



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego CA 92101

APRIL 2000

NEWSLETTER

Volume 24, No. 4

Even with Yards All-Ahoo, a Beautiful *Flying Cloud*

"I'm pretty hard to please," says Bob Graham, the new member who drives about 90 miles from his home in San Jacinto to attend Guild meetings. His model of *Flying Cloud*, displayed at the March meeting and pictured below, proves his point.

He started ten years ago with plans from Bluejacket and had brought the project to the planking stage when he somehow learned that Bluejacket had come out with new and quite different plans for the ship. Important details such as mast spacing had been changed. Turning the partly built model over to a colleague, Bob started again.

He has worked on the model in the picture only intermittently and much lies ahead, but in every detail it shows that he is meticulously hard to please.

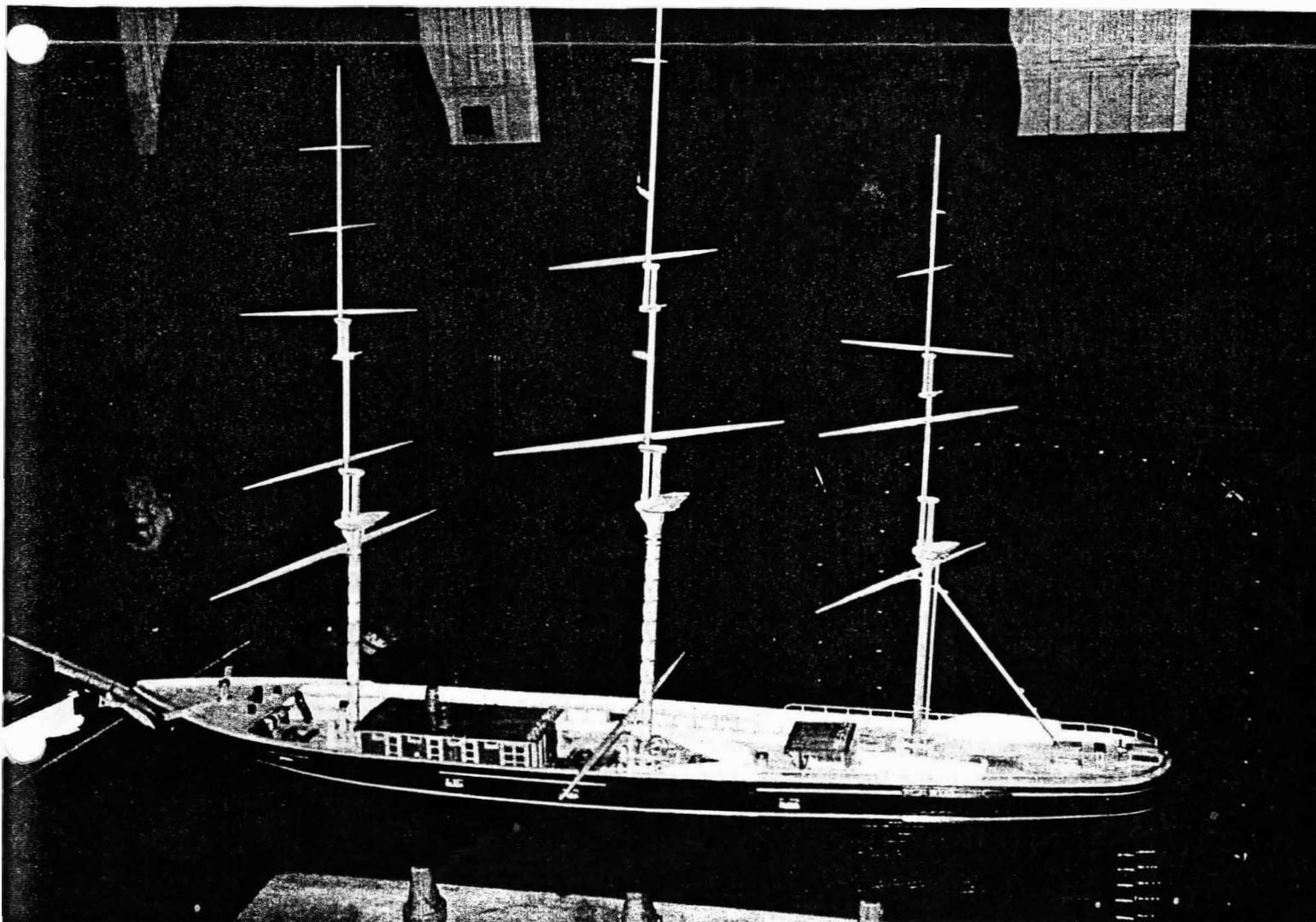
The ironwork is particularly good. The bilge pump is an example. The bearing supports are fastened to the wooden frame with tiny model-railroad bolts and nuts. The flywheel spokes have a graceful S shape. (Is it true

that in a cast-iron wheel this shape allows for some expansion and contraction that straight spokes could not?)

Nearly everything about the model is scratch-built. Bob, who was a pipe fitter in his working days, is nutty about tools — in the lathe department alone he has two Unimats, a Sherline and a man-size 12"x36" floor lathe. He is not going to make the blocks, though. He thinks that Lloyd Warner's computer-designed blocks can't be beat.

One of Bob's sidelines is manufacturing draw plates for making treenails. He showed one at the meeting. He has created 24 of them sale at the *Queen Mary* exhibit.

Bob uses an admirably neat and simple method for finishing wood. The black of the holly planking is India ink swabbed on with small sponges that he buys in a Pick'n'Save cosmetics department. Then he sponges on four or five coats of Brickwood Casey Tru-Oil, which he says is "good for everything." How's that for a really useful shop tip?



THE MARCH 8, 2000 MEETING

Down to Business

There was a chill in the air as 19 Guild members gathered on the upper deck of the *Berkeley*—leading **Phil Mattson** to point out that when she was an operating ferryboat the pipe columns that support her stained-glass clerestory windows carried warm air up from the engine room to comfort the passengers. The vents at the top are visible. But now no warm air comes out.

Three new members were on hand. **Bob Graham**, a leading member of the Ship Modelers Association, who lives in San Jacinto, has joined our club too. **Pete Jaquith**, a New Englander who recently retired from San Diego's National Shipbuilding Corp., wants to get deeper into building models. **Jim Warner** came to the meeting all ready to display the hull of his model of the *Swif*.

New Purser **Bob McPhail** reported a treasury balance of /redacted/. He said that the newsletter address list totals 70, but 21 were in arrears on dues.

That led to a discussion of this perennial dues problem. The consensus was that members should be cut from the newsletter mailing list if they have not paid their dues after receiving the February issue each year.

McPhail volunteered to phone those in arrears and urge them to send him their dues. He also proposed to supply notifications to be pasted on address pages. **Bob Crawford** recommended that the club roster which is published from time to time in the newsletter should be included in this issue (see page 17). **Robert Hewitt** pointed out, incidentally, that all phone numbers in the roster now need correct area codes.)

Some members were interested in the costs of producing the newsletter. **Bill Forbis** reported that 110 copies of a 10-page letter cost \$20 to print, plus 33 cents each for postage, and 100 copies of a 14-page letter cost \$30, plus 55 cents for postage.

