



San Diego Ship Modelers' Guild

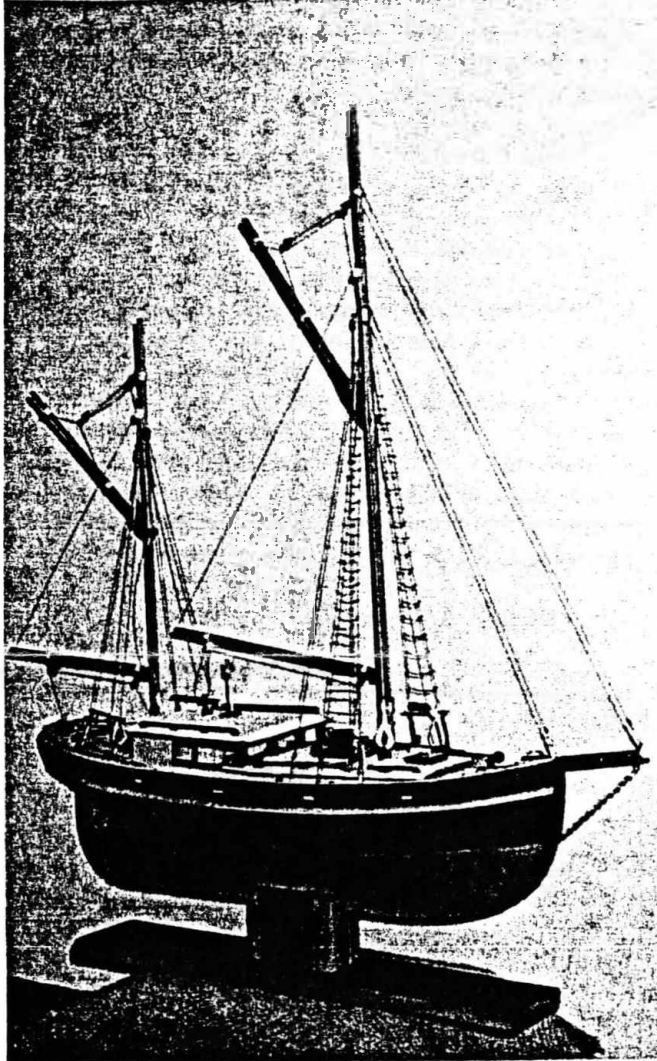
1306 N. Harbor Drive

San Diego CA 92101

October

NEWSLETTER

Volume 23, No. 10



Jerry Deschenes' Soul Mate

Minutes of the Sept. 8, 1999 Meeting

By Fred Fraas

A rather small group comprised our September meeting: 14 members and one guest.

Starting off with new business, a new 53-minute modeling video was announced to be available from Inland Model Shipyard for \$19.95 plus \$3 shipping and handling. The address is 1210 Bible Hill Road, Francetown, N.H. 03043.

Model Curator **Bob Crawford** reported on the highly successful Festival of Sail '99 in San Diego Harbor in July, with an estimated one-half million people attending. Forty-five thousand Passports (general boarding tickets for all ships) were sold and much of the success was attributed to the absence of price gouging. The event proved so popular that it may be repeated in five years.

The *Star of India* sailed four times this summer, and the largest "tall ship," the 361-foot *Kaiwo Maru II* had 37 sails up. There was lots of interaction among the crews from seven different nations.

Bob had the unique opportunity of being one of the *Star's* crew swapped by small boat at sea for a similar number of U.S.C.G. *Eagle* crew members. He was amazed to discover how each ship was operated.

Basically, the *Star* was very quiet in changing course for tacking, while the opposite was true aboard *Eagle*. As a training ship, *Eagle* had 18- and 19-year-olds (upper classmen) screaming and yelling at 17-year-olds as the former supervised the work of the latter.

Bob also described how much more easily the *Star* responded to changes in course while the *Eagle* occasionally had to use its auxiliary engine to make it answer the helm. Even then the quickness of the *Star's* response was more apparent.

A progress report of the November Nautical Research Guild Conference was then given by Bob. He said that we need lots of volunteers to help even if they can spare only

~~Don't~~ Give Up the Ship!

