



San Diego Ship Modelers' Guild

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NEWSLETTER

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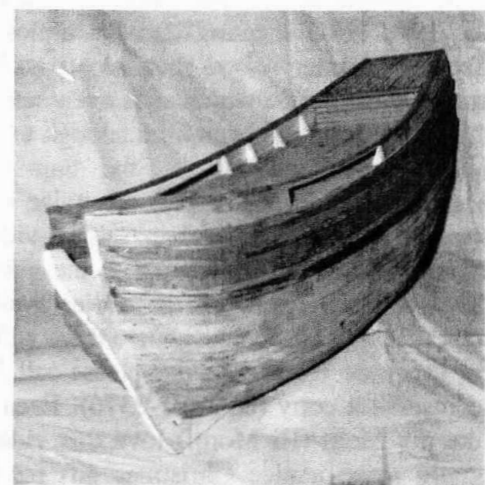
Notes on the October Meeting or A Night at the Movies

Last month's guild meeting took place on a cool evening aboard the Ferryboat *Berkeley* and opened with about 17 members present. The initial discussion focused on the monthly raffle which will commence next month, for one dollar a ticket. **Bob McPhail** mentioned that there will be a Fine Woodworkers' swap meet at Rockler's in the Kearny Mesa area (8199 Clairemont Mesa Blvd.) on November 5th (be sure to get there early). The news in the refreshment department is that **Ernie Andrew's** daughter baked up a batch of delicious cookies which we all enjoyed and **Bob O'Brien** has gallantly offered to be the standby coffee maker in the event that **Jack Klein** is unable to do so.

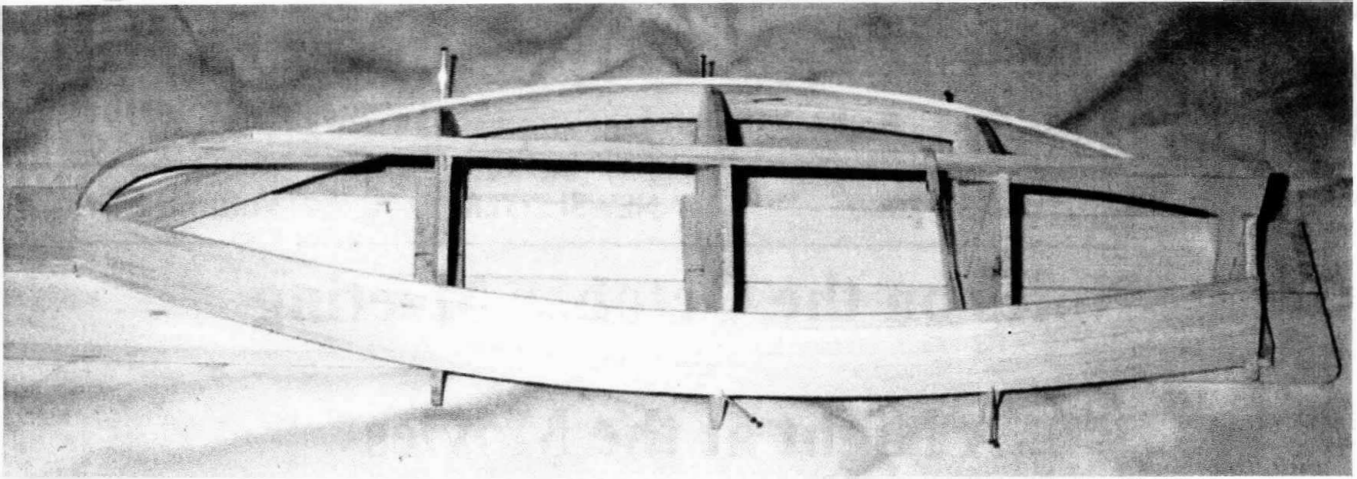
For Show and Tell we had two models in progress (see photos) by **Chari Wessel** and **Lew Johnson**. **Howie Franklin** brought in some Billing's

plans which he purchased at an antique store (from a 1961 kit) for the Danish warship *Lylland*, which had both steam and sail capability. The original vessel was constructed in the 1800's of oak (from the King's forest) and had a propeller which could be retracted up into a well. The real ship is in dry dock somewhere in Denmark. **Howie** needs information on the coloring and other details, (no fittings came with the kit) since he plans on making a model of the *Lylland*. **Ed White** showed off the beautiful synthetic gemstone carved by **Ernie Andrew** which he had mounted into a ring.

Throughout the evening we watched snippets of **John Johnson's** colorful video which was snapped up by half a dozen members for the amazing donation price of only \$10. *J.J.*



One of our newer members, **Chari Wessel** has made marked progress with the planking of her HMS *Beagle*, Charles Darwin's famous research vessel. She chose an ambitious plank on bulkhead kit for her first modeling effort. Chari was appreciative for the encouragement that she has received from the Guild members and just decided to jump in and do that planking--as can be seen in the photo on the right she has also created the deck. The use of different types of wood provides for the contrasts observed.