Two dozen copies are mailed to other newsletters across the U.S. and Canada, in exchange for receiving theirs. Forbis keeps half a dozen or so to supply back copies, and the rest are handed out to visitors at the model shop as encouragement to join the Guild.

Crawford made his final appeal for the names of members who wanted to enter models in the Queen Mary Exhibition, set for March 31 and April 1 and 2. (**Fred Fraas** and **Bob Crawford** later transported the models.)

For his part, Robert Hewitt wanted members to volunteer models for another purpose: to be displayed at the Del Mar Fair June 15 to July 4. Entries have a chance at winning prizes of up to \$175.

Hewitt also wants an abundance of volunteers to take charge of the Guild's booth at the fair. He would like to have three people on hand at all times, allowing for some to wander and enjoy the fair. "The more the better," says Robert.

New Guildmaster **Jackie Jones** again recommended the cruise on the *Medea* that rewards the volunteers. "Lots

of alcoholic beverages," she noted, praising the wine that comes with the *Medea* lunch.

She then reverted to a discussion of the future of this newsletter, returning to her idea that some of its contents could be published each month in the Modelers Guild link from the Maritime Association's home web site, www.sdmaritime.com. Bob Crawford thought that the concept was fine, but reported that until the Association can sign up a better web server, it can't accommodate much more information.

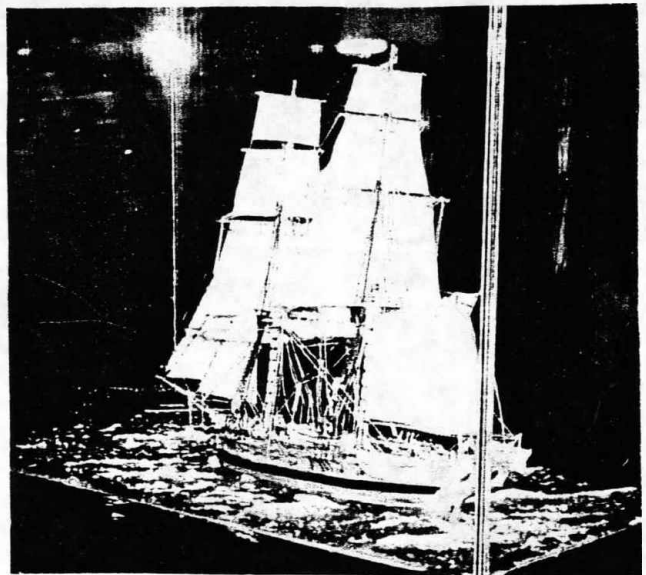
Jacki also tossed out the perfectly sensible idea that models brought to meetings should be displayed under bright enough light to bring out small details. Ever helpful, Crawford thought this problem could be solved with lights used at the Del Mar Fair booth.

Bob went on to proclaim that too much time has elapsed since the last swap meet at a club meeting. It was agreed that this event should be restored and advertised in the Newsletter for two months ahead, meaning the April and May issues for a June swap meet.

A question arose: could the donor of a swap meet item establish a minimum price, to prevent it from bringing into the Guild coffers only a trifling sum? **Dick Strange**, who used to be skipper of the Washington (D.C.) Ship Model Society, said that minimums were customary in that club's swap meets.

Show & Tell. After a coffee break augmented by cupcakes brought by Jacki because it was her birthday, attention turned to a couple of models that are becoming famous.

One was Robert Hewitt's *Snake*, seen at the



The snow Snake at sea, and scaled by Robert Hewitt's hand



December meeting but now floating in an acrylic ocean inside a glass case.

About three inches long on a scale of 1:240, the hull is built of basswood lifts topped with pear planking. The bottom is covered with 1,100 miniscule copper plates, created by a process that Robert related in the May 1999 issue. The rigging required five sizes of lines.

Snake is a snow, a rare type of rig described in "Ships and the Sea" as "a two-masted merchant vessel of the 16th-19th centuries, the largest two-masted ship of her period with a tonnage of up to around 1,000. She was rigged as a brig with square sails on both masts, but had a small trysail mast stepped immediately abaft the mainmast from which a trysail [a triangular sail] with a boom was set, the luff of the trysail being hooped to this mast. . . . Snows were entirely European ships, not found in other parts of the world."

The other famous ship was Bob Graham's *Flying Cloud*, described in the article on Page 1. The club also took note of clean workmanship of Jim Warner's first tell-and-showing, a neat *Swift*.

Phil Mattson's Show & Tell dealt philosophically with making mortises for sheaves in the catheads he needs for his *Alfred*. His question: How many hours should I spend seeking perfection for this pesky detail?

The answer? Well, maybe too many. But, working on what looks like the 1/16th scale, he created a tiny end-mill that bored very neat square-sided mortises side by side, and installed little brass sheaves. He displayed both the end-mill and the catheads.

Queen Mary Report

When Robert Hewitt was asked to describe his impressions of the Western Ship Model Conference and Exhibit, he simply said it was wonderful and he was delighted. Other SDSMG members had similar feelings

FOR SALE

Panart Tug Boat
A N T E O

35" (890mm). In original box. Wood, plank on frame. Complete with Hectoperm, 6v, 2:1 gear-reducer motor and Ace electronic speed controller.

Call Bob Hallbach @ /redacted/.

Offered at \$350.00

after inspecting more than 300 models on exhibit. At least 11 Guild members were seen aboard the R.M.S. *Queen Mary* in Long Beach.

On Thursday, March 30, Fred Fraas delivered two of his models along with two for Phil Mattson and one for Joe Bompensiero. They were picked up and returned by Bob Crawford. Robert Hewitt took up half a dozen of his miniature masterpieces, along with one by K.C. Edwards,

When Jack Klein, Phil Mattson and Fred Fraas laid down \$18 for three discounted admissions tickets, they were pleasantly surprised to have the money returned as model exhibitors were allowed in free of charge. Ed White, Bob McPhail, Chuck Seilor and Dick Strange were also present and attended the seminars, reception and banquet. Dual SDSMG/SMA member Bob Graham also had four or five models on display.

Many of the exhibited models were there for the 1998 conference and perhaps earlier ones as well. One SMA member told this writer that once every other year was not too frequent to see the superb model displays. Each model had its customized plaque provided by SMA at no small amount of time and effort, for a nice souvenir and complement to the model's presentation.

The vendors present, for the most part, were in San Diego for the NRG conference last November. One tool vendor made a big hit with his "milling machine duplicator" which could copy any fitting accurately with ease. He showed how to copy a belaying pin with the rope coil attached in one small piece of wood. At about \$3,000, don't know how many he might have sold there.

Another vendor displayed superb paper models which could be transmitted over the Internet. There were attendees/vendors from both China and Japan. One had Chinese junk models, one priced at \$5,000. (A lot of cash for a piece of junk?) Robert Hewitt said he was thrilled to purchase "Seamanship in the Age of Sail" autographed by its author John Harland, also present at the Conference.

Ex-submarine torpedo man K.C. Edwards probably had the best time of all. He toured the Russian submarine *Scorpion* (circa 1972), tied up by the *Queen Mary* and open to the public for a \$9 or \$10 admission. K.C. reported that the sub had no central mess hall for the crew, just a galley where the food was prepared. He and Robert Hewitt stated that the sub was very crowded with much less head room than the same vintage U.S. submarine.

