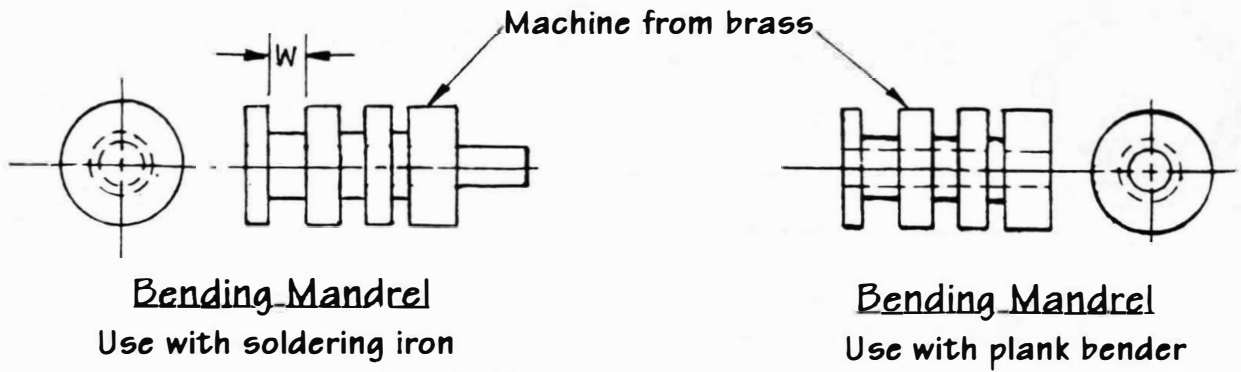
### Medea Cruise August 5, 1999

All of those mentioned above who gave of their time so willingly are welcome to bring yourself and a companion and sail on the *Medea* Thursday August 5, 1999. Boarding starts at 11 a.m. and we sail promptly at 11:30. We return about 2 p.m.

Please R.S.V.P. /redacted/ on or before July 19<sup>th</sup>. If for some reason after you R.S.V.P. you cannot make the cruise please notify me immediately. Space is at a premium.

--Jack Klein

CONGRATULATIONS to Joe Bompensiero for taking FIRST place with his model of the HMS Halifax and Robert Hewitt with his yacht *America* taking THIRD place in the Design in Wood competition at the Del Mar Fair.



**Notes:**

1. Make width "W" in sketch slightly larger than wood thickness.
2. Apply pressure as shown to bend wood.
3. Wood can be bent dry.
4. Materials like ebony can be bent.
5. Strips can be bent "the hard way" (Perpendicular to the narrow edge)

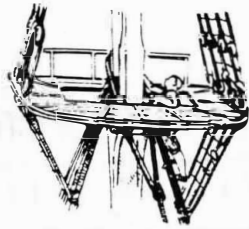
**Plank Bender**  
(Shown forming deck beams)

*BQR 10-98*

From the Ship Modelers Association Newsletter

# Thru the Lubbers Hole

By Robert Hewitt

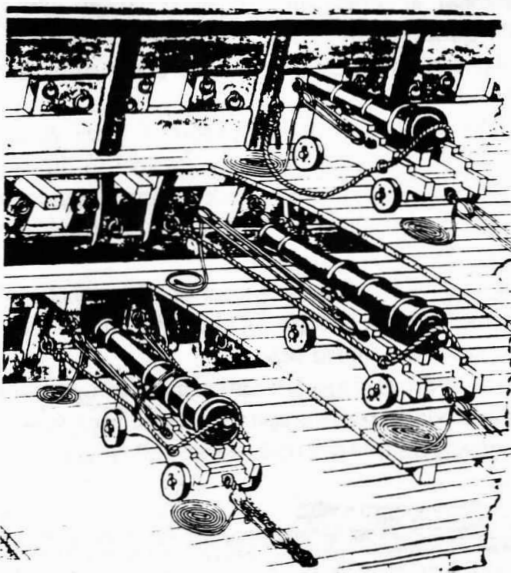


## Naval Gunnery – eighteenth century

In the 1700's the development of the gun was confined to the improvement of existing types rather than the invention of new types. There was a need to fire a heavier ball. There also was an increase in the size of the ships and the number of cannons carried. With the improvement of powder the barrel length was shortened, giving a savings in weight. More important was the quality of the barrels. The English foundries were acknowledged as the best in Europe since the middle of the sixteenth century. Up until the eighteenth century the French were still sending people to England to see how it was done.