Ahoy Mates! Captain Crawford has threatened to throw me in irons if I don't get more ship models for the NRG conference. It's November 4 through the 7th. We have a large hall to fill. And don't forget it's free to enter. The Model show is going to be in the "B" street pier. We will be open Thursday evening to accept your models. There will be a food stand and a bar open for vittles and grog. The hold in the *Medea* is mighty cold and damp- so don't let me down, eh, mates?

The sooner I know the better!

Robert Hewitt (land lubber)

/redacted/

P.s. In spite of what Captain Perry said, we want you to give up the ship! At least for this weekend!

four hours over the four-day period.

Starting with the set-up on Thursday morning Nov. 1, a couple of members will be needed each morning and afternoon for monitoring the model show. This is in addition to at least three people provided simultaneously by the Maritime Museum's roster of docents.

We also hope our members will bring their models down for this event to show the other clubs what we do in the SDMSG. Please bring your models on Thursday, or if you can't make it, on Friday. Volunteers will also be needed for some Saturday work parties before the conference starts—more on this later.

Bob gave a rundown on the speakers' schedule, and stressed that the whole event should be lots of fun.

Our sole guest was **Stefano Bernabei**, who works at Princeton University and is on assignment out here with General Atomics. His main modeling interest is galleons. He was supplied with handout sheets and newsletters about our club, which he appeared to really appreciate.

Show & Tell

Royce Privett continues to make steady progress on his 1/8" scale model of U.S.S. *Essex* on a solid hull from a Model Shipways kit. Since last showing the ship at our June meeting, Royce has added boat skids and an on-scale 32-foot launch complete with anchor davit, log windlass and oars in place amidships. Very nice work indeed.

Jerry Deschenes brought in his motor sailer *Soul Mate*, now completed with all rigging added since our last meeting. As Jerry would agree, it's truly a great feeling when you can bring your model project to a meeting and proudly announce, "It's finally done!"

Jerry built *Soul Mate* from a plan he found in *WoodenBoat*. The real boat, designed by Paul Gartside, is 37'6" long, 12' in the beam, and 5'6" in draft. It is distinguished by its elliptical stern, the spring of its sheer, the massing of its superstructure, and its husky looks. It carries 9,200 lbs. of lead on its keel.

The model is 23" long and mostly made of cedar. So is the stand. The interior contains a tiny potbelly stove. We'll all be anxious to hear Jerry's plans for his next model.

Bob McPhail displayed two models at the meeting. He decided to build a 1/4" scale kit model of *Le Renard* as part of a learning process. This was his first model built with sails, shrouds, ratlines and cannons. *Le Renard* was a single-masted cutter used for minor transport and moving messages about the fleet. Its mast was further abaft than most single-masted vessels.

His *Mayflower* was an Artesania Latina kit model in 3/16" scale, which he started just this month and hopes to finish by Thanksgiving. Bob says that although his instruction book is not very good, the frames, bulkheads and decks are very well cut and fit together easily. The plans include a full-color picture sheet, which he'll use to paint the single-planked hull.

John McDermott started his 1806 sloop of war *Wasp* years ago, but quit after noticing "a few mistakes."

It is scratch-built, plank-on-frame, out of basswood, to a scale of 3/16". John says he made the deck from HO-scale railroad ties.

Energy for the N.R.G.