Believe it's safe to say we'll be looking forward to their next show in 2002.

By Fred Fraas

NEXT MEETING

April						
S	M	T	W	T	F	S
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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						

San Diego Ship Modelers Guild

Operational Guidelines

These are the by-laws for the Guild composed in 1993, here transcribed and only slightly corrected in obvious places by Jacki Jones. This is put before the members as raw material for comments and suggestions for further updating of the Guidelines

Article I

NAME AND PURPOSE

- A. TITLE - This organization shall be known as the San Diego Ship Modelers Guild.
- B. PURPOSE - The San Diego Ship Modelers Guild is an association of craftsmen that share the common interest - ship modeling and the related interests of ship construction, maritime history and lore of the sea.
- C. LOGO - The logo of the Guild shall be a bow oblique view of the steam yacht MEDEA within a ships helm emblazoned with the title "San Diego Ship Modelers Guild".

Article II

MEMBERSHIP

- A. MEMBERSHIP - Membership shall be open to any person without regard to sex, age, color, race, creed or national origin.
- B. ADMISSION - A member shall be admitted upon paying the current dues.
- C. DUES - Annual dues are \$15.00 per year or \$7.50 for a person joining after July 1. In recognition of the support and facilities provided by the San Diego Maritime Museum, Guild Members are encouraged to join the Museum.
- D. LIFE MEMBERS - A life membership may be granted by a vote of the membership.

Article III

OFFICERS AND DIRECTORS

- A. GUILD OFFICERS - Guild officers shall consist of:
1. Guildmaster - Presides over steering committee meetings and general meeting and otherwise co-ordinates the activities of the Guild and its members. The Guild Master will act as the official spokesperson for the Guild.
 2. First Mate - performs the duties of the Master in his or her absence.
 3. Secretary - keeps minutes of the steering committee and general meetings and forwards a report to the newsletter editor.
 4. Purser/treasurer - collects, records and distributes funds. Expenditures of more than \$100.00 for non-budgeted items shall be approved by and signed off by at least two other Guild officers.
 5. Log keeper/Newsletter Editor - compiles newsworthy stories, publishes, and distributes a newsletter approximately one week prior to each general meeting. Maintains correspondence with other clubs with similar interests where ever they may be found.
 6. Committee chairpersons - heads committees deemed necessary by the membership. At the writing of this charter these committees are in existence:
 - a. Regatta committee

- b. Pond committee
- c. Charter committee
- d. Nominating committee

The necessity of such committees can diminish or rise, resulting in their establishment or elimination according to the membership needs.

B. TERM OF OFFICE - Officers and committee chairpersons shall serve a term of one year, from the March meeting of one year to the March meeting the next. There will be no restrictions on the number of terms served.

C. ELECTIONS OF OFFICERS - The secretary shall notify members one meeting (January) in advance of the nominating meeting and the Master shall appoint a nominating committee whose task is to assure that there be two nominees for Master (mandatory) and as many other offices as possible. Additional nominations may be made from the floor or by mail at the February meeting. Prior to the election meeting, ballots with the names of the nominees shall be mailed to all paid up members. The election will be held at the March meeting, tabulating carry-in and mail-in ballots. Proxy votes are not permitted. The elected slate of officers will take office that evening.

D. VACATED OFFICE - In the event that the Master is unable to serve, the First Mate shall succeed the office. Un-expired terms of other officers or committee chairs shall be filled by appointment by vote of the membership present at the meeting.

E. STEERING COMMITTEE - The steering committee shall be made up of the above mentioned officers, committee chairpersons, and any other San Diego Ship Modelers Guild member who wishes to attend. The committee shall meet in the half hour immediately prior to each general meeting to discuss the required business and other events pertinent to the club. The secretary shall make a report to the general membership and get their approval for the actions recommended by the committee.

In addition to the half hour general meeting night, steering committee meeting, an extended quarterly meeting should be held the Tuesday prior to the first general meeting of each quarter to set the program agenda for the remainder of the quarter and resolve any subjects not handled during the short meetings. A member may request an emergency meeting of the steering committee for the consideration of urgent matters.

Article IV

MEETINGS AND ORGANIZATION

A. MEETINGS - The general meetings shall be conducted on an informal basis, but should include introductions of guests (who should sign the guest register), a trouble shooting session, presentation of the minutes from the steering committee, etc. The Guild Master shall act as moderator, encourage participation and discourage splinter meetings and other likewise rude behavior.

B. MEETING TIME - The meetings shall be held aboard the 1898 steam ferry BERKELEY at 7:00 P.M. on the second Wednesday of each month. In the event of another event having been booked aboard the BERKELEY, the meeting shall be held on the 1863 Bark STAR OF INDIA.

C. SUBSCRIPTIONS - As part of our original charter with the Maritime Museum Association of San Diego, the Guild shall maintain a membership in the Nautical Research Guild. In addition, priority should be given to maintaining subscriptions to modeling magazines with any funds left from the previous years dues. Magazines should be maintained in the Guild library in the model shop aboard the BERKELEY.

Article V
AMENDMENTS

A. PROCEDURES FOR AMENDING THIS CHARTER - This document may be amended by:

1. Reading of the proposed change at a regular meeting and receiving approval from those members present.
2. Publication of the proposal in the newsletter along with a ballot which must be returned to the secretary before of during the next meeting.
3. A two-thirds majority of the votes cast is required for passage of the amendment.

ACKNOWLEDGEMENT

This document was compiled through the efforts of the following members, as requested by the membership and submitted for approval by the members of this committee

February 18, 1993 (Bob Crawford, Ed White, Doug McFarland, Bob Wright, John Fluck, Dan LePage, Mike Rivera, Bob O'Brien, Bob Cornell, Walter Briese)

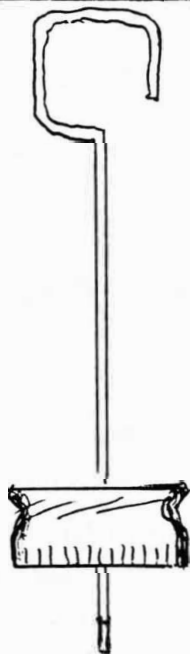
LAST ISSUE

If your dues payment is in arrears, as shown in the Guild roster on pages 12 and 13, this is the last issue of the Newsletter that you will receive. You can prevent this cancellation by sending a \$15 check made out to the San Diego Ship Modelers Guild to Purser Bob McPhail at /redacted/.

SHOP TIP from Bob O'Brien

For mixing jars of Floquil or other types of paint that have hardened for lack of use

1. Bend piece of black wire (1/16") into shape shown to form a type of beater blade.
2. Take spare lid from Floquil jar and drill hole in it size of brass rod. Insert rod. This will become your permanent unit for all mixing.
3. Attach open end of rod into Dremel Minimite cordless drill as you would a drill bit.
4. Insert crooked end into the jar of paint to be mixed. Hold on to jar and turn on drill to Lo speed. After a minute or two, paint should be mixed. You may have to add some thinner if paint is very dry.