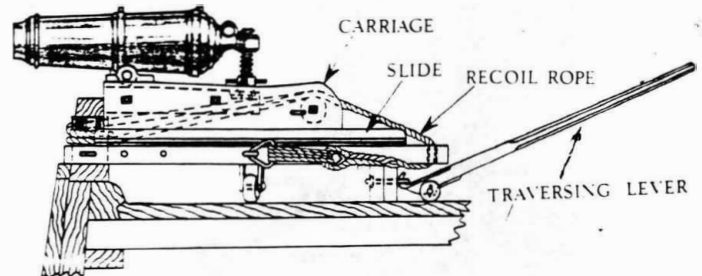
By the middle of the 1700's England had refined the iron and new guns were cast, then bored out. These were very safe compared to soft bronze guns. They were relatively more accurate, but it was not until the nineteenth century that gun sights were thought worthwhile.

The gun carriage changed even less than the gun barrel. Placing two tons of metal on an elm wood carriage with wooden wheels, on a pitching deck, controlled by a breaching rope and tackle was dangerous. Great care had to be taken so that tackle, fastened to ring bolts on either side of the gun, would not jam on recoil. The recoil of the gun was extremely violent and a jammed recoil tackle could spin the gun around and tip it over.



Guns shown run-out, recoiled and stowed

The positioning of the gun tackle made traverse firing difficult and dangerous, as the gun tended to center itself. The additional ringbolts and wedges to check the recoil overcame some of the difficulties. Charles Douglas perfected these ideas in the late 1770's. He also invented the goose quill primer and a flintlock for cannons. A Swedish naval architect, Chapman designed a wooden slide in the late eighteenth century. This was used on a few French ships, but was too heavy and took up too much room.