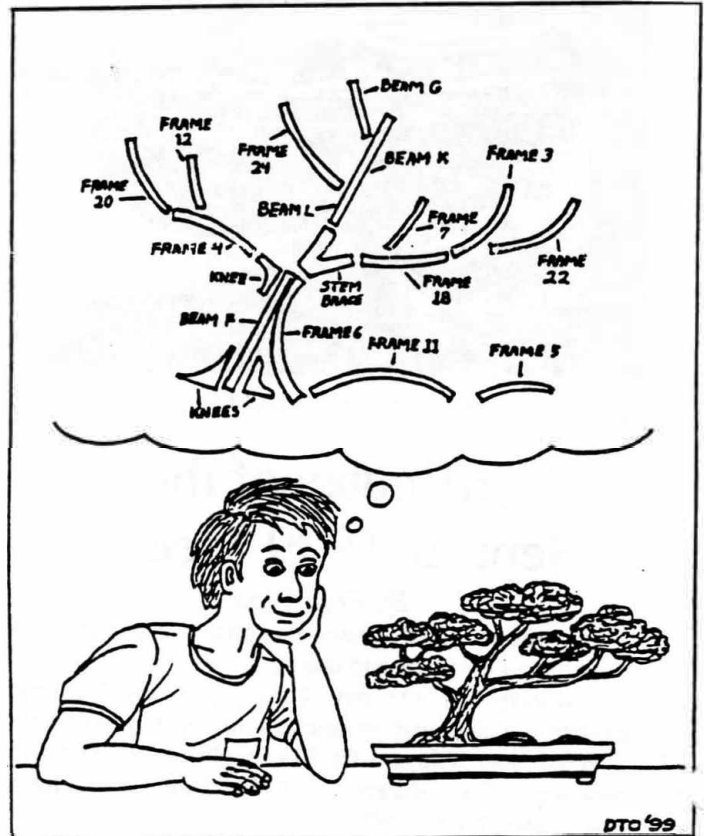
By the time the next issue of this Newsletter appears the 1999 Nautical Research Guild Conference, the first in N.R.G.'s 50-plus years of history to be held on the Pacific Coast, will be just getting under way. As that event approaches, Bob Crawford wants to stress a few points about the Guild's role as an organizer of the Conference, along with the Maritime Museum of San Diego and the Port of San Diego.

Work Party. On Saturday, Oct. 23, there will be plenty to do—name badges, signs, other chores—for as many Guild members as can attend.

Participation. Bob would "like to push the idea" that Guild members should register for and attend as many as possible of the major events on the programs for Friday, Saturday and Sunday, Nov. 4-7. They all sound interesting, and the displays of dozens of vendors will prove highly valuable. The many social events will provide a priceless chance to meet modelers from all over.

MODELS. The San Diego Guild needs to make a grand display of any and all models built by its members—even those "not of the greatest quality," as Bob puts it. There will be plenty of room in the Cruise Ship Terminal. You don't have to pay anything unless you want the N.R.G. to evaluate your model.

From the Ship Modelers Association newsletter



Goodbye to the Dit and the Dah

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L	. _ . .	didahdidit
M	_ _	dahdah
N	_ .	dahdit
O	_ _ _	dahdahdah
P	. _ . .	didahdahdit
Q	_ . . _	dahdahdidah
R	. _ .	didahdit
S	. . .	dididit
T	_	dah
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W	. _ _	didahdah
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1	. _ _ _ _	didahdahdahdah
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 DIDIT DIDIDIT / DAHDIT DAHDAHDAH / DAHDAH
 DAHDAHDAH DIDAHDIT DIT. In plain language, the Morse
 Code is no more.

The September Anchor Light, newsletter of the U.S. Merchant Marine Veterans World War II, reported that on July 13 the radio room on the Liberty ship *Jeremiah O'Brien* sent the last commercial message in Morse Code from a ship to a shore station, Globe Wireless's facility at Half Moon Bay near San Francisco. Thus ended nearly a hundred years of communication by dots and dashes.

Ordinary communication with ships has long since been taken over by teletypes and telephones, and in the early 1990s a modern distress and safety communications system was conceived to take the role of the venerable SOS. Called the General Marine Distress Signaling System (GMDSS), it utilizes computers, satellites and new radio techniques. To use it, you just push a button.

The UN's International Marine Organization mandated that GMDSS be installed on all ships after Feb. 1, 1999. Since such an installation includes a teletype, Morse Code transmitters became totally outdated, and the requirement for Morse equipment was dropped.

Morse stayed in use until recent times for a sound reason. A good "Sparks" could hear the code through heavy static that killed spoken signals in times past. "Relatively simple and slow, but very reliable when used by skilled operators," commented Anchor Light.

The final message sent in Morse was addressed to President Clinton. It described the shutdown, and concluded with the immortal message sent by Samuel F.B. Morse in 1844 when he first demonstrated his invention: "What hath God wrought?"

