



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego CA 92101

FEBRUARY 2000

NEWSLETTER

Volume 24, No. 2

Golden Opportunities

Modelers hung up on a problem in building their current projects should get right down to the **WORKSHOP** set for Saturday, Feb. 19 from 9 to 12 aboard the *Berkeley*. Expert advice on tools and techniques and sources awaits you there.. These Workshops have gained a reputation for being not only useful but also loads of fun. So attend if you need help, if

you can give help, or just want to have a good time lying and bragging with the other guys and gals.

Volunteers are needed to work at the San Diego Ship Modelers Guild **BOOTH AT THE DEL MAR FAIR** from June 15 through July 4. See Jack Klein at the *Berkeley* Model Shop or call Robert Hewitt at /redacted/.

Bob Crawford announces that the **PIRATE SHIP EXHIBIT** tentatively planned a year ago is back on the boards. It is to be a Maritime Museum attraction on the *Berkeley*, aimed chiefly at kids. The concept is fluid, but volunteers are needed to build something like a 1-to-5 scale sloop with such fun stuff as a big spoked wheel

and a ferocious cannon. You can contribute work and you can contribute ideas. Talk to Bob.



THE JANUARY 12th MEETING Mattson's Techniques: An Engrossing Lecture

The concept was simple. At the November Nautical Research Guild Conference, Phil Mattson gave a much-applauded lecture on his experience building the model of the U.S.S. *Bennington* needed for a display at the San Diego Maritime Museum. Why not get him to do a private replay of it for his fellow Guild members?

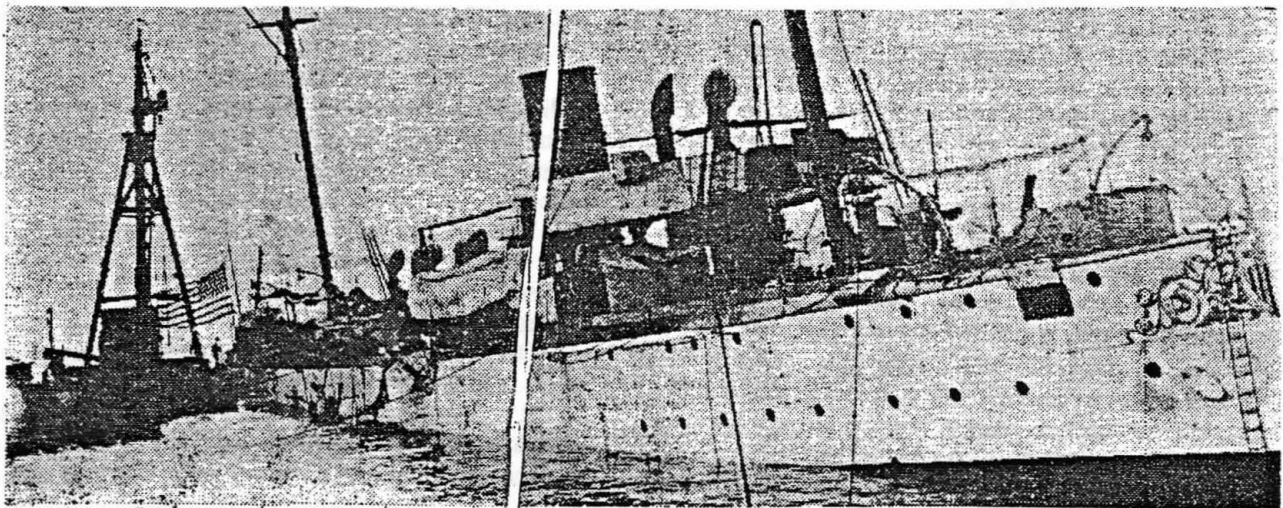
That he did, clearly, humorously, articulately and in considerably greater detail.

The setting was the shore end of the upper deck of the ferry *Berkeley*, which provided plenty of seating and a large screen for Phil's slide projector. (Unfortunately it also provided occasional thunder from airplanes and Amtrak trains.)

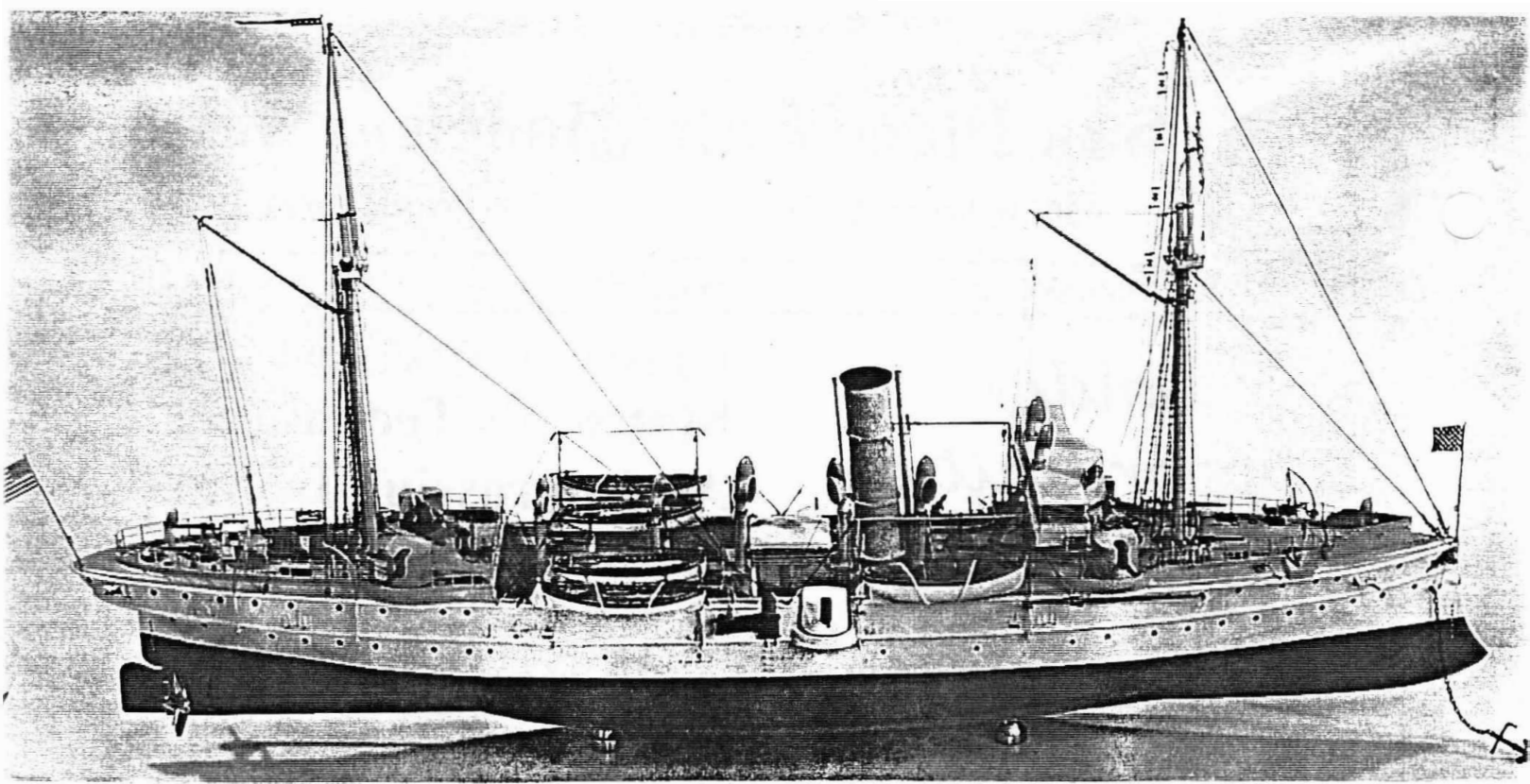
Phil started with a quick history of the *Bennington* and its extraordinary connection to San Diego, which was that it blew up spectacularly right here in the harbor (*see the accompanying article*).