Coming Soon to Your Local Ocean: the Sinking Of a Big Destroyer

If during your life you've somehow missed seeing a destroyer sink at sea, your chance is coming up on May 6, two miles off the coast at Mission Beach.

The ship is the 366-foot *Yukon*. Her past included 30 years of service in the Royal Canadian Navy. Her future will be as an artificial reef---a haven for marine life and thus a playground for scuba divers

The project is the brainchild of something called the San Diego Oceans Foundation, which promotes recreational diving. The precedent is similar sinkings off Canada, where hundreds of pleasure craft have followed such ships out to sea and watched the thrilling spectacle.

One such ship, the *Saskatchewan*, has been attracting 15,000 dives a year. Project Yukon Chairman Dick Long, quoted in the Los Angeles Times, says, "One of the favorite places for divers to sit is in the captain's bathtub and take pictures, or on the toilet in the 'Thinker' position." The *Yukon* "is going to be a very jolly experience," says Long, who makes dry suits for divers.

San Diego's DayTripper Tours, which operates sightseeing buses to dozens of destinations, has chartered the 575-passenger *Spirit of San Diego* to take spectators out to "a safe distance" from the site of the *Yukon* sinking on Saturday May 6. The price is \$45. DayTripper can be reached at 619-299-5777 or, in North County, 800-679-8747.

Says the L.A. Times: "The destroyer will be about 34 feet below the surface after it is sunk in 114 feet of water 1.8 miles off the Mission Beach section of San Diego in an area known as Wreck Alley. A kelp cutter, a Coast Guard cutter, a barge and a sport fishing boat are already on the bottom in the vicinity."

Canadian demolition experts, hired for the task, cut door-like holes in the hull so that divers will always have visible escape routes. Past experience in Florida and Texas has shown that these entrances also provide fish with nests for spawning, and divers will be able to admire all manner of marine life in *Yukon* reef.

During her service life, *Yukon* steamed 792,181 nautical miles and visited 30 countries around the world. She will make a noble addition to Wreck Alley.

As the Newsletter goes to press on April 5, an editorial in the San Diego Union Tribune reports that Coastal Commissioner David Allgood was opposing the Commission's approval of the sinking as recommended by its staff. He feared that the ship would become a killing ground for large fish. The editorial called Allgood's assertion "conjecture," and concluded, "Questions about the project have been answered. It's time for the Coastal Commission to approve it."

Kitbashing: A variety of models from the same hull

By Fred Tournier

You can create models of four different Baltimore clippers based on the hull shape in the Model Shipway's kit of the *Dapper Tom*.

To build a scale model of these ships requires some very little modification to the hull. The bow profile is approximately the same with the cutwater and head knee differing slightly. The length of the hull is sometimes 1/4" to 1/2" too long or short, but this can be modified.

Consideration: A fraction of an inch can be easily shaved off or added to. The beam is usually 23'10" to 24', within 1/32" on the model in most cases. The rigs varied from a schooner rig or topsail schooner to a double topsail or even a brig or a three-master schooner in some cases.

These vessels had a beam-to-length ratio from 3.8 to 1 to 4.0 to 1 with raking masts. (approximately 15 to 19 degrees).

The Model Shipways kit has a typical Baltimore clipper hull and is not of a specific ship. The model scales out to approximately 93 feet at 5/32"=1'. I have in my possession several hulls that were damaged in one way or another, which I purchased from the kit manufacturer, so... I came up with the idea of using these hulls to build a collection of different ships. They can be reshaped to the form of several Baltimore Clippers that range in size at approximately 95'.

I found four that fit these dimensions with the correct body shape. The rake of stem and or cutwater is all that is needed to be modified. The deck layout and armament, plus the rig and sail plan make them all have a different appearance.

The four plans from the H.I. Chapelle book, *The Baltimore Clipper*, which fit these hulls are: the *Dominica*, the *Grecian*, the *Musquidobit*, and the *Alban*. The hulls are approximately the same in length (93 to 95 feet) and similar in hull shape. The number of guns and gunports varies from 4 to 16 or more. These four ships also have different rigs and sail plans, so they look very different (*Ed. note: Musquidobit was the name given by the British to the letter-of-marque privateer Lynx after it was captured and taken into the Royal Navy. This is the vessel displayed in the WSMS emblem and after which this newsletter is named.*)

The *Grecian* at 95' is 5/16" longer than the *Dapper Tom* hull. This can have a 5/16" block of wood added. The

This article appeared originally in The Scuttlebutt, newsletter of the Rocky Mountain Shipwrights, and was reprinted with permission in the accompanying version by The Lynx, newsletter of the Washington Ship Model Society. Rocky Mountain Shipwrights kindly extended the same permission to the San Diego Ship Modelers Guild newsletter.

Musquidobit is about 1/4 of an inch longer. The *Dominica* is approximately 1/2" shorter than the *Dapper Tom* hull. One-half inch can be cut out of the mid-section and the hull halves reglued together. The *Alban* and Baltimore Clipper Number 5 from Marestier and others in the 90' to 95' range can also be modeled.

The deck furniture, guns, masts, spars and sail plans, plus the colors and decorations on the hulls, make for an interesting collection of ships. Also, there are plans for some slave ships and merchant ships with the Baltimore clipper hull. It is believed also the clipper ships from the 1860's evolved from these famous hull forms.

These ships usually carried a boat or two amidships or on stem davits.

Colors:

This type of ship was painted in several colors—green, black, yellow, white or blue, with green, red or yellows used on deck furniture, ceilings and gun carriages. The gun carriages could also be oiled or black, the hulls below the water line were usually coppered or, in some instances, payed with a tallow compound.

Armament:

The long heavier guns were often not used. Instead, 6-, 9- or 12-pound carriage guns or the 12-, 18-, or 24-pound carronades were used with a long gun being used on a pivot mount. These 6-, 9-, and 12-pounders were of the short or medium length variety with the weight being saved an important consideration.

The Lynx

Musquidobit



Alias Dapper Tom—4 Baltimore clippers

Name	Length on Deck	Beam	Sail Plan	Guns
<i>Dominica</i>	89'6"	23'1"	2-masted topsail schooner (later 3-masted)	16 ports
<i>Musquidobit</i> (ex-Lynx)	94'7"	24'0"	2-masted topsail schooner	14 ports
<i>Alban</i>	94'4"	24'7"	2-masted topsail schooner	18 ports
<i>Grecian</i>	95'1"	23'10"	2-masted double topsail (later 3-masted)	18 ports
Hull #5 (Marestier)	95'0"	24'0"	2-masted topsail schooner	none

Great Britain, the Star of India's Steam-Powered Contemporary

In his famous Famous Ship series in the Ship Modeler Association newsletter, Don Dressel recently told the story of the astonishingly innovative early steamship Great Britain. The article is of particular interest to San Diegans because the Great Britain is the steam-driven contemporary and counterpart of the sail-driven Star of India.

Both were built in the middle of the 19th century. Both were constructed of iron in a time when wood was customary. Both served in the Britain-Australia passenger trade. Both ended their commercial careers sunk and abandoned. Both were raised and renovated by local groups. And both can now be visited at their respective docks in Bristol and San Diego. Here's Dressel's account, reprinted with his permission.