In closing down, the *Jeremiah O'Brien* operators doubtless tapped out

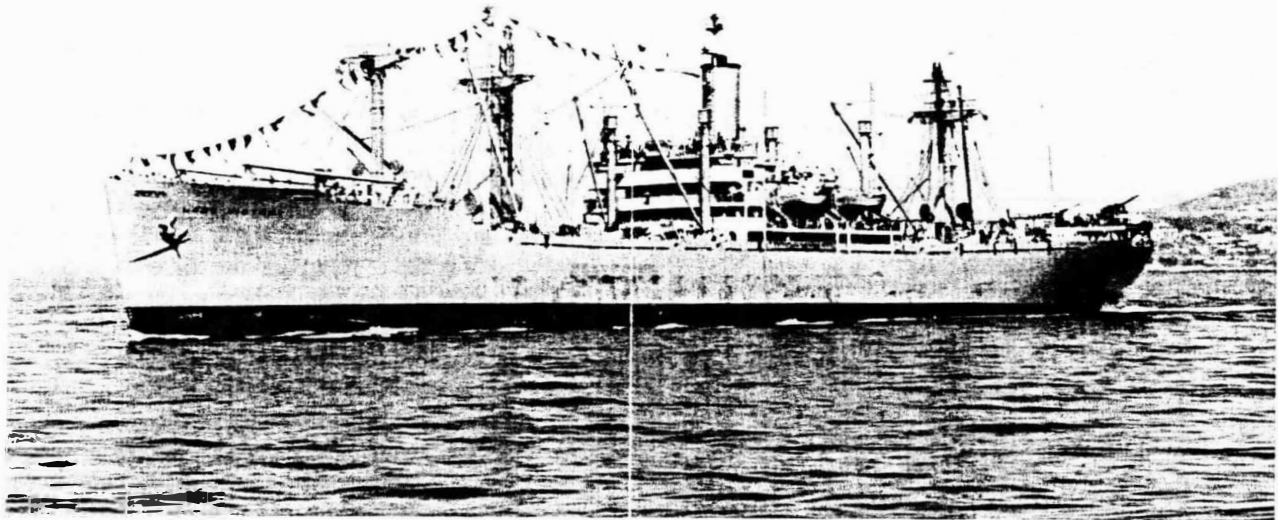
DIDAHDIDAHDIT
 (AR--end of message)
 DIDIDIDAHDIDAH
 (SK--end of transmission)

And when the telegram reached the Globe shore station, it was forwarded to the White House by e-mail.

NEXT
 MEET.
 ING

Bring
 Models

October						
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					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						



S.S. Lane Victory

Fred Fraas Takes In The *Lane Victory* Experience

By Himself

On September 12, I was privileged to join 699 other paying guests and spend a day at sea aboard the fully restored World War II freighter *Lane Victory*. The ship is berthed year around in Lo Angeles harbor at San Pedro adjacent to the L. A. Cruise Terminal, home of the more widely known "Love Boat."

Boarding began about 7:30, with everyone aboard an hour later enjoying coffee and fresh Danish aplenty. With one tug alongside, lines were cast off about 8:45 and we were under way for Catalina Island. A most interesting running narrative was provided on the PA system by the head of the L. A. Maritime Museum, as we proceeded down the channel and into the outer harbor.

Once clear of the harbor entrance, tours of the bridge and engine room began. Crew members and docents were stationed throughout the ship to answer questions and to make their seagoing guests feel more welcome.

On display in Hold 3 was the triple-expansion reciprocating engine used in the movie "The Sand Pebbles," with Steve McQueen. It was running at standard speed powered by a large electric motor on a chain drive.

Both holds 3 and 4 were floating museums in their own right, depicting the role of the U.S. Merchant Marine in WWII.

Hold 4 also contained more than 20 1/8" scale models of modern U.S. merchant ships all built to perfection by one man, Bob Mader of Torrance, Cal. I had seen the models several times previously and have photographed each one as I worked on a smaller fleet of C-2's, C-3's, T-2's, Libertys and Victories, etc., all in 1/16" scale. Bib Mader's collection is by far the finest of its type that I've ever seen.