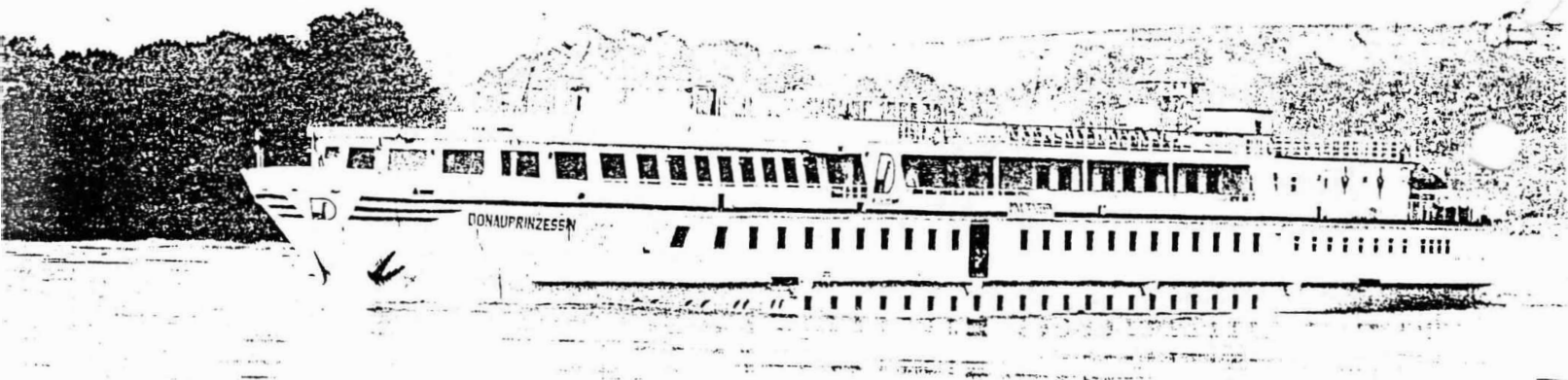
A twenty four-pounder carronade

The one important eighteenth century invention was the carronade. It was invented by General Robert Melville in 1752, and made for the navy by Mr. Gascoigne of the Scottish firm Carron. The carronade was a short, light barreled gun with a large bore. It fired a heavy ball, thirty-two or sixty eight pounds, with a low velocity. At a short range it had a crushing effect and was more destructive than a swift passage of a ball at high velocity.

Early carronades had a trunnion and a carriage but were changed to lugs on the bottom of the barrel, attached to a slide. There was a worm screw at the breach to angle the shot. The carriage pivoted on a vertical bolt for transverse firing. Two men could work them, and that was one of the main reasons they were first adopted by the merchant service.

The navy adopted the carronade in the American War of Independence, and they formed a large portion of the quarter-deck armament of the frigates, and nearly all of the armament of sloops and gun brigs. In an age of close action the heavy broadside that carronades could mount made them a popular weapon. An entire battery of them could be disastrous, as several captains discovered. A superior sailing ship with ordinary cannon could stand out of range and batter them until they struck.

*Placing two tons of metal on an elm wood carriage with wooden wheels, on a pitching deck, controlled by a breaching rope and tackle was dangerous.*



# *Navigating the Beautiful Brown Danube*

By Bill Forbis

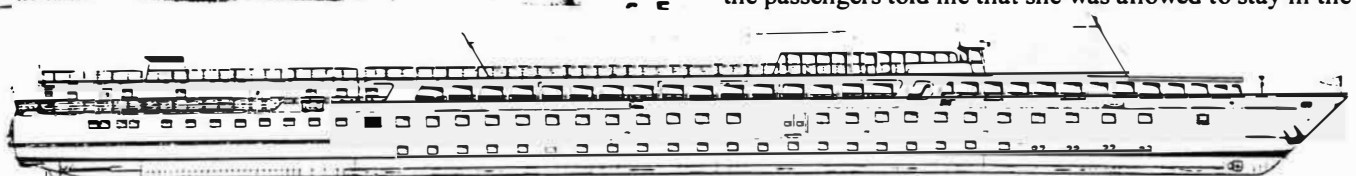
Stretching from the Black Forest of southern Germany to the Black Sea coast of Rumania, the Danube River has since the days of ancient Rome been the major trading route from Europe to Asia. In modern times, the traffic on the river has come to be dominated by long sleek passenger ships like the German-flag *Donauprinzessin*--*Danube Princess*--shown above. Early in June, my wife and I spent a week aboard this ship, cruising the river and taking note of the many maritime distinctions between her and an ocean liner.

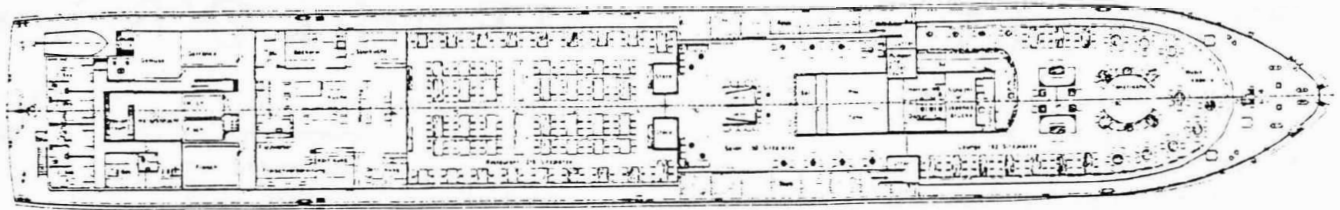
The *Danube Princess* is long (110.8 meters, about 364', overall) and low (she has just two cabin decks and draws only 5½' of water) because she must sail in occasional shallows and under a dozen low bridges. She's quite narrow (54') in the beam because on her regular run she must crowd with other ships into locks about 70' wide.