This is a departure from the normal of this series, in that the ship was primarily a steam ship with sail power used only for auxiliary purposes. However she did at one point in her life become a pure sailing ship and was successful for a period of time.

I am talking about the first true steam-screw propelled ship ever built, the *Great Britain*. She was originally meant to be a sister ship to the wooden paddle-wheeler *Great Western*, launched in 1838 and the first successful steam-driven transatlantic liner. Isambard Brunel, one of history's greatest and most colorful engineers, designed both ships.

While *Great Britain* was being built in the late 1830s, iron plates became available and were used to construct her hull. In addition, improved screw propulsion was developed and Brunel decided to incorporate this feature into this ship as well. Thus, in Bristol in 1844, she was launched as a 3,500-ton, 322-foot-long, 1,500-horsepower screw steamer with a very sophisticated schooner rig for "sail assist."

At this time she was the largest ship ever to be built, and had that distinction for many years. She was the first modern ship, incorporating in her design many entirely new features that resulted in standard ship building practice to this day. The beautiful shape of her hull anticipated the American clippers of the 1840s.

Her history spanned many years. She began by being put into service as a passenger liner on the New York run. She was just beginning to earn her pay on this run when she was run ashore on the Irish coast due to gross navigational error. She was sold by her original owners, the Great Western Steamship Company, refitted, and put into the passenger trade to Australia.

Here she paid off very well, making 32 round-trip voyages along with three voyages to New York and troopship duties during the Crimean War in 1855 and the Indian mutiny in 1857. She was a highly successful ship, both profitable and very popular with her passengers.

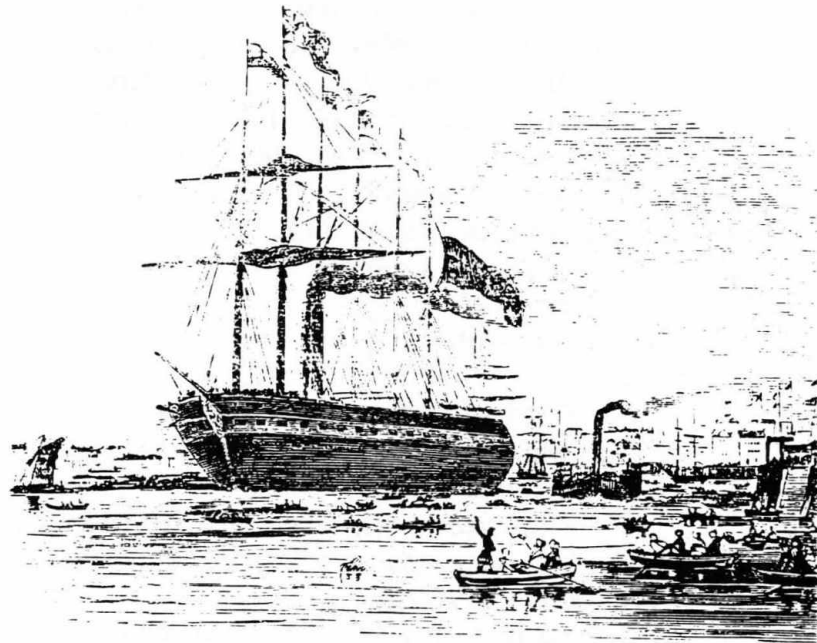
In 1876, the *Great Britain* could no longer compete with more modern compound-engine vessels, and she was changed into a pure sailing ship, her engines being removed from her hull. She went into trade between New South Wales and San Francisco, with coal out and wheat home, rounding Cape Horn twice on each voyage.

On the third voyage she was damaged by storms off the Horn, and put into the Falkland Islands. Here her upper masts were sent down and she became a floating

warehouse for wool and coal. She served in this capacity until 1937, when she was abandoned, partly sunk.

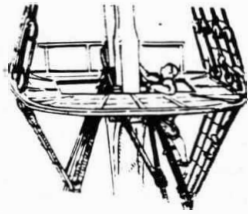
Here she lay until 1967, when Dr. Ewan Corlett started an effort to save her, indicating that this ship was "one of the very few really historic ships still in existence." As a result of his initial efforts, a group was formed that determined that the ship's hull was in condition to be saved. The group, overcoming many obstacles, organized her return to Britain — even to the very dock where she had originally been built in Bristol.

Today, the *Great Britain* is restored, as far as her external appearance is concerned, to be exactly as she was at her launch 156 years ago. She is an astonishing survivor from the early days of the modern world, a monument to the entrepreneurial daring and technological innovation of the greatest days of the Industrial Revolution. She can be seen today at her dock in Bristol.



Great Britain leaving Blackwall
From "Ships and the Sea"

THRU THE LUBBERS HOLE



By Robert Hewitt

PROVIDENCE (EX-KATY)

The curtain had gone up on the naval drama of the Revolution back in 1772, when a group of Rhode Island colonists seized and burned His Majesty's customs schooner *GASPEE*, having first lured her aground in Narragansett Bay. The perpetrators were never brought to justice by the Crown, though not for want of effort. So began a kind of cat-and-mouse relationship between the British patrol vessels and the American shipmasters. Their cargos and activities fell under ever-closer scrutiny as political tensions worsened. With increasing frequency, a reinforced British naval presence disrupted maritime traffic, halting, searching, and sometimes seizing vessels.

In 1774, the same Rhode Islanders who burned *GASPEE* liberated a number of cannons from Fort Island, off Newport, carrying them away aboard the sloop *KATY*, the first American warship of the Revolution. *KATY* belonged to the Providence shipowner John Brown, who had been arrested by a British naval patrol at the same time that two packet boats were seized for carrying flour to rebel groups. Eventually released, Brown armed *KATY* with a battery of four-pound cannons, probably from the supply that were taken from the Fort Island raid.

He gave command to Captain Abraham Whipple, who had led the *GASPEE* raid. Brown arranged to charter *KATY* for \$90 a month to the Rhode Island General Assembly, who in 1775, gave him a charter to protect the trade of the colony.

KATY, armed with weapons and a warrant, went prowling for the two seized packets. One was soon found and the *DIANA* was driven ashore, recaptured by the rebels, and refloated. The British commander at Newport was unable to bring *KATY* to account.

The British frigates were too deep for Narragansett Bay and their shallow vessels were too weak. *KATY*, for most of 1775 hunted the

shallows, sometimes darting out, harassing the British in a variety of ways; ferrying rebel passengers and supplies, protecting the area from British landing parties, while posing a constant threat to the squadron's tenders.

In November, Esek Hopkins was appointed as the navy's first commander in chief, and *KATY* was ordered to Philadelphia to join the rest of the fleet. The fleet consisted of four merchantmen, which had been purchased and were converted to warships. They were the ships *ALFRED*, *COLUMBUS* and the brigs *ANDREW DORIA* and *CABOT*.

KATY joined the fleet and was formally commissioned into the Continental navy, at which time her name was changed to honor her homeport: *PROVIDENCE*. She was given another pair of carriage guns, bringing her armament to twelve-four pounders and the same number of swivel guns. She underwent repairs that cost twenty pounds and twelve shillings.