It was close to noon when the ship turned north to sail close by Avalon and continue up the lengthy coast of Catalina while lunch was served. Tables were set up in four areas for an excellent buffet lunch, so no one had to wait in a long "chow line."

Live music was provided by the seven- or eight-member Yellow Houn Dawg Blues Band stationed atop the hatch for Hold 4. They played their hearts out throughout much of the day to the enjoyment of everyone. Barbecued beef, marinated chicken breasts, lasagna, several types of salad, rolls, a choice of drinks and a dessert filled the heartiest of appetites.

As the lunch hour neared its end, radio reports started coming in warning of possible air attacks. The "Armed Guard" thereupon manned battle stations and before long were firing on three German fighter planes. These were being chased by three U.S. Planes, all converted WWII trainers belonging to the Confederate Air Force.

Each German aircraft was hit repeatedly and trailed realistic "smoke" from time to time. The planes made more than a dozen passes close to the ship and each time the gunners fired 20mm cannons apparently charged with compressed air, providing convincing sounds of real fire.

By mid-afternoon we were back at the harbor entrance and met by two tugs to assist in berthing. The largest of the L. A. harbor fireboats escorted us toward the end of the channel, providing eight or nine spectacular water-cannon spouts several hundred feet in the air.

All in all, it was an enjoyable day. And while the fare, \$100, may appear high, \$58 of it is tax-deductable. Also, each adult ticket holder was provided four ice-cold beers or glasses of wine. Yes sir, no \$6 beers on this ship; they came with the ticket.

Our cruise was the last for *Lane Victory* this summer, and it had been sold out for all six cruises this year. Perhaps we can drum up enough interest for a group sail sometime next summer. It'd be well worth the effort.

If Noah Had to Build the Ark Today

And the Lord spoke to Noah and said, "In six months I am going to make it rain until the whole earth is covered with water and all the evil people are destroyed. But I want you to save a few good people, and two of every living thing on the planet. You are commanded to build an Ark." In a flash of light he delivered the specifications for the Ark. "OK," said Noah, nervously fumbling with the blueprints. "Six months and it starts to rain," directed the Lord. "Please have the Ark completed, or all will be swimming for a very long time."

Six months passed, the skies clouded up, and the rain began to fall. The Lord saw that Noah was sitting in his front yard and weeping. And there was no Ark. "Noah," said the Lord, "Where is the Ark?"

"Lord, please forgive me!" begged Noah. "I did my best, but there were big problems. First, I had to get a building permit for the Ark construction process, and your plan didn't meet code. So I had to hire an engineer to re-draw the plans. After that, I got in a big fight over whether the Ark needed a sprinkler system."

"Then my neighbor objected, claiming I was violating zoning by building the Ark in my front yard. I had to get a variance from the City Planning Commission. I also had problems getting enough wood for the Ark,

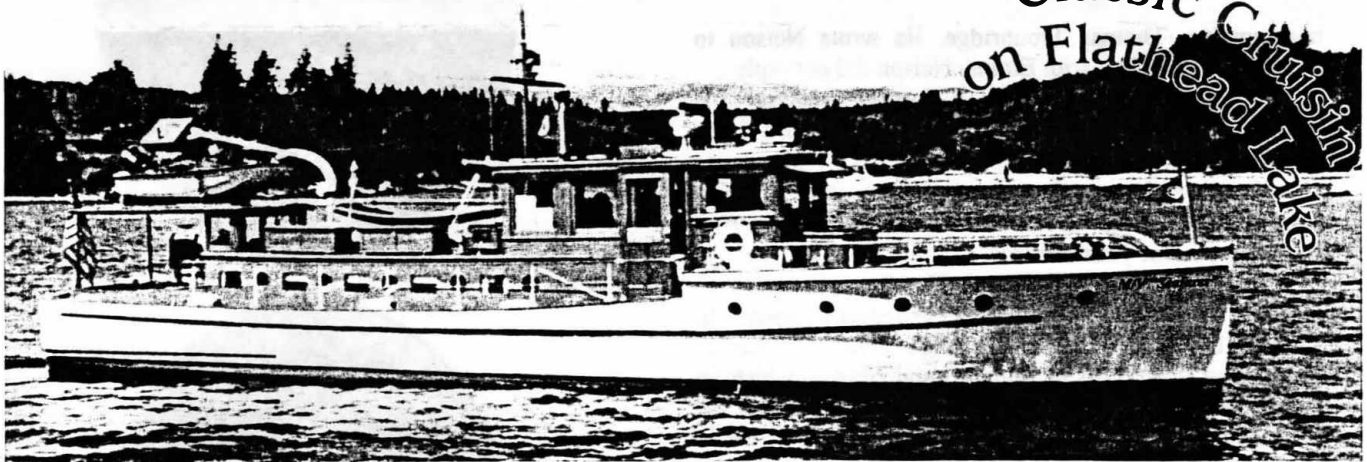
because there was a ban on cutting trees to save the spotted owl. I had to convince the U.S. Fish & Wildlife Commission that I needed the wood to save the owls, but they wouldn't let me catch the owls. So, no owls.