He then revealed that the *Bennington* model had to be built without plans. Enlarged news photos—chiefly the one shown here—and a strong magnifier were the sources for all the details. Dimensions of deck furniture were determined by comparison to something of a known size, such as bits.

The hull was built, on the 1/8" scale, by the traditional



U.S.S. Bennington in San Diego Harbor after the boiler explosion on July 21, 1905



Mattson's Bennington model in the San Diego Maritime Museum

bread-and-butter lamination method, using poplar for the lifts. That didn't need much discussion. So his lecture, illustrated with plans, sketches and photos, dealt mainly with the numerous and intricate details that made his model into the eye-catcher that it is.

Take, for example, the whistle lanyard on *Bennington's* steam launch, Phil thought long and hard about where to find a something that looked like a length of small-diameter, weathered manila rope. Then his eye happened to fall on his wife's lovely gray hair. Snip-snip and he had his rope. "Looks exactly right," he says.

Getting things exactly right was Phil's impressively achieved goal in building the *Bennington*. This usually meant not taking shortcuts.

Ventilators have genuine toothed ring gears at the bottom, to enable them to be turned; the cowls at the top are also separate parts. Tiny turnbuckles are fashioned from six threaded parts, and actually serve to tighten shrouds and stays. A toolbox half an inch long opens to reveal a hammer and a crowbar.

Phil can machine metal with something close to watchmaker precision. Indexing attachments and gear-cutting saws are his good friends. He employs electroplating and photo-etching to the max. He meticulously prepares brass parts for painting by immersing them in boiling water (to remove silver-solder flux) and sandblasting them. The wheels on his gun carriages revolve realistically on their axles.

Bennington was driven by two big, four-bladed propellers. Phil turned the hubs, then cut blanks for the blades from sheet brass. The problem was how to give the

blades their proper twist and pitch.

His answer was to hold them against the curve of a 2" brass bar and strike them with a soft-faced mallet. He cut four diagonal slots in the hubs, using his milling machine's indexing attachment to space them, and fastened the blades into the slots with his favorite material, silver solder.

Phil had an admirably simple way to install bent frames in his ship's cutters. He formed the hull with planks first and then pressed the steamed frames into place with that very useful tool, his thumb.

Some of Phil's most meticulous work went into *Bennington's* guns. She carried six 6" breech-loading cannons; four 27-mm six-pounders; four one-pounders; and one 47-mm Hotchkiss revolver cannon—the pride of the arsenal.

Fred Fraas was impressed by the number of individual parts required for each gun and its carriage. Good point, Fred. Counting the parts (trunnions, cranks, wheels, screws, bearings, etc.) Phil came up with the number 40 for the 2½" breech-loading cannons.

Fred was also impressed by the large number of parts Phil displayed that he made for the *Bennington* but rejected. Phil calls these "monuments" to the learning process.

Describing these and many other techniques, Phil won his audience's gratitude and loud applause.

It's always rewarding to learn from a master. Phil's credentials as such derive in part from a career spent in mechanical and electrical engineering. He was assigned by the U.S. Army to the Special Engineering Detachment Manhattan Project during World War II, and came west

to serve with General Atomic in Torrey Pines. "I was in ordnance R&D all my life," he says.

Much gratitude also goes to Bob McPhail (not Krys Bodzon, as we erroneously reported in the January issue—sorry, Krys) for persuading Phil to come and speak.

Bennington's Worthy Career And Spectacular Destruction

In 1991 Phil Mattson had made up his mind that he wanted to build a "transitional" ship—half sail, half steam. San Diego Maritime Museum Model Curator Bob Crawford was looking for a skilled modeler to build just such a ship, the U.S.S. *Bennington*, famed in San Diego history. Which is why the museum has one of its most interesting and important models, completed in 1993.

The gunship *Bennington* (named for a 1777 Revolutionary War battle, won by Americans, at Bennington, Vt.) was launched into the Delaware River at Chester, Pa. in June 1890. She measured 244 feet in length, 32 in breadth and 14 in draft. She could steam at 17½ knots, but was rigged like a three-masted ship, able to sail if the engines failed or if sails were needed to reduce rolling in high seas. Her wheel was huge and windjammer-style. She set back the U.S. taxpayer a cool \$522,000.

She sailed first to Brazil, then in 1892 to Spain and Italy to participate in the quadricentennial of the discovery of America. Confidence in her engines rose as fast as her value as a sailing vessel declined, and in later years her little-used masts were reduced to two.

In 1893, she returned to Hampton Roads, Va., towing replicas of Columbus's three ships. Soon she was back in the Mediterranean. Then she rounded Cape Horn, stopped at Mare Island, Guam and Manila, and planted the U.S. flag on Wake Island in 1899. She helped put down Aguinaldo in the Philippines in 1901.

After being decommissioned for a couple of years, *Bennington* was stationed for a while on the West Coasts of North and South America. Her speed was reduced to a prudent 11½ knots. She fetched up in San Diego in July 1905.

On the morning of July 21 she was lying at anchor near where the old Coronado ferry slip used to be, preparing to get under way. Below decks, a fireman for some reason shut off steam to the pressure gauges. Unnoticed, the pressure climbed. The safety valves were rusted shut.

Inevitably, the boilers blew up, both of them. The explosion shook all of downtown San Diego. Seventy men from the crew of 197 were killed., mostly by live steam.

A Spreckels tugboat undertook to push the violently torn-up ship to shore, but her anchor held her back. A brave seaman on the foredeck made his way below and somehow released the chain, letting the *Bennington* bump up against the shore. Another brave seaman flooded the

ammunition magazines, heading off a much more disastrous kind of explosion. Both men were later given the Congressional Medal of Honor.

The scene ashore was ghastly. Dead and living men with their skin scalded off were stacked in horse-drawn wagons. As a day of horror for San Diego, this one ranks at the top—"a major, major disaster," Phil Mattson calls it. The graves of the dead can now be viewed at Rosecrans Cemetery on Point Loma.

The U.S.S. *Bennington's* end was tragic. But it ironically assured her of an indisputable place at the center of the San Diego Maritime Museum.

BUSINESS DISCUSSED AT THE JAN. 12 MEETING

Bob Crawford reported on his investigation of a proposal for the club to buy pins resembling those given out at the N.R.G. Conference, but showing the logo of the San Diego Ship Modelers Guild instead of the *Star of India*. These pins could be used on badges at meetings, on hats and elsewhere. They cost \$1.73 each, and the manufacturer's minimum order, formerly one gross, is now 350. That's a lot, it was agreed, but perhaps over time they could be used, partly as awards or thank-you's. Jack Klein urged the Guild to pursue the idea.