When Captain Whipple was promoted to *COLUMBUS*, John Paul Jones was offered command of *PROVIDENCE*. Jones turned down the offer and elected to remain as second officer on *ALFRED*. His reason was lack of training in the skills and protocols of naval service. He wanted some on-the-job training.

He was also prudently wary of *PROVIDENCE*. The big colonial sloops were fast and handy, but they also had a reputation for being dangerous and difficult to handle. The single tall mast of *PROVIDENCE* carried a complete set of fore-and-aft sails, staysail jib and an outer jib on an outrageously long jib, boom. She had a huge mainsail on a boom of approximately the same length as the vessel. She carried a topsail sheeted to a gaff, a square topsail, studdingsails, and a huge square course in light weather.

This inventory of sails gave *PROVIDENCE* tremendous versatility. She could be sailed as a square-rigger or a fore-and-aft rigger, or both at once. She sailed well under the merest scrap of canvas in a gale, or ghost in the lightest of airs in a towering cloud of sails.

Constant vigilance was necessary to prevent her being struck by a squall, as a sudden wind

shift could lay her flat. An uncontrolled jibe even in a moderate breeze could prove catastrophic. *PROVIDENCE* carried much larger sails than other vessels of her size. The capacity of eighty men was seldom obtained.

Few clues of *PROVIDENCE'S* appearance survive. One British spy in Philadelphia described her as: "A sloop, all black, long and low, with crane irons over the quarters for oars." No plans or measurements have survived. Probably she measured some seventy feet in length with a twenty-two foot beam. It is believed she was built prior to 1763 in John Brown's shipyard, as a privateer during the French and Indian Wars.

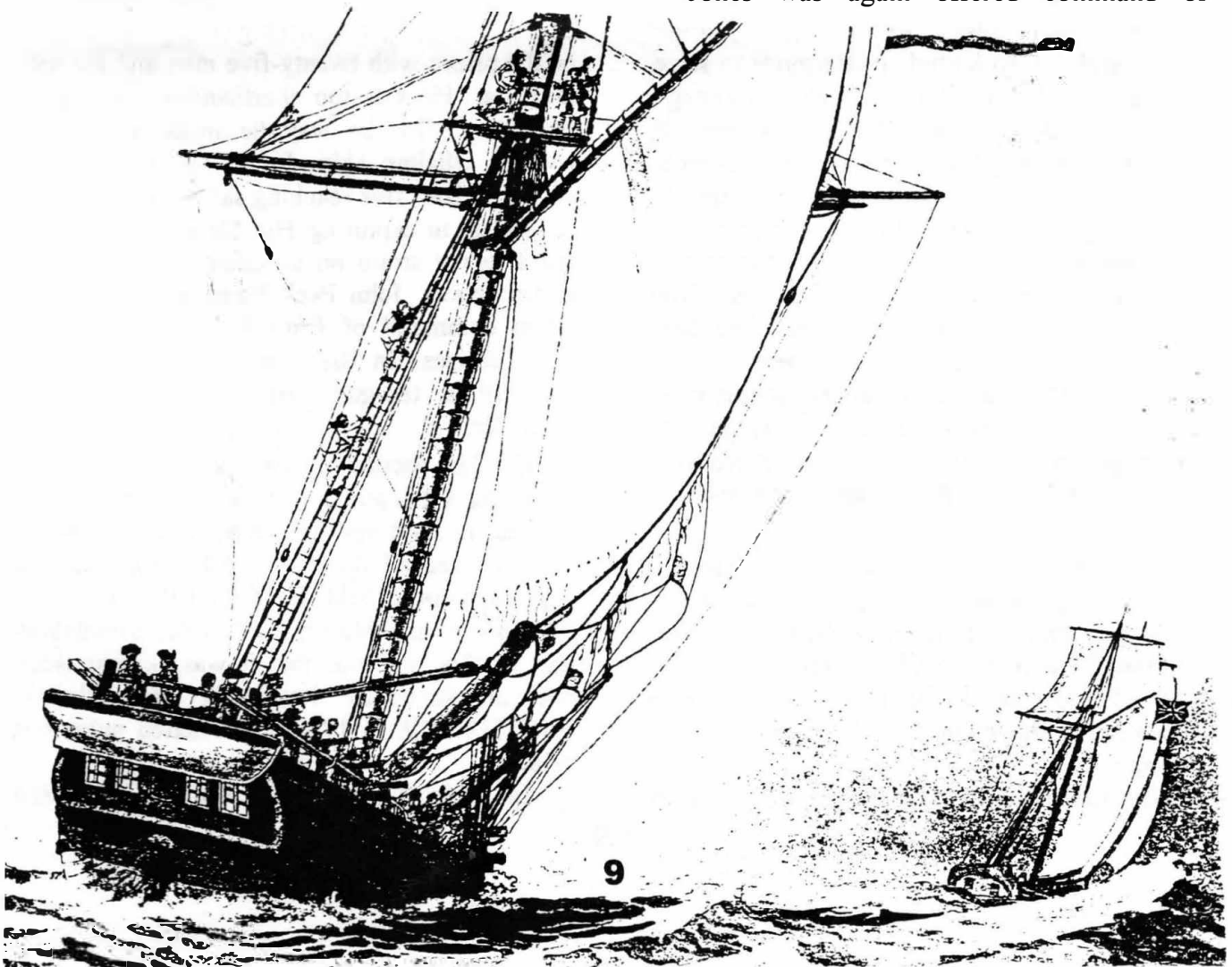
The sloop type had been developed in America over several generations. The original was the "Jamaica" sloop, which came to be known as the "Bermudian" sloop. They were used as fishing boats, whalers, and cargo carriers for coastal or offshore waters, smugglers, slavers, or privateers. They were the preferred craft for the pirates in their heyday.

The British Navy did not formally adopt sloops and cutters until 1760. They were used for a variety of jobs, notably chasing their counterparts.

The first fleet was joined by *FLY*, another small sloop. The entire fleet was frozen in the ice of Chesapeake Bay. After the next thaw, they broke out and headed to Nassau, where they landed Marines and captured ordnance and gunpowder. Heading north, the fleet encountered the light British frigate *GLASGOW*. They engaged without a battle plan and the results were disastrous. Well-aimed broadsides raked *CABOT* and *ALFRED*. The *PROVIDENCE* did not engage and Captain John Hazard was later court marshaled for his inaction.

By the time the rest of the fleet sorted out their disarray, the plucky *GLASGOW* beat a fast retreat. In the action, John Paul Jones learned a lesson in cool professionalism from the British and from his superiors: a lesson in total incompetence.

Jones was again offered command of



PROVIDENCE, with the temporary rank of Captain. This time he accepted command on May 10, 1776. After a brief retrofit, he was assigned to escorting colliers to Philadelphia. The second lieutenant was John Peck Rathbun, who was thoroughly familiar with the quirks and capabilities of the sloop. He and Jones were within a year of thirty and became friends and mentors to one another. Jones later described the crew as being the best he had sailed with. The crew consisted of seventy-three officers and men including twenty-five Marines.

PROVIDENCE carried water and food for a month-and-a-half voyage. Each seaman was allotted a pound of bread and beef or pork daily except Wednesday; when rice, butter, and cheese replaced the meat. Peas, onions, turnips, potatoes, and cheese also were in their diet. A half-pint of vinegar and the same quantity of rum was allowed daily. On deck, for the officers, the longboat was filled with crates of chickens and pigs along with their feed and perhaps a few tethered sheep.