"You can believe what happened when I started gathering up the animals. I got sued by an animal rights group. They objected to me taking only two of each kind."

"Just when I go the suit dismissed, the EPA notified me that I couldn't complete the Ark without filing an environmental impact statement on your proposed flood plan. They didn't take kindly to the idea that they had no jurisdiction over the conduct of a Supreme Being. Would you believe the Army Corps of Engineers wanted a map of the proposed flood plain? I sent them a globe."

"The IRS seized all my assets, claiming I'm trying to avoid paying taxes by leaving the country on a boat! And I just got a notice from the state about owing some kind of use tax. I really don't think I can finish the Ark for at least another ten years." Noah wailed.

The sky began to clear, the sun began to shine, and a rainbow arched across the sky. Noah looked up and smiled. "You mean you're not going to destroy the earth?" he asked hopefully. "No," said the Lord sadly. "The government already has." --Sent in by Jack Klein

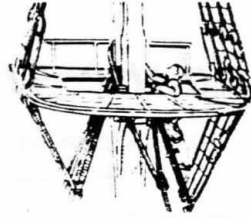


A Cruiser at Home on Inland Lakes and Distant Oceans

Flathead Lake, just south of Glacier Park in Montana, is where your editor spends his summers, and this year he was surprised to see this beautiful old yacht cruise into view a few hundred yards off his dock. A little inquiry revealed that she is the 56-foot *Seafarer*, built in 1926 at the Lake Washington Shipyard in Seattle and homeported there most of her life. Her present owner, Larry Ray Knapp, brought her to Flathead Lake on a long trailer four years ago, and uses her to carry paying sightseers anywhere they want to go on the much-indented shore of the 28-mile-long lake. Her beam is 12 feet, and her draft 4. Her 1938 165-h.p. Detroit diesel engine, located under the bridge, cruises her along at 10 knots, using just two gallons of fuel per hour. She can reach 17½ knots at max. She has her original decks of quarter-sawn teak. Her planking is yellow cedar, and has been well maintained. She carries a small dinghy. Owner Knapp has taken her to Alaska in recent years, riding over 30-ft. waves, and has big plans for her future. He's going to trailer her to Sioux Falls, S.D., cruise down the Missouri and Mississippi to the Gulf of Mexico, and sail east around Florida and north to Nova Scotia.

THRU THE LUBBERS HOLE

By Robert Hewitt



Horatio Nelson, Part 2

Copenhagen April 2, 1801

After the Battle of the Nile, Nelson arrived in Sicily and was greeted by King Ferdinand IV of the two Sicily's which included the Island, and the lower half of the boot. The grateful King awarded Nelson a large estate in the foothills of Mt. Etna. The region was called Boronte. Nelson was made the Duke of Boronte, which in Italian was the word for thunder.

In April of 1800, Nelson took Sir William Hamilton the British Ambassador, his wife Emma, and a number of other guests on a cruise off of Malta. Except for one minor incident, where the French fired on his ship near Valletta, the cruise was very relaxed. Later Nelson commented on the "days of ease and the nights of pleasure" on the voyage. During the trip Emma conceived Nelson's child.