The ship's "maximum height of fixed structure" is given as 27', presumably from the keel to the sun deck. Everything above the sun deck is not "fixed structure." Instead, it all collapses so that the ship can clear low bridges.

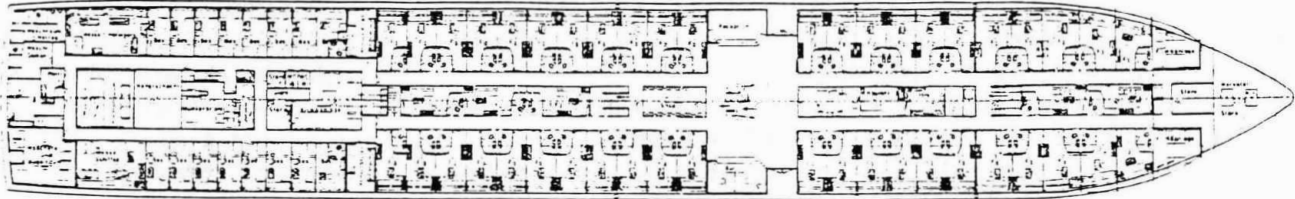
The exhaust stack drops out of sight. The pilot house remains just high enough for the helmsman to see ahead. Deck chairs are folded flat.

All of the railings are lowered on hinges, and so are the glass windscreens around the swimming pool. One of the passengers told me that she was allowed to stay in the

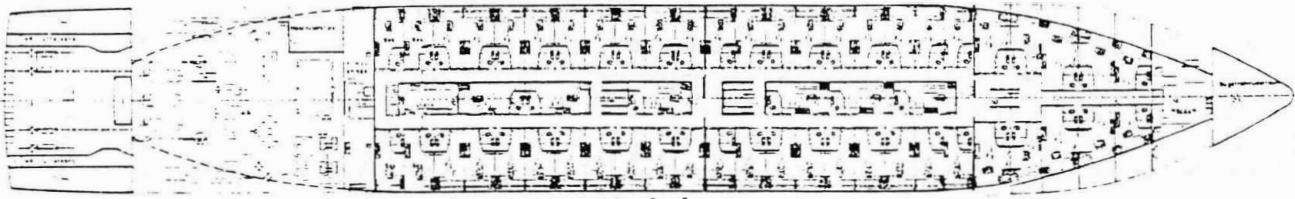




*Dining room and lounge deck*



*Main cabin deck*



*Lower cabin deck*

pool as we scraped under a bridge provided she kept her nose just barely above water. All other people were ordered to go below.

The ship is driven by twin diesels turning twin propellers. She is easily maneuvered by these and her rudder at the stern, and underwater thrusters that push her bow sideways. For example, an officer twiddling the levers of consoles on the bridge wings can hold her just a foot or two away from the lock wall while the lock is filling or emptying.

Her top speed is 15 mph; cruising speed 8.5 mph. When we were aboard the *Princess*, spring runoff water pouring into the river from the Alps to the west and the Carpathians to the east created a current of about 5 mph., meaning the ships going downstream were going 10 mph faster than ships going up.

Ships in the Danube usually moor to the banks with the bow pointed upstream. This makes turning to go downstream a tricky business, because for a few minutes the ship lies at right angles to the rushing current with her bow and stern close to the banks.

And this is the place to point out that the Blue Danube ain't. It's as muddy as the Mississippi, and outrageously polluted. Johann Straus would not approve.

Never mind. On the *Princess's* usual run from Passau in southeastern Germany to Budapest in Hungary, the banks are mostly green and forested, and the mountains behind them high.

Seated in the ship's dining room, with the shore going by at a castle a mile, a glass of *Dürnsteiner Grüner Veltliner Qualitätswein* in your hand and fillet of beef whole roasted with Bernaise sauce and Chatelaine potatoes coming up . . . well, who needs heaven?