The pursuit, he suggested, might be done through a poll conducted by the newsletter. That merged into a discussion of amplifying the information in the club roster, which is occasionally published in this letter. Should it tell more about members, such as listing their models? Jack Klein pointed out that at the least the phone numbers will now have to specify area codes, now that Pacific Bell has made them more complex.

It was reiterated that the election of officers for 2000 will take place at the Feb. 9 meeting, preceded by any other nominations than those of the committee. These are: Guild Master, Jackie Jones; First Mate, K.C. Edwards; Purser, Bob McPhail; Newsletter Editors, Bill Forbis, Fred Fraas. McPhail is taking over rosters and other records from Ed White and will present the treasurer's report at the February meeting.

The chance that our guild could sponsor another N.R.G. conference remains alive. For now we will wait to see if some other West Coast club wants to try it. After that we can think about dates.

| February | | | | | | |
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| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | | | | |

NEXT MEETING

In the Grand Salon of the

Star of India

(not on the *Berkeley*)

**ELECTION OF OFFICERS
BRING MODELS**

Shop Talk

Built-up Frames the Easy Way

Kits that supply parts for built-up frames? That's an idea that apparently will soon become a reality.

At a recent meeting of the Ship Model Society of Northern New Jersey, Jim Roberts, the newsletter editor, displayed a prototype of such a frame. It was the product, he said, of "a new manufacturing design and construction system for true-scale built-up frames for wood ship model kits,

"The frame parts are laser cut and are designed so that they can be assembled into a complete frame quickly and accurately. This new framing system will be introduced in several new kits being produced by the design team at The Modelers Boatyard" (see the firm's web site on the opposite page).

Roberts predicts that this will be "the next major step in wooden ship model kit technology."

Unplugging CA Bottles

CA glue tips usually don't dry and plug up if left overnight or longer—that's one of this glue's merits. But if they do dry, you can soak them for a while in acetone and the glue should dissolve and let you use the tip again. Better cap the acetone, though. It evaporates with startling speed.

Cannonballs You Can Eat

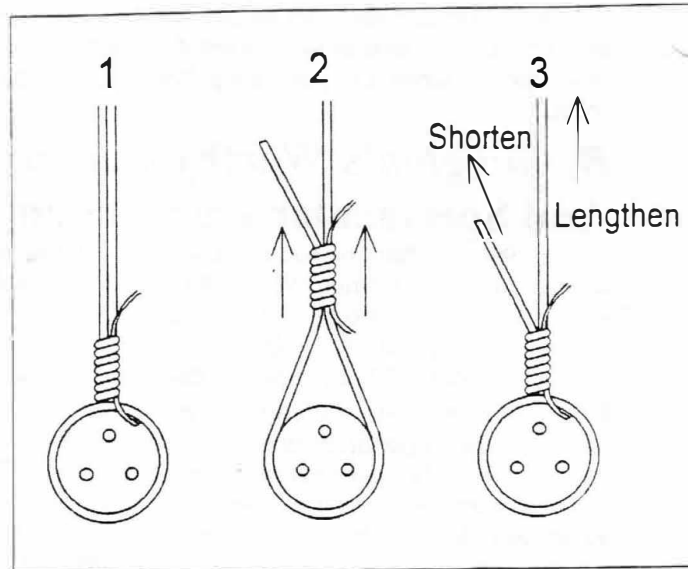
Some ingenious ideas for model parts, as reported by members of the U.S.S. Constitution Model Shipwrights Guild at a recent meeting:

For cannonballs: cake sprinkles or poppy seeds.

For gratings: drapery material.

For trailboard curlicues: bits of gold lace paper.

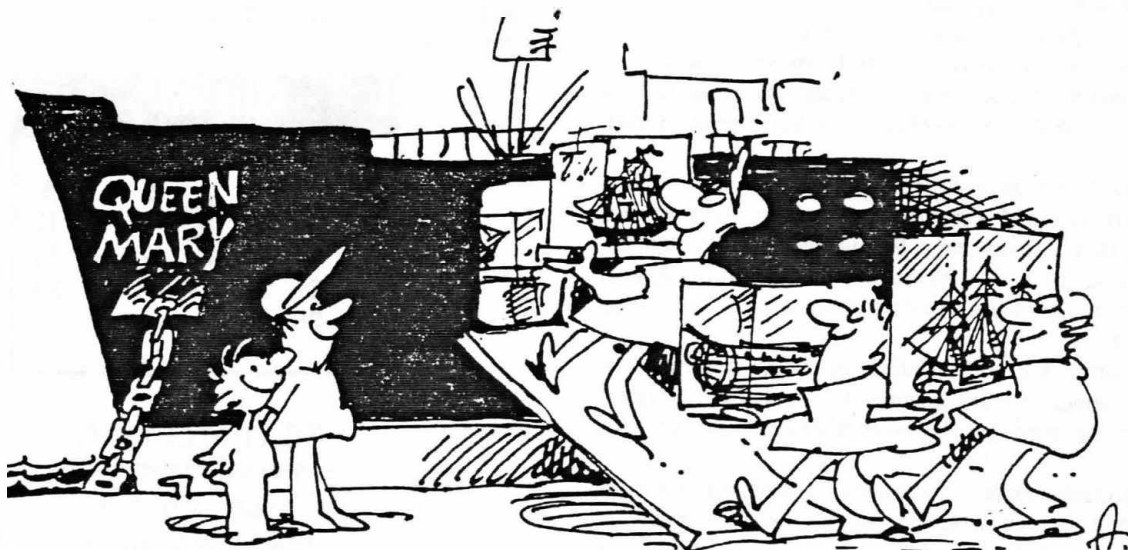
Positioning Deadeyes



This diagram, from *Ships in Scale*, might be classified as belonging in the "Solutions for Problems You Didn't Know You Had Dept." Actually, it provides a reasonable-sounding way to position deadeyes.

After making a normal seizing (1), pull it up along the shroud and its loose end (2). Then, while pinching the seizing, pull on the shroud to lengthen it or the loose end to shorten it (3). Push the seizing back down to the deadeye, and glue it as usual.

Ships in Scale, by the way, is the magazine that survived when its owner, Seaways Publishing, bought and terminated the classical *Model Shipbuilding* late last year. Meanwhile a new magazine has been launched by Hundman Publishing, Inc. It is called *Maritime Modeler*. The address is 5852 Salish Road, Birch Bay WA 98230.



Just a reminder that the Western Ship Model Conference & Exhibit 2000 will take place on March 31, April 1 and April 2

Grace, Power and Majesty

A letter from England describes a modelers club called Warships 45 International. It is run by Jim Bennett at 130 Preston Old Road, Blackpool FY 3 9QJ, U.K.

Its focus is the world's warships of the period from



1900 to 1945. Bennett terms this "the most interesting time span with two world wars and various naval treaties causing the building of vessels with graceful lines, wonderful designs and sheer power and majesty on the

High Seas the like of which will never be seen again."

Membership costs £5.00 U.K. and includes a quarterly newsletter and an Annual Regatta at Fleetwood.

Peroba? Hophornbeam?