Sixty-eight year old Sir William Hamilton was aware of his wife's affection toward Nelson. At his advanced age he was pleased to find an outlet for his thirty-three year old wife's boundless energy. During this time there was a break in the friendship between Nelson and one of his captains, Thomas Troubridge. He wrote Nelson to "leave off" the affair with Emma. Nelson did not reply.

Nelson decided to return to England because of a stern letter from the First Lord of the Admiralty, Lord Spencer. He wrote, "You will be more likely to recover your health and strength in England than in an inactive situation in a foreign court, however pleasing the respect shown to you for your services".

Nelson, Emma and Lord Hamilton returned to England. Everywhere there was a great deal of gossip. In Vienna, Lord Minto, British minister spoke of Emma "cramming trowelfulls of flattery upon Nelson, which he quietly goes on taking as a child does pap". General Sir John Moore wrote in his diary about Nelson. "He is colored with stars and ribbons and medals more like a prince of the opera than the conqueror of the Nile. It is really melancholy to see such a brave and good man cutting such a pitiful figure".

The meeting with Lady Nelson was understandably chilly. She was forewarned of the affair from friends and rumors. It was obvious that the marriage was at an end. Nelson moved into an apartment in London with the Hamiltons. The rumor mills continued and hinted that he had been seduced into abandoning his career.

During this time, Napoleon slipped by the British blockade in the frigate MUIRON and sailed to France, where he became the unchallenged dictator. He left behind thirty-four thousand men who were captured or

perished. He once bragged "A man like me does not care a damn for a million lives".

Napoleon had a large land army and this influenced the Baltic States to declare an alliance to cut off the Baltic Sea to the British. The leaders of Russia, Prussia, Sweden and Denmark signed the treaty. This was a serious blow to England, as the Royal Navy depended on the Baltic's supply of flax, hemp and timber for sails, rope and masts.

The timing was perfect, as Nelson, despite the fact that Emma would soon give birth to their child, was becoming restless. Nelson requested duty, and was given second in command to Sir Hyde Parker. They were to attack the Danes at Copenhagen.

The sixty-two year old Parker had just taken a sixteen-year old bride and was in no hurry to set sail. In January 1801 Emma gave birth to a daughter. Finally after a month of waiting for Parker to depart, Nelson sent a letter to the First Lord Earl St. Vincent, complaining of the delay and giving the Danes time to set up their defenses.



Nelson and Emma

After receiving notice from St. Vincent, Hyde sent his bride off to London and put to sea. An ultimatum was sent to Copenhagen by the Frigate *BLANCHE*, while the fleet was anchored many miles away. The Danes rejected the British proposal, and the affair was now in the hands (hand) of Nelson.

The Danes had a line of twenty-five warships tied along docks that had a narrow channel and shallow sandbanks between them. Batteries behind the ships supported them. The theory was that each British ship would be subjected to the fire from all of the Danish ships as they passed down the line.

Because of the shallow shoal, Nelson transferred his flag to the *ELEPHANT*, which had a shallow draft. He met with his captains of twelve ships. Among the captains there was Foley, Thompson, Hardy and William Bligh of the famous Mutiny.

The tactic was simple. They would leapfrog. Along the channel there was room for two ships to pass. Since the Danes were in a fixed position, the engagement could be given in advance. The first British ship would pass four Danish ships and anchor along the fifth. The next British ship would pass by the four, then go outside the first British ship and anchor next to the sixth, and so on. They would soften the first four Danish ships. The next four British ships would attack the first four Danish ships and then move down the line until all of the British ships were engaged.

Nelson and his captains toasted victory with free flowing wine and then returned to their ships. Foley and Riou were kept to make copies of the plan on cards to be delivered to each captain in the morning. After midnight, Captain Hardy rowed through the icy waters with muffled oars right up to the bow of the first Danish ship. He took soundings to be sure there was enough depth.