#### DANUBE FACTS

Length: 1,725 miles, longest in Europe after the Volga.

Width: At Vienna, 316 yards.

Tributaries: 300.

Drainage: 320,300 square miles.

Countries traversed: Germany, Austria, Slovakia, Hungary, Croatia, Serbia, Rumania.

Drop to sea level: From Passau, 800 feet.

Number of locks between Passau and the sea: 11.

Rise or fall in locks: about 45 feet.

#### *Next Meeting*

July						
S	M	T	W	T	F	S
				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	29	30	31



# The Rich Vocabulary of Patrick O'Brian

During recent years, a chap named Dean King has published two books full of reverent admiration for the Irish writer Patrick O'Brian, and is now working on a biography. In the process he discovered a disconcerting fact: O'Brian wasn't originally O'Brian, nor was he Irish either. He was born near London in 1914 and his name was Richard Patrick Russ.

Publishing a book at the age of 15, he launched a career that culminated in the irresistible sea stories called the Aubrey-Maturin Series, the twentieth of which is coming up soon. In 1945, after some personal tragedies including a divorce, he cut himself off from his early life, remarried, changed his name and moved to the South of France. In rare interviews since then, he has always insisted on "no personal questions."

Sales of the Aubrey-Maturin novels now total four million. Avid readers include Walter Cronkite, Supreme Court Justice Anthony Kennedy, and, no less distinguished, many members of the San Diego Ship Modelers Guild. All these readers have been amazed, amused and often exasperated by the prodigious range of the vocabulary and references in O'Brian's books, and it is for them that Dean King wrote "A Sea of Words, A Lexicon and Companion for Patrick O'Brian's Seafaring Tales." It's a book to keep on your bed table and consult when stumped. You can buy it in the *Berkeley* shop.

The book starts with an historical essay, *The Royal Navy During the War of the French Revolution and the Napoleonic War*, by King's co-writer John B. Hattendorf. Next comes *Stephen Maturin and Naval Medicine in the Sage of Sail*, with tidbits like a mention of "the grog perquisite, amounting to a half pint of rum mixed with one quart of water twice

daily." (Was the Royal Navy always half-sloshed?)

The rest of the 487-page, illustrated book is devoted to the definitions that surely every reader has yearned for while ripping through an O'Brian page-turner. Here's a sampler:

**ablation** The removal of any part of the body by surgery.

**Brummagem** A local vulgar form of the name of Birmingham, England, used to refer to a farthing, groat, or halfpenny. An allusion to counterfeit groats produced there, and by extension, counterfeit, sham, a cheap or showy imitation.

**HERMIONE, H.M.S.** [From this 1½-page entry, the O'Brian reader learns that the real, not (Aubrey's) H.M.S. *Surprise* in 1799 cut out the British frigate *Hermione* from Spanish capture at Puerto Cabello in what's now Venezuela.]

**inspissate** to thicken, condense.

**marthambles** No such diagnosis was used in regular 18<sup>th</sup>-century medical practice. O'Brian discovered the term in a quack's pamphlet in the late 17<sup>th</sup> or early 18<sup>th</sup> century advertising a curative product for a variety of diseases. Thus, marthambles was a nonexistent disease invented to help advertise the virtues of a probably useless medicine.

**parthenogenic** Organisms born in the absence of a sexual union; because the Greek goddess Athena was born from her father's forehead, her great temple in Athens was called the Parthenon.

**passaree also pazaree or placery** A rope or tackle used to spread taut the foot of a square foresail, when sailing before the wind.