In its September issue, *Broadside!*, the Newsletter of the U.S.S. Constitution Model Shipwright Guild, reminds us of the near-infinity of woods available to modelers. They were found in the catalog of a firm called Lumber Yard. Here's the list:

Applewood, hornbeam, boxwood, Sitka spruce, Swiss pear, Brazilian satinwood, sycamore, pau marfim, birch, beech, avocado, holly, madrone, cherry, walnut, alder, male, box elder, poplar, red gum, European limewood, willow, Alaskan cedar, cypress, peroba, mansonia, basswood, jelutong, ivorywood, lilac tree, dogwood, hophornbeam, hawthorn, English boxwood and miniature red oak.

Lumber Yard's Dave Stevens says this is only a small part of their inventory, and claims that there are more than 70,000 species in the world. The firm can be reached at phone 440-526-2173 or e-mail bodyplan@aol.com.



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Tip of the Week: Never try to Scotch-guard a Sponge

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What's New



Alterscale Miniature Outboards

Authentic in every detail, Alterscale's miniature Evinrude, Johnson, and Mercury Outboard's represent the ultimate nautical collectible.

Unique gifts for the collector who has everything!



"The Lively" Has Arrived

The first in a series of new kits being offered by The Modelers Boatyard in proud cooperation with The Lumberyard for Model Shipwrights, Double O Laser

Services, and Mr. Jim Roberts.

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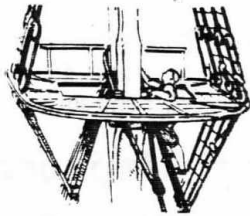
In The News

Patrick O'Brian,

With the Internet expanding into most households, printing random lists of ship model suppliers (as we've been known to do) seems increasingly pointless. Above is the top third of the first of three pages of the website of a major internet shopping mall in Lawrenceville, Ga. The dozens of "hot links" running down the margins let you click on vendors for many hundreds of products that Modelers Boatyard can supply to you. This firm's Internet address is www.modelersboatyard.com.

Thru the Lubbers Hole

By Robert Hewitt



The *MAYFLOWER*

The defeat of the Spanish Armada in 1588 opened the way for the English colonization in America. In 1606, James I chartered two companies, the London and the Plymouth. The London Company set out in December 1606, to establish the first English settlement in the New World. One hundred and five men in three ships settled in Virginia. Jamestown was named in honor of the King.

The turn of events that led to the chartering of the *MAYFLOWER* started in Scrooby, Nottinghamshire. A congregation of Separatists, after many years of persecution, fled to Holland. They spent eleven years there, but did not want their children to adopt the language and customs of the Hollanders. They wished to worship as they liked, but still wanted to live as Englishmen. This band of Pilgrims, as they were now known for their wanderings, prepared to leave Holland.

The *SPEEDWELL* was the first ship purchased by them and was intended to be a permanent part of the settlement in the New World. No reliable description of the *SPEEDWELL* has been found but it is known that she had two masts carrying square sails with at least three cannon. She brought seventy people to Southampton and was to carry thirty people to America. The *SPEEDWELL* never sailed. Her leaky condition made her unfit for a Trans-Atlantic voyage.

The Pilgrims chartered *MAYFLOWER*, a merchant ship, in 1620. She made a record voyage to Norway in 1609 and brought home 3,000 deals (plank of fir or pine), 140 barrels of tar, and 42 barrels of pickled herring. The last recorded trip before being chartered by the Pilgrims was when she delivered fifty-nine tons of French wines to London.

In preparation for the voyage, the ship was overhauled in London. Many changes must have been made in her internal arrangements in order to bunk one hundred and twenty people and their worldly goods. Bulkheads were erected and new partitions were built for more cabins. Gunports were closed to increase cargo space.

On July 15, 1620, she sailed from London to Southampton, lying over for the *SPEEDWELL*, which arrived on the 26th. There was much concern about the *SPEEDWELL* and her leaky condition. On August 5, 1620, both ships weighed anchor and headed down the English Channel. It was decided to put into Dartmouth. The *SPEEDWELL* was unloaded and some leaks were found and repaired.

The ships once more weighed anchor on August 23, but before they covered four hundred miles, the *SPEEDWELL* signaled again. Captain Reynolds

maintained that the vessel was unseaworthy and leaky. The ships put back to Plymouth. More than likely the leak was in the confidence of the captain.

After some arrangements the *SPEEDWELL* went back to London with twenty passengers, twelve passengers transferring to the *MAYFLOWER*. On September 2nd the *SPEEDWELL* departed for London. On September 6th, 1620, the *MAYFLOWER* headed to America.

Little reliable information exists concerning the separatists. They were looked on as a trivial group of religious fanatics who's departure from England was of importance only in that it removed some rather undesirable individuals.

There were one hundred and four passengers including two boys that were born on route. The officers and crew consisted of about twenty to twenty-five men. The captain was Christopher Jones and the first mate was John Clarke.

The first part of the trip was favorable with gentle winds. The second portion was filled with storms. The ship rocked violently and the upper deck leaked. Most of the passenger were seasick. It was noted that for days on end the crew had to furl all the sails, scudding on bare poles before the gale.

On Friday, November 10th, land was sighted. Realizing they had not reached their proper destination, they turned north and came to anchor in Provincetown Harbor, sixty-seven days after leaving Plymouth England on November 11, 1620.

On this day the forty-one male passengers who were of legal age signed the Mayflower Compact. They elected Deacon Carver for Governor. A long boat was sent ashore with fifteen men in armor under the command of Captain Miles Standish. They were in search of a desirable settlement. Indians were seen and the party raided buried stores of Indian corn. Game and excellent drinking water were found, but no location was found that was suitable for planting.

Captain Jones was becoming impatient. He wanted to discharge his cargo and return to England. The Pilgrim fathers were not to be hurried. Another party was sent out on November 27th. They returned two days later after finding more buried Indian corn, great numbers of waterfowl and a type of bean. On December 6th, the third exploring party was struck with a violent storm and their small boat suffered a broken rudder and mast. They were able to find a harbor that offered protection for the *MAYFLOWER* and surrounding ground that possessed the characteristics desired for a settlement.

On Saturday, December 16th, one hundred and two days after leaving England, the *MAYFLOWER* dropped anchor within a mile of the historic rock that was to mark their landing. On Christmas day the first timbers were felled. A town site was laid out and ground allotted. On February 4th the *MAYFLOWER* was almost capsized in a storm. The last of the colonists left the ship on March 22nd to remain ashore.

The *MAYFLOWER* returned to England on April 5th 1621. Not one of the pilgrims sailed with her. She reached England in thirty-one days. Little is known of the ship's history from that time on. It is unfortunate that between 1565 and 1630 there were nearly forty vessels that were named *MAYFLOWER*.

For some years after Captain Jones's death the *MAYFLOWER* laid idle in the Thames River. An order for an appraisal issued in 1624 by the Admiralty claimed the modest amount of 160 pounds. The people in Beaconsfield, Buckinghamshire, England maintain that the family of Christopher Jones was instrumental in securing the timbers when the ship was broken up and used in the construction of a barn that is still standing. Some authorities believe that the timbers may have come from a *MAYFLOWER*, but they believe there is no reason to believe they came from the *MAYFLOWER*.

IN MEMORIAM Patrick O'Brian

Patrick O'Brian died early in January, having reached the year 2000, the age of 86, and the publication of his twentieth novel in the Aubrey-Maturin series, *Blue at the Mizzen*.