The next morning, April 2, 1801, Nelson's twelve ships sailed into the harbor. Sir Hyde Parker would keep the rest of the fleet in reserve. Because of strong currents and merchant pilots who were afraid to sail close to the enemy, three ships ran aground. Despite this, the plan worked well. Nelson's *ELEPHANT* was engaging the Danish admiral's flagship *DANNEBROG*. For three hours they were slugging it out. Parker, who was four miles away, was concerned that the battle was not in favor of the British. He signaled to discontinue the action. Nelson was at this time pacing the deck. A shot sent a shower of splinters past him. He smiled at one of his officers and said, "It's warm work, and this day may be the last to any of us, but mark you I would not be elsewhere for thousands". At this point the signal lieutenant reported the signal from Hyde's flagship.

Nelson's immediate reaction was a flash of anger. "Mister Langford, I told you to look out for the Danish Commodore's surrender flag". He then asked if the signal flag to engage the enemy more closely was still flying from his ship. "Yes" the lieutenant replied. "Mind you keep it so!", Nelson barked. What Sir Hyde did not see was that every Danish ship was so damaged that victory was only a matter of time. Most of the British ships had lost their topmasts and a slow retreat would have been suicide.

Nelson went over to Foley and said "I have only one eye and I have a right to be blind sometimes". He then took out his pocket telescope and put it to his blind eye. "I really do not see the signal". He snapped the telescope shut and took up his pacing. Foley could hear him mumbling "Damn the signal! Keep mine for closer battle flying. That's the way I answer such signals! Nail mine to the mast!"

Under a flag of truce, Nelson sent a message to the Danish Crown Prince Fredric stating that he would set fire to all the batteries he had taken, without having the power to save the brave Danes who had defended them. At this stage Nelson had not taken any of the Danish ships, but the threat brought about a cease-fire. The Baltic League was broken.

Nelson urged Parker to take the remaining fleet to the Russian port of Revel. Parker hesitated and asked London for orders. The Admiralty called him home and put Nelson in charge.

Nelson made repairs and set out for Russia. When he arrived in Revel, he found out that an assassin had murdered Czar Paul I and the League died with him. There would have been no reason for the Battle of Copenhagen and the loss of two hundred and fifty British and one thousand thirty five Danish men. When Napoleon heard of the battle of Copenhagen and the demise of the League, he threw a tantrum. TO BE CONTINUED

French Archeologists Discover Secrets of the Battle of the Nile

In this newsletter's September issue, Thru the Lubber's hole described Admiral Nelson's stunning victory in 1798 over the French fleet at Abirkir Bay, 23 miles east of Alexandria in Egypt. But it was not until this past summer that a French team of marine archeologists was able to begin studying the underwater site of the sinking of the 2,000-ton French flagship *L'Orient* and two small frigates, *Serieuse* and *Artemise*.

According to an article in the Los Angeles Times, the French archeologists have discovered that *L'Orient* was destroyed not by one explosion but two. The first, touched off by British gunfire, blew up the ship's own black powder stores in the stern, which triggered a second explosion of powder in the bow intended for use by French land forces. The double explosions threw three-ton cannons more than half a mile. But the ship's middle section was not destroyed.

When *L'Orient* reached Alexandria before the battle, she was laden with booty from her earlier sacking of Malta, always thought to have been unloaded at Alexandria. Instead, the investigators discovered, it was still aboard, and they have found, buried under eight feet of mud, such curiosities as gold coins and a printing press complete with large amounts of type.

They also found mangled cannons, skeletons of *L'Orient*'s crew, the ship's 35-foot rudder, and anchors from seven other French ships that cut their hawsers and ran after the explosions. And they have located the wrecks of *Serieuse* and *Artemise*.

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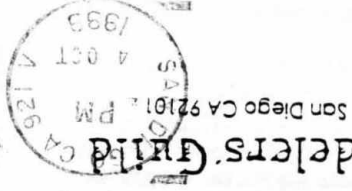
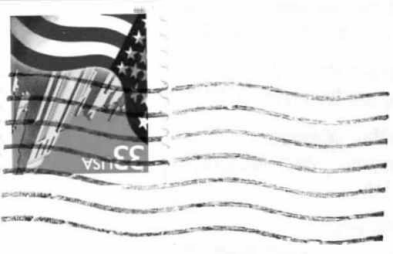
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San Diego Ship Modelers Guild

99

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