At Philadelphia, on August 6th, Jones received his sailing orders to "proceed immediately to the latitude of Bermuda to seize, take, sink, burn, or destroy enemy shipping". Soon after clearing the Delaware Capes, he captured a whaling brigantine. Heading south he encountered a British convoy which sent the twenty-eight-gun frigate *SOLEBAY* in chase.

There was a strong cross-sea, kicked up by a good wind. Being heavier, *SOLEBAY* was stiffer and steadier in blustery conditions. For once conditions favored the enemy, and *PROVIDENCE* was in a dangerous situation. Jones' only recourse was to exploit the advantage of the for-and-aft sails, prolonging the chase and hoping the frigate would return to the convoy.

SOLEBAY smelled blood, and persisted in the chase, gradually closing the distance that separated them. Hour after hour the chase continued with *SOLEBAY* approaching to leeward. Jones and Rathbun had all day to cook up a surprise maneuver, which called for careful timing.

By 5:30 p.m., *SOLEBAY* had worked up to

within musket shot of *PROVIDENCE'S* lee quarter and had opened fire with its forward gun. Jones immediately ordered his helm put up and all of the square sails including studding sails were broken out in a rehearsed maneuver, sending *PROVIDENCE* shooting downwind directly across the bow of her pursuer. The British captain was stunned to find his prey suddenly under his unprepared leeward guns. By the time he was able to respond, *PROVIDENCE* was out of range, traveling down wind at hull speed.

In September, *PROVIDENCE* took two prizes, then headed north to Nova Scotia. On September 22, Jones navigated to Canso Harbor to take on water and stove wood, and found three fishing schooners. He made a prize of one and burned and sank the other two. He then learned of another fishing fleet on the east side of the bay and sent *PROVIDENCE* among them, capturing nine vessels and three hundred fishermen.

Jones returned three boats to the fishermen, with provisions, and sent them home. On September 25th, a violent gale separated some of the prizes with twenty-five men and his only longboat. He was too shorthanded and headed for home. On the way he made a prize of another whaling ship. In all Jones had taken sixteen prizes, five reaching safe harbor.

Jones, in capturing His Majesty's fisheries, put a heavy strain on an already overextended British Navy. John Peck Rathbun finally was given command of *PROVIDENCE* and made three cruises. In the first, he simultaneously defeated a ten-gun brig and an eight-gun schooner.

On his second cruise, he started out by capturing a ten-gun privateer. Then heading to Nassau, he captured both forts, freed prisoners, and gathered all the stores and gunpowder the two ships could hold. He did all this with only fifty sailors and Marines. The most astonishing part of this raid was that it was accomplished without bloodshed. Rathbun's last cruise in *PROVIDENCE* in 1779 again netted numerous prizes.

In May 1779, under Captain Hoystead

Hacker, *PROVIDENCE* fought her hardest action, a two and one half-hour engagement. She defeated *HM Brig DILLIGENT* with fourteen guns and a crew of ninety-five, a greatly superior vessel.

PROVIDENCE'S luck ran out in August, 1779 when she and nine other craft were trapped in the Penobscot River in Maine by a powerful British force and all the American vessels were burned by their crews.

The San Diego Union Tribune salutes Guild Member Bob Wright, March 20, 2000



San Diego has its own Studs Terkel

I'm from New England, and I like characters," Bob Wright grumbles into the tape recorder.

Wright has a shock of white hair and the air of a working man. For seven years he bunked on the Star of India as its night watchman. How he wound up as San Diego's answer to Studs Terkel, taping a salty cast of characters from burlesque dancers to mayors and tall-ship sailors, is a story best told in Wright's own words; condensed:

I was born in New Hampshire and lived outside of Boston. In '41 my mother brought my sister and me out here. I was about 12. I went to Roosevelt Junior High and worked with my uncle downtown and learned the watch-repair trade. On VJ Day, my uncle sent me down on Broadway to get

a hamburger. I was in front of the Grant Hotel and all of a sudden the whole place erupted.

I wish to hell I was aware then of what I am now. There was so much going on. After the Army, I went to Convair and ended up working 40 years and retired 10 years ago.

During 1960-'61 the newspaper, through (publisher) Jim Copley, was pushing this restoration of the *Star of India*. So I thought I'll go down and volunteer — and I got hooked. Walking down the gangway, you went back 100 years. I got to know the old salts, and I said to myself, "I've got to get these guys on tape." I did my first interview in '67.

In 1968 I was working on the organ as a volunteer at the Fox Theater. I interviewed Edith Steele, the organist, and took the tape to the San Diego Historical Society. That started my career there. I have over 200 in-depth interviews with 143 (archived) at the Historical Society.

I do this because I'm crazy. There's a Jewish word called *chutzpah*. When I worked downtown, I wish I had picked up some more words. My uncle was Jewish. Great bunch of characters in the jewelry business.

I started out doing interviews with an old reel-to-reel recorder and then, when cassettes came in, it was better. I don't ask personal questions, but people seem to tell me things. Maybe I've got a dumb face.

I interviewed this guy who was a survivor of Pearl Harbor. He was a chief, and he started crying.

I did Frank Curran, who used to be mayor. Neat guy. There was a scandal, the taxi business. I think he was an innocent bystander.

The more interviews I do, the more I know, the more I'm able to ask questions. The way it works for me, I go to their home where they're comfortable. The rapport builds up. Some of the interviews, when I leave a person's house, I'm walking this high off the ground.

Now it's really only dawned on me in the last several months that my hobby is collecting people. I've gone to seminars, and oral history people get together and all I hear is, "You can get a grant for \$30,000 to do oral interviews." And I'm saying, "So are you doing these oral interviews for the money or are you interested in the people you're interviewing?" And all I hear is the money. You got me on a soapbox.

I've reached the point, I only do what I want to do. If I can't bond with that person, then I'm not going to do the interview for political reasons.

The Historical Society wants to start up their oral history program again. They had a good one going until a gal called Sally West left. They don't have the volunteers now.

I would be perhaps surprised if they could get another *chutzpah* guy to do what I do.

I FIRST STARTED BUILDING THE L.A. DUNTON, BUT I CHANGED IT TO THE C.A. THAYER, THEN TO THE BERTHA L. DOWNS, THEN TO THE GOVERNOR AMES, THEN THE WYOMING AND FINALLY THE THOMAS W. LARSON. AFTER THAT, I GUESS I JUST GOT CARRIED AWAY...