Where will he rank in the history of literature? Among the "greatest novelists writing in English" during the past 30 years, says playwright and moviemaker David Mamet in an "In Memoriam" for The New York Times. Here's an excerpt.

Recently [Mamet writes] I put down O'Brian's sea novel *The Ionian Mission* and said to my wife, "This fellow has created characters and stories that are a part of my life."

She said: "Write him a letter. He's in his 80's. And when you go to England, look him up, go tell him."

"How wonderful," she said, "to be alive, when he is still alive. Imagine living in the 1890's and being able to converse with Conan Doyle."

Well, I saw myself talking with Patrick O'Brian. "Sir," I would have said, "what a blow, the death of Barret Bonden." (Bonden, the coxswain, half-carries the wounded Captain Aubrey from the deck of a sinking privateer: "We'd best get back to the barky, sir, as this ship's going to Kingdom Come," the closing sentence of the novel.)

"Sir," I would have said, "I've read your Aubrey-Maturin series three or four times. When I was young I scoffed at the stories of the Victorians who lived for the next issue of the *Strand* and the next tale of Sherlock Holmes, and I scoffed at the grown women and men who plagued Conan Doyle to rescind Holmes's death at the Reichenbach Falls. But I am blessed in having, in my generation, an equally thrilling set of heroes, and your characters have become a part of my life.

"Your minor characters," I would have said, "are especially dear to me: the mad Awkward Davis; Mrs.

Fielding, the inept spy; old Mr. Herapath, the cowardly Boston loyalist; Christy-Palliere, the gallant French sea captain; and, of course, Barret Bonden, Captain Aubrey's coxswain." And I will not say that I cried at his death, but I will not say that I did not.

"And, Sir," I might have said, "I hope I do not overreach myself, but your prose is clear and spare as anyone could wish, quite as ironical as Mark Twain"

So I sat at the breakfast table, composing my note, and leafed through the newspaper and read of Patrick O'Brian's death.

His Aubrey-Maturin series, 20 novels of the Royal Navy in the Napoleonic Wars, is a masterpiece. It will outlive today's putative literary gems as Sherlock Holmes has outlived Bulwer-Lytton, as Mark Twain has outlived Charles Reade. God bless the straightforward writers, and God bless those with the ability to amuse, provoke, surprise, shock, appall.

The purpose of literature is to Delight.

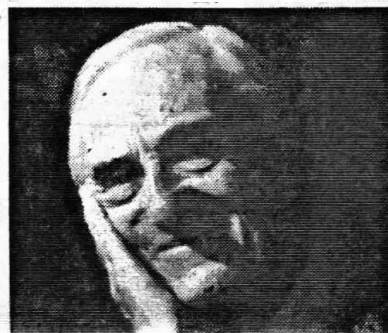
The Day Aubrey Met Maturin

On the first page of the first book in the Aubrey-Maturin series, *Master and Commander*, the reader finds Jack Aubrey happily seated in the music room of the Governor's House in Port Mahon, listening to Locatelli's C Major quartet. "He was wearing his best uniform---the white-lapelled blue coat, white waistcoat, breeches and stockings of a lieutenant in the Royal Navy, with the silver medal of the Nile in his buttonhole---and the deep white cuff of his gold-buttoned sleeve beat the time, while his bright blue eyes, staring from what would have been a pink-and-white face if it had not been so deeply tanned, gazed fixedly at the bow of the first violin."

From his neighbor came a whisper. "If you really must beat the measure, sir, let me entreat you to do so in time, and not half a beat ahead."

Jack, furious, stole a look at the man. "A covert glance showed that he was a small, dark, white-faced creature in a rusty black coat---a civilian. It was difficult to tell his age, for not only had he that kind of face that gives nothing away, but he was wearing a wig, apparently made of wire, and quite devoid of powder: He might be anything between twenty and sixty. 'About my own age, in fact, however,' thought Jack. 'The ill-looking son of a bitch.'"

The anger that marked the first encounter between Jack Aubrey and Steven Maturin soon turned into the deep friendship that formed the heart of the twenty books and thousands of pages of Patrick O'Brian's life work. A large, hearty, brave British sea-captain; an erudite Irish ship's doctor who doubled as an intelligence agent---it was a magic formula. O'Brian will be missed by millions.



Museums That Should Not Be Built

*An editorial from the newest issue of the
Nautical Research Journal*

Recent trends in exhibit design at maritime museums are disturbing. When a marine museum preserves and displays authentic artifacts that vividly illustrate the history of our seagoing predecessors, when those objects reveal the true nature of the life and times of the people who created them, when they provide tangible evidence of the logic of their own design (how they were made and how they were operated, and how they served the purpose for which they were invented), it is doing its job. When a museum not only presents information, but also immerses visitors in *authentic* experience—the sights, sounds, smells, and sweat—that helps them understand the past on a visceral level, as well as an intellectual one—it is doing its job.

On the other hand, a museum that tries to compete with “blockbuster” theaters—that is filled with slick graphics that, like pieces of candy, stimulate but do not nourish and spoil one’s appetite for the real thing—removes visitors from the reality of the past, rather than drawing them into it. The extravagant architecture of some new museums makes more of a statement about today’s egos than about our ancestors’ achievements. A museum whose idea of “interactivity” is children watching video monitors or playing computer games rather than turning capstans and hauling on halliards, is misguided. A museum that hides fine antique ship models and artwork in storage, in order to make room for more restrooms and a larger gift shop loaded with cheap souvenirs, is not doing its job.

Although some would say that the San Diego Maritime Museum is not actually a museum, in that it lacks an imposing building and a huge parking lot of its own, it is doing a better job than many wealthier institutions, some of them long established and world renowned and some of them brand new, because it actively uses its first-rate maritime location and well-maintained and functioning historic vessels in an