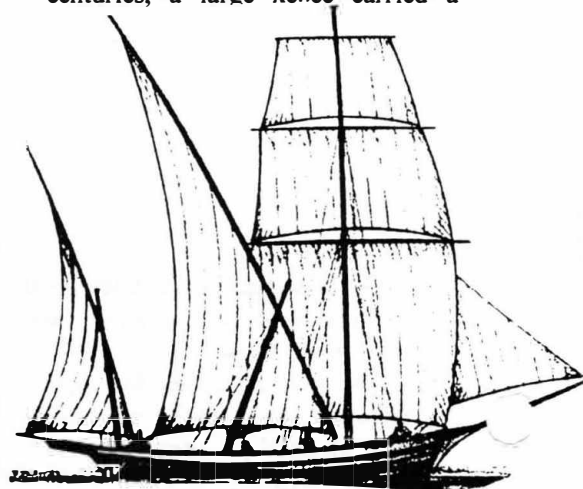
**quacksalver** A charlatan, a quack.

**rolling-tackle** A purchase set up between the yardarm and the mast to steady a yard in heavy weather and to relieve strain.

**St. Elmo** A corruption of the name of St. Erasmus, an Italian bishop who

was murdered in 303. His executioners cut open his stomach and wound out his intestines on a windlass, which resembled a ship's capstan. He became the patron saint of Mediterranean sailors.

**Xebec also xebeque, jabeque, sciabecco, chebeck** A small, fast three-masted (originally two-masted) vessel with a shallow draft and a distinctive overhanging bow and stern. In the 18<sup>th</sup> and early 19<sup>th</sup> centuries, a large xebec carried a



square rig on the foremast, lateen sails on the others, a bowsprit and two headsails. It was frequently used in the Mediterranean by corsairs, carrying a crew of up to 400 men and mounting up to 24 guns.

O'Brian doubtless wears a go-look-it-up smile on his face when he salts his novels with these exotica. But it sometimes seems that Stephen Maturin, whom O'Brian casts as a nautical illiterate, could have used Dean King's book. In "Master and Commander," Maturin remarks, "So that is a mainstay. I have often heard them mentioned. A stout-looking rope, indeed."

The other explicatory book that Dean King wrote about O'Brian's stories is "Harbors and High Seas," an atlas and geographical guide to the novels. If this article arouses an intense thirst for more among Newsletter readers, "Harbors" will be reviewed in a future issue.

## Western Ship Model Conference and Exhibit Application for Demonstration

The fourth biennial Western Ship Model Conference and Exhibit will be held March 31 through April 2, 2000. If you are interested in giving a demonstration, complete this form and return to Richard Snyder. Two types of demos are being scheduled:

1. Demonstration of some type of modeling procedure or technique. Woodworking, metalworking, rigging, painting, gold-leafing, are but a few of the possibilities. These will be scheduled for Sunday, beginning at 10:00 a.m. and continuing into the afternoon as necessary.

2. On-going ship-building demo. This involves bringing in a model you are presently working on, and working on it, as time allows, just as if you were at home. This might include a few hours on each of the three days of the exhibit.

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I would like to give a demonstration at the Western Ship Model Conference and Exhibit to be held March 31 to April 2, 2000.

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Telephone(s): \_\_\_\_\_

Type of demonstration: (type 1 or 2 or both): \_\_\_\_\_

Topic: (give a brief synopsis) \_\_\_\_\_  
\_\_\_\_\_

Approximate amount of time required: \_\_\_\_\_

Best time for demonstration: \_\_\_\_\_

Layout, electrical and lighting equipment requirements: \_\_\_\_\_  
\_\_\_\_\_

Any Comments: \_\_\_\_\_  
\_\_\_\_\_

If selected to give a demonstration, I agree to limit my program to the time assigned. Otherwise interference with other demonstrations may take place.

I also agree to prepare a write up of my demo, including pictures and drawings as appropriate, for inclusion in The Proceedings. Such write up should be ready by January 1, 2000.

I also agree to participate in a dry run to be scheduled in February 2000. If I live outside the Los Angeles/Orange county basin, I will do a presentation before my local club or group.

\_\_\_\_\_  
(signed)

Return this application to:  
Richard Snyder  
1919 Coronet Ave. #171  
Anaheim CA 92801      or bring to club meeting

The Guild's next meeting, on July 14, celebrates the club's birthday with food and drink—better be there!



99

/redacted/  
Fredraas

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.

#### 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.