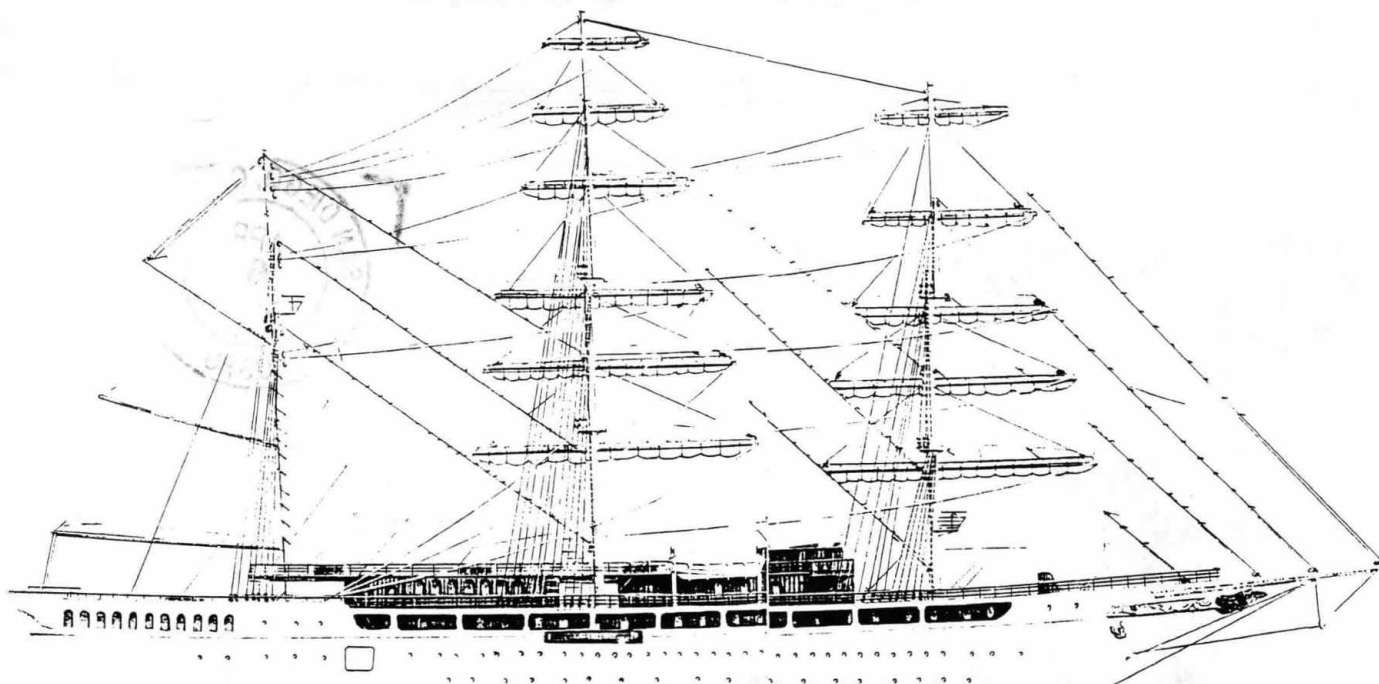


**SAN DIEGO MODELERS GUILD
MEMBERSHIP ROSTER APRIL 1, 2000**

Name	Address	City	ST	Zip	Phone	Renewed
Capt. Al A. Adams			CA			
Ernest J. Andrews			CA			
Capt. Reuben Baker			MA			
Jim Balestreri		San Juan Capistrano	CA	92675		4/13/99
Bunny Benson			CA	92128		
Stefano Bernabei			NJ	08540		9/19/99
Manek Bhappu			AZ	85728		
Donald Bienvenue		San Diego	CA	92124		
Daniel Covey			CA	92103		
Mike Davis		Poway	CA	92064		
John DeFriest		San Diego	CA	92124		3/3/00
Jerry Deschenes				91977		
Jim Dick		Santa Margarita	CA	93453		12/8/99
Robert Eberhart		Grantville	CA	92120		
K C Edwards		San Diego	CA	92117		
Gary A Emery		San Diego	CA	92128		
William Flemming		Beverly	MA	01915		
William Forbis		San Diego	CA	92119		
Fred Fraas		San Diego	CA	92119		
H R Franklin		Coronado	CA	92178		
Albert Grimes						
Robert Hallbach		El Cajon	CA	92020		
James Hammond		Carlsbad	CA	92008		
Helen Hewitt		Buffalo	NY	14225		12/8/99
Garth&Lia Hewitt			NC	28227		
Robert Hewitt		San Diego	CA	92102		
Devin Hughey		San Diego	CA	92111		
Evan Hull		San Diego	CA	92128		
Peter Jaquith				92128		
Bruce Jamieson			CA	91902		
Jackie Jones			CA	92109		
Lewis Johnson			CA	92120		
Achim Von Kapff			CA	91910		
Paul King			CA	92019		
Jack Klein		San Diego	CA	92119		
Frank Lee		St Louis	MO	63116		
Daniel LePage		San Diego	CA	92169		
D Richard Little		San Diego	CA	92123		
William Luther			CA	92056		
John Mathews		Coronado	CA	92118		Life
Phil Mattson		La Jolla	CA	92037		12/8/99
Bruce McCandless		San Diego	CA	92117		6/24/99
John McDermott		El Cajon	CA	92021		3/8/00
Robert McPhail		Bonita	CA	91902		1/1/00
Anne Merrill		San Diego	CA	92117		Life
Hans Merten						2/28/99
Nikki Molenbeek						10/18/99
Calvin Moranville						5/3/99

✓ Matthew Moranville
 ✓ Roy T. Nilson
 Robert E. O'Brien
 Martha R. Ogazon
 Royce Privett
 ✓ Calvin D. Raymond
 Roger Roth
 Brian Rowe
 Nicholas Rugen
 A.J. Sampson
 Chuck Seiler
 David Shelkey
 Mark Smith
 ✓ Richard T. Strange
 Douglas Stratton
 Thomas L. Taylor
 ✓ Henry S. Wenc
 Brad Voigt
 ✓ Edmund F. White
 Bob Wright
 ✓ James Evans

Poway 5/3/99
 Benson 3/15/99
 12/8/99
 12/21/99
 Alpine 12/8/99
 Santee 5/3/99
 Poway 2/7/00
 Carlsbad 12/8/99
 Escondido 1/13/99
 Del Mar 4/26/99
 San Diego 1/13/00
 San Diego 12/8/99
 San Diego 10/18/99
 Escondido 12/8/98
 Poway 6/10/99
 San Diego 2/7/00
 LaJolla 2/5/99
 Chula Vista 2/9/00
 San Diego 2/10/99
 San Diego 2/9/00
 LaMesa 2/10/99



Brand-new and Beautiful This extremely luxurious and gloriously appointed full-rigged ship, the *Sea Cloud II*, built at Astilleros Gondon in Spain, began her cruising career along the coast of South America this spring and will move in the summer to northern Europe. Eighteen thousand smackers will get you on to the Lubeck-Copenhagen trip in July. She's 384 feet overall in length, 53 feet in beam, and the mainmast is 174 feet high.

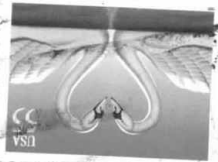
AN UPDATED GUILD ROSTER APPEARS ON PAGES 12-13

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The
Biggest
Baddest
Sloop



/redacted/
Fred Fraas



San Diego Ship Modelers Guild
1306 N. Harbor Drive
San Diego CA 92101



SAN DIEGO SHIP MODELERS GUILD

Officers for 2000

Guild Master	Jacki Jones	/redacted/
First Mate	K.C. Edwards	
Purser	Bob McPhail	
Newsletter Editors	Bill Forbis	
	Fred Fraas	

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.