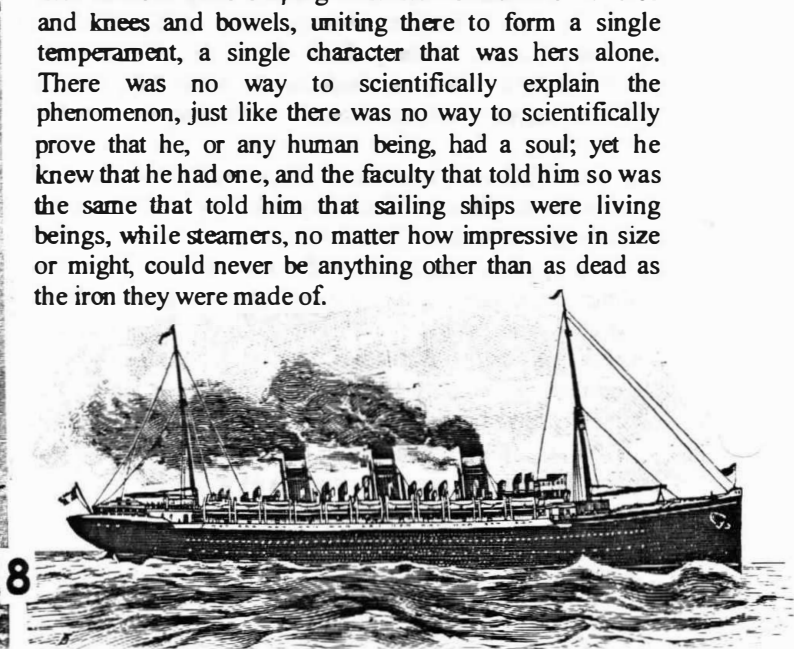
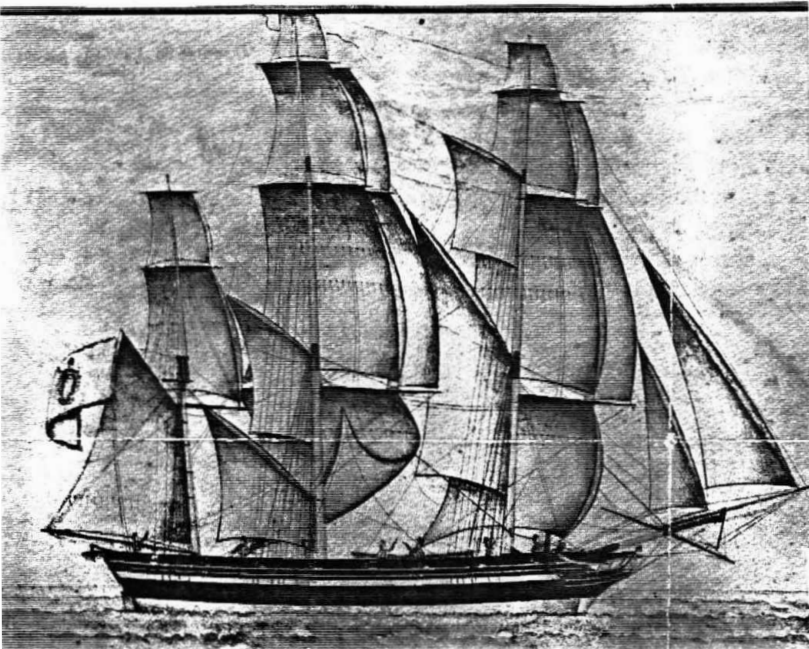
imaginative way, giving opportunities for visitors and volunteers to set the magnificent sails and climb the rigging of *Star of India*, and see and feel the engines in action on the ferry *Berkeley* and steam yacht *Medea*. Programs for youth and adults alike provide firsthand experiences on real ships. As helpful as a building might be, lacking the means to build so far has allowed the museum by force of circumstances to avoid the edifice complex, and, in the words of its energetic director Ray Ashley, make lemonade out of lemons.

—DAVID M. BLANCHARD

The Soul of the Sailing Vessel

*An Essay from “The Voyage,” a novel
by Philip Caputo*

There wasn’t a sailing vessel that he did not love. One might be so beautiful that it made your heart swell and another might be uglier than murder, but so long as a vessel drew its power from God’s own wind, it bore the same relation to steamships as man did to the great apes (if Mr. Darwin was right—and his biology teacher had declared Mr. Darwin to be right, inspiring the Reverend Harwood, school chaplain, to deliver several sermons in rebuttal). With ships, however, evolution was reversed, the inferior species coming *after* the superior; for the grandest liners launched by White Star and Cunard, belching smoke like locomotives, were never anything more than agglomerations of steel, rivets, and brass: feats of engineering testifying to human cleverness. But a barque or four-master, or a common sloop for that matter, testified to something higher in the human spirit, to skill and craftsmanship, and beyond skill and craftsmanship, to that love of beauty which produces art. And, in the very finest ships and yachts, there was more even than art. Between the laying of such a vessel’s keel and the moment she slipped down a launching ramp to receive her baptism, she was transubstantiated from man-made to living thing. It was as if the men who designed and built her somehow endowed her with aspects of themselves, their various traits seeping with their sweat into her ribs and knees and bowels, uniting there to form a single temperament, a single character that was hers alone. There was no way to scientifically explain the phenomenon, just like there was no way to scientifically prove that he, or any human being, had a soul; yet he knew that he had one, and the faculty that told him so was the same that told him that sailing ships were living beings, while steamers, no matter how impressive in size or might, could never be anything other than as dead as the iron they were made of.



Mission Bay Model Yacht Pond

Y2K POND SCHEDULE

JAN.

02 SAIL POINTS - S.D.
30 POWER POINTS - S.D.

FEB.

06 SAIL POINTS - S.D.
★ 19-20 SAIL REGATTA - S.D.
27 POWER POINTS - S.D.

MARCH

05 SAIL POINTS - S.D.
★ 18-19 SAIL REGATTA
26 POWER POINTS - S.D.

APRIL

02 SAIL POINTS - S.D.
30 POWER POINTS - S.D.

MAY

07 SAIL POINTS - S.D.
14 POWER POINTS - S.D.
★ 20-21 SAIL REGATTA - S.D.
27-28 POWER OUTBOARD - S.D.

JUNE

04 SAILE POINTS - S.D.
17 SHIP MODELERS REGATTA - S.D.
24 8TH FLEET REGATTA - S.D.
25 POWER POINTS - S.D.

JULY

09 SAIL POINTS - S.D.
★ 15-16 SUMMER REGATTA - S.D.
30 POWER POINTS - S.D.

AUG.

06 SAIL POINTS - S.D.
★ 12-20 REGATTA 2000 - S.D.
27 POWER POINTS - S.D.

SEPT.

★ 02-03 MIKE VETA MEMORIAL
POWER RACING - S.D.
10 SAIL POINTS - S.D.
16 BILL MUNCY SCALE RACE - S.D.
24 POWER POINTS - S.D.

OCT.

01 SAIL POINTS - S.D.
★ 14-15 SAIL REGATTA - S.D.
29 POWER POINTS - S.D.

NOV.

05 SAIL POINTS - S.D.
19 POWER POINTS - S.D.

DEC.

★ 02-03 SAIL REGATTA - S.D.
10 SAIL POINTS - S.D.
31 POWER POINTS - S.D.

NOTE:

ALL WEDNESDAY'S AND SATURDAY AFTERNOON'S ARE FOR SAIL
ALL FRIDAY'S AND SUNDAY ARE FOR POWER

(PLEASE DO NOT START ANY GAS POWER BOAT BEFORE 9:00 AM).

ALL OTHER DAY'S ARE OPEN, (FIRST COME FIRST SERVE).

THIS WILL APPLY ONLY IF A DATE IS NOT ON THE SCHEDULE

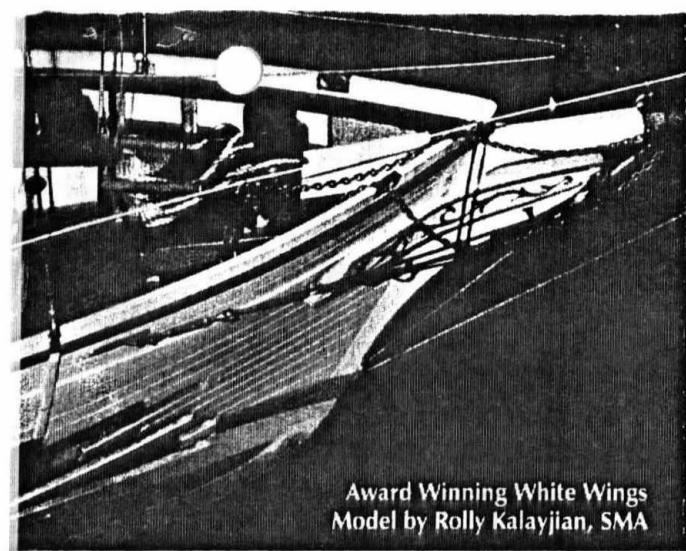
**BE NICE AND FRIENDLY, AND ASK IF THE FREQUENCY YOU HAVE IS BEIND USED
BEFORE YOU TURN YOURS ON.**

FOR INFORMATION ON BOATING

CALL FRED WARES

(619) 474-1444

***=SATURDAY (& SUNDAY) WHEN POND IS CLOSED TO R/C ELECTRIC/STEAM ETC.**

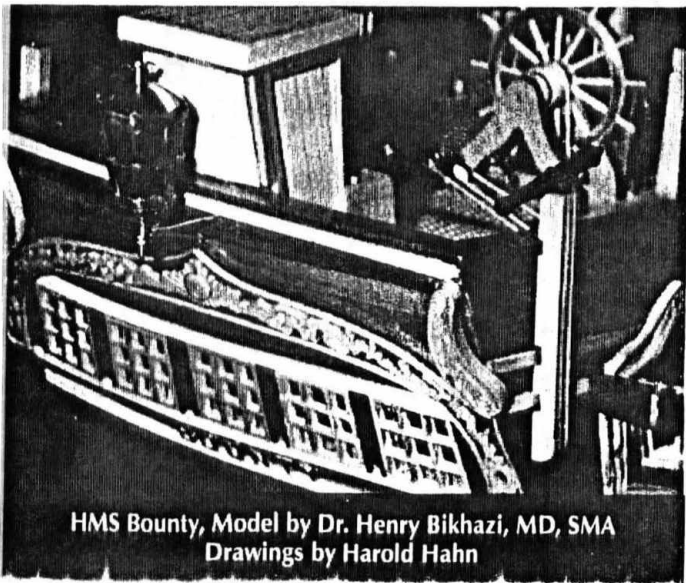


Award Winning White Wings Model by Rolly Kalayjian, SMA

Exhibit:

See 250 Ship Models

At least 250 ship models of many types will be on display. These include static display and radio controlled models, from the age of sail to modern powered ships. Among them will be the White Wings by Rolly Kalayjian, the Mariners Museum Grand Prize winner



HMS Bounty, Model by Dr. Henry Bikhazi, MD, SMA Drawings by Harold Hahn

The Ship Modelers Association (SMA) Announces



AGENDA

Thursday, March 30

Model setup in the Queen Mary Exhibit Hall

Friday, March 31

The Conference officially starts. Registration 10 AM - 5 PM. Exhibit open 10 AM - 5 PM. Tour of J. Paul Getty Museum. Late afternoon "Sawdust Sessions". Evening reception. Vendor booths open all day.

Saturday, April 1

Late Registration 8 AM - 8:30 AM. Exhibit Hall open 10 AM - 5 PM. Technical seminars 8:30 AM - 4:30 PM. Tour of J. Paul Getty Museum. Evening Banquet., Harold Hahn Award. Vendors all day.

Sunday, April 2

Exhibit Hall open 10 AM - 5 PM. Demonstrations and round table discussions 10 AM - 2 PM. Vendor booths open all day.

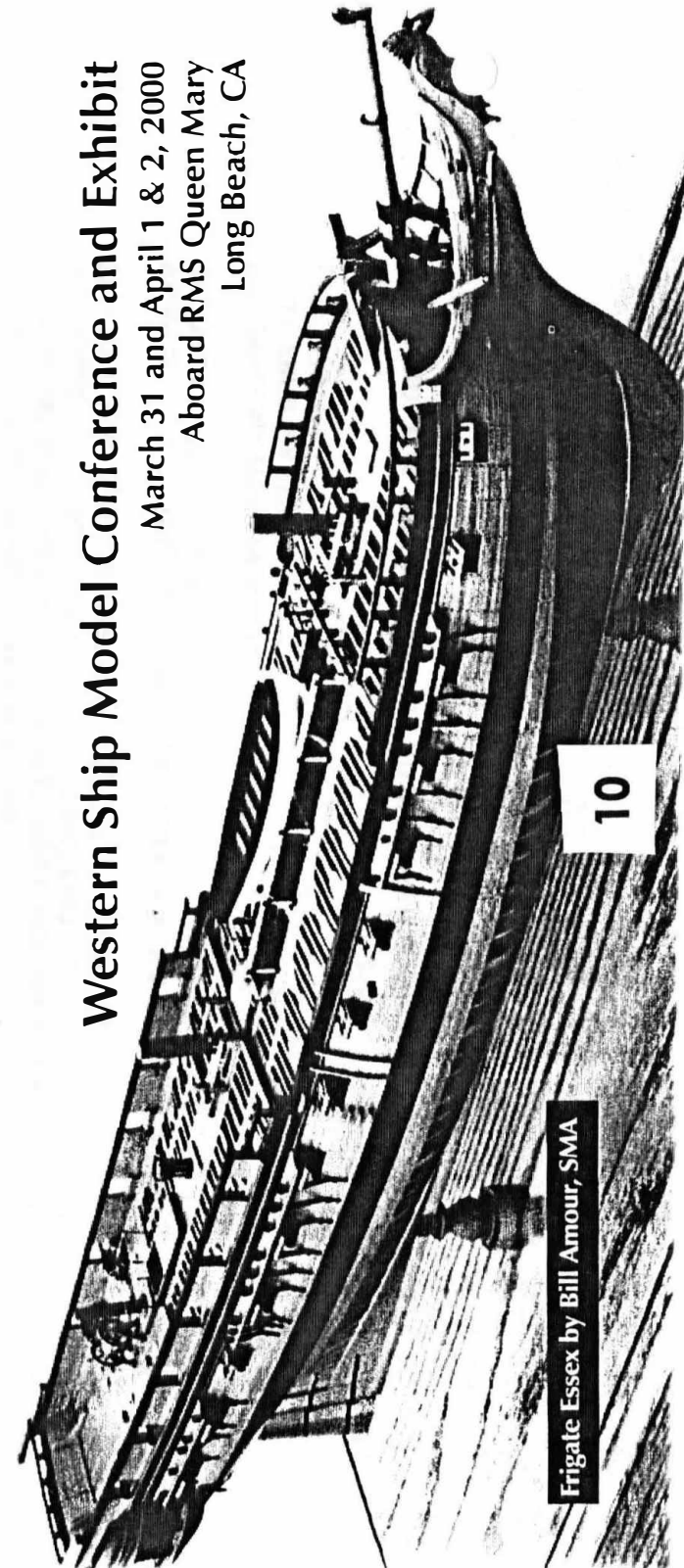
For Information or Registration

Registrar: Monica Chaban (310) 216-7885
5950 Canterbury Dr. C204,
Culver City CA 90230

E-Mail: conf@ship-modelers-assn.org
Web Site: www.ship-modelers-assn.org

Western Ship Model Conference and Exhibit

March 31 and April 1 & 2, 2000
Aboard RMS Queen Mary
Long Beach, CA



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Frigate Essex by Bill Amour, SMA

Conference Highlights

Overview

Register now so you won't miss the Western Ship Model Conference and Exhibit on March 31, and April 1 & 2 in the year 2000, on-board the RMS Queen Mary in Long Beach, CA. The conference attracts both guest speakers and attendees from around the world. This event will once again have a line-up of outstanding speakers, and at least 250 ship models will be on display. There will be "low to" demonstrations ranging from tool usage to general building techniques. The Web Builders, our group of Internet Ship Modelers, will have models of the Sultana on display. Finally, the Mayflower Group, the SMA ship modelers who meet monthly to address model building problems, will host a "building clinic" where tools and building techniques will be discussed.

At the last Conference in 1998, over 200 modelers attended the Saturday Seminars and banquet, and 269 ship models were on display. This is by far the largest, and many say the best, conference on ship modeling in the USA.

Technical Sessions

On Friday afternoon there will be "Sawdust Seminars" in which **Tony Devroude** will discuss and demonstrate the carving of a model figurehead, and **Ray Morton** will talk on a technique for building "U. S. Navy Ships' Small Boats in the Age of Sail". All day Saturday, April 1, will be devoted to technical sessions. The moderator of both Friday and Saturday seminars will be **Rob Napier**, who is a professional model maker and former Editor of *The Nautical Research Journal*.

- **David Roberts**, publisher of Boudriot Publications and English translator of Boudriot's four-volume *74 Gun Ship*, will speak on "*Ship Models as Sources of Research Information*".
- **Jonathan Tatlow**, restorer of POW Bone Models, will speak on "*POW Ship Models*".
- **John Harland**, author of *Seamanship in the Age of Sail* and other books, will speak on "*Steam Whale Catchers in Peace and War*". On Sunday, he will conduct a discussion on *Seamanship in the Age of Sail*.
- **John Fryant**, model builder and plan draftsman, will speak on "*Building a Model of the 1859 Chattahoochee River Steamer, Lowell*".
- **Kevin Crisman**, Nautical Archaeologist at Texas A & M, and author of *When Horses Walked on Water* and other books will speak on "*Archaeology as a Research Source*".
- **Les Bolton**, Executive Director of Gray's Harbor (Lady Washington's Home Port), will speak on "*Historical Research Related to Construction of Ship Models and Replica Ships*".

Demonstrations

Two modeling techniques will be demonstrated through the weekend.

- **Joe Harris** will show how to use computer methods for lofting frames.
- **The Mayflower Group** will show all the steps involved in building a plank-on-frame hull using "Hahn's Method".

On Sunday, the following demonstrations will be presented.

- **Rolly Kalayjian** will show techniques for making and installing roves and rivets in small boat hulls.
- **Gene Larson** will demonstrate the use of a rope walk.

- **Bob Graham** will demonstrate procedures for making deadeyes.

SMA-HAHN AWARD

The first *SMA-Harold Hahn Award* will be presented to **Harold Hahn** at the banquet. This award is for extraordinary contributions to the art and craft of ship modeling. It consists of a gold medal of special design, a certificate stating the reasons for the award, and a short video of Harold Hahn's life narrated by Fr. William Romero.

After Dinner Speech

Richard Kelton, explorer, navigator, and collector of ship models will speak on *Ship Models From a Collector's Point of View*.

Tour

Both Friday and Saturday, there will be tours to the world famous J. Paul Getty Museum, which has recently opened at its new location at the edge of the Santa Monica Mountain range. Overlooking the City of Los Angeles on one side, and the Pacific Ocean on the other, the exhibit offers many treasures you will not be able to see elsewhere in the world.

Accommodations

The RMS Queen Mary traditionally provides the accommodations for the Conference and Exhibit. She offers a nostalgic trip back in time, with many staterooms typical of the period when the ship sailed the North Atlantic. A block of "First Class" staterooms has been reserved for the conference. Outside staterooms are \$109 per night, and inside staterooms are \$89. Contact the Queen Mary at (800)437-2934 to reserve your room.

SHIP MODELERS
Association



Name(s) _____

Address _____

City, State, Zip _____ Telephone (____) _____

E-Mail Address _____

Western Ship Model Conference and Exhibit

aboard the
RMS QUEEN MARY

**LONG BEACH,
CALIFORNIA
(800) 437-2934**

**MARCH 31,
APRIL 1 & 2,
2000**

| | <u>Cost per person</u> | <u>Number</u> | <u>Total</u> |
|---|------------------------|---------------|--------------|
| Seminar Registration if postmarked before March 15, 2000 | \$45 | _____ | _____ |
| Seminar Registration if postmarked on/after March 15, 2000 | \$55 | _____ | _____ |
| Friday Evening Reception | \$23 | _____ | _____ |
| Saturday Banquet - Select entrée: Beef _____ Fish _____ Pasta _____ | \$38 | _____ | _____ |
| Tour to J Paul Getty Museum Select day: Friday _____ Saturday _____ | \$20 | _____ | _____ |
| Conference Proceedings (available at conference time) | \$20 | _____ | _____ |
| | | Total | _____ |

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*** Note

Seminar registration includes 2 "unlimited use" passes to the Exhibit Hall. Additional "unlimited use" passes will be available at the Exhibit entrance door for \$10 each. Daily passes are \$7. Tours to the J Paul Getty Museum are on a space available basis. Each tour is from 9-4:30 PM. Lunch, available at the museum, is not provided in the tour price.

Mail to: **Monica Chaban**
5950 Canterbury Dr. C204
Culver City, CA 90230-6719
(310) 216-7885
www.ship-modelers-assn.org
email: conf@ship-modelers-assn.org

**Make checks payable to the
Ship Modelers Association
Conference**

**Sorry, no refunds after
March 15, 2000**

SHIP MODELERS
Association



MODEL REGISTRATION

Name _____ Number of models you plan to exhibit: _____

Model check-in time is Thursday 10AM - 8PM
and Friday 9AM – 12 noon

Please fill out the following form for your model(s). This information will be used to make a placard for the model exhibit (adhesive labels will not be used) and will be published in the proceedings for the conference. Also, this will expedite model check-in when you arrive.

Because the exhibit is open to the public, **models may not be removed from the exhibit hall before 5 PM, Sunday, April 2**, unless special arrangements are made in advance. If you need to remove your models earlier than 5PM Sunday, please indicate so by checking this box . The Model Coordinator will contact you to discuss your special arrangements.

Name of Model _____ Type of Model _____

Circa _____ Scale _____ Size: Length _____ Width _____ Height _____ Cased(Y/N) _____

Kit _____ Modified Kit _____ Scratch _____ R/C _____ For Sale(Y/N) _____

Please provide a brief description, history, or interesting fact(s) about your model (100 words or less):

Name of Model _____ Type of Model _____

Circa _____ Scale _____ Size: Length _____ Width _____ Height _____ Cased(Y/N) _____

Kit _____ Modified Kit _____ Scratch _____ R/C _____ For Sale(Y/N) _____

Please provide a brief description, history, or interesting fact(s) about your model (100 words or less):

Attach additional pages if needed

The Bennington Saga P. 1-2-3

Pages 10-13
Conference Highlights
And Registration Forms



The Ship Modelers Association
(SMA) Announces

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 Editors | Bill Forbis | /redacted/ |
| | Fred Fraas | /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.

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.