Lew Johnson has started a new model of the *Whitehall*, a rowboat he is making from a Midwest kit. The picture demonstrates the interesting upside-down procedure for construction which replicates the real-life technique. From the photo one can observe the bulkheads which are actually permanently attached to the baseplate which will be separated from the rowboat after the construction. Eventually the placement of the seats will help the little boat hold its shape.

Thank you John!
Videos are now
available!

John Johnson filmed, narrated, edited and produced an excellent video which showcases the scale models of the San Diego Maritime Museum, the 1998 NRG meeting and the antics of the 8th fleet! John interviewed such greats as Fred Fraas and Gus Augustine which adds even more interest to the video. John has been kind enough to offer the 90 minute video at cost to the San Diego Ship Modelers' Guild so that we can raise donations to support our newsletter habit. The video will be offered for a \$10.00 donation to the guild, which is "such a deal". There will be copies available at the next meeting, but to make sure there will be enough for everyone who wants one please call Jacki Jones to reserve a copy (/redacted/. Even lay people like my Mom (Hi Mom!) love this video and so it would make a nice Christmas gift for family and friends to introduce them to our hobby. Although John is not a modeler himself, he is a docent for the San Diego Maritime Museum and really appreciates the art of scale modeling and the contributions the models make to the museum. J.J.



November						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Off to Bristol to visit the ss *Great Britain* Or off to cyberspace...www.ss-great-britain.com

Mostly by Jacki Jones

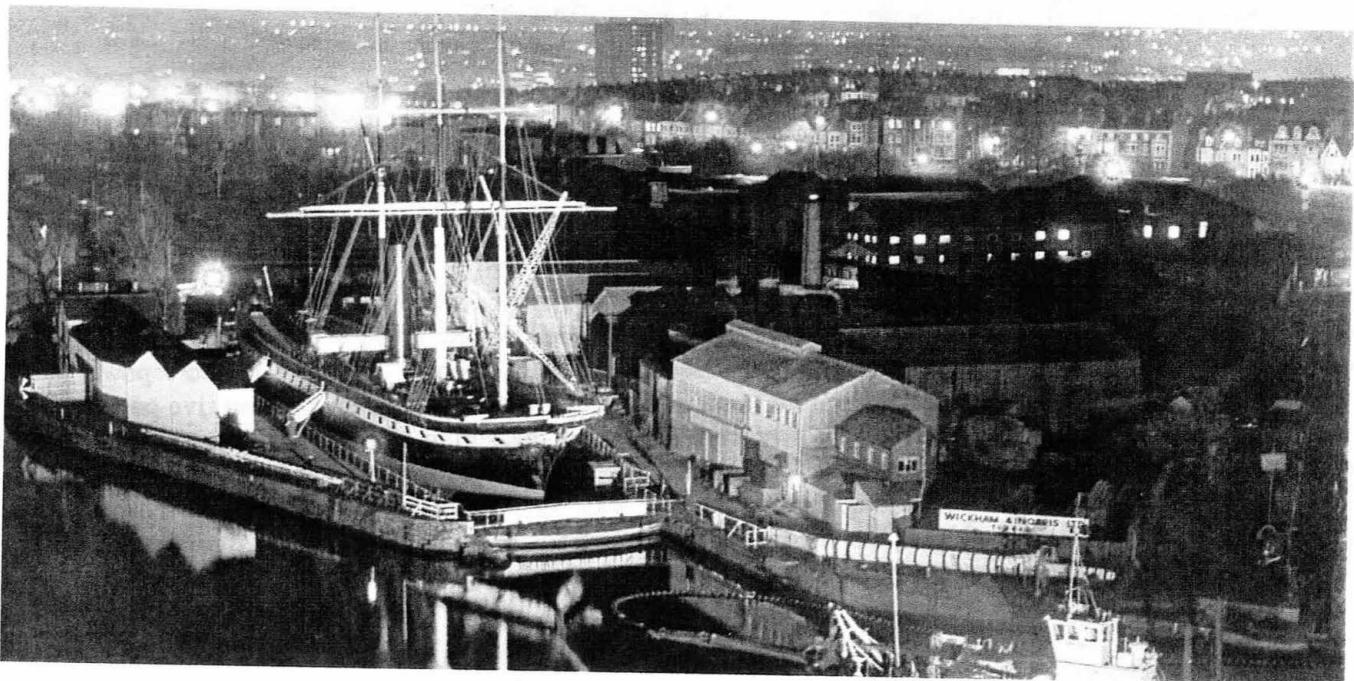
(excerpts in quotes taken from the ss Great Britain guidebook by Nicholas Fogg)

At a recent guild meeting, Gary Emery gave me one of the pamphlets about the ss *Great Britain* which he collected on his recent maritime museum themed trip to the British Isles. Now, this Victorian forerunner to all the great passenger ships is dry docked in Bristol, England at the Great Western Dockyard, which is the same place it was created. I just happened to be in the U.K. in September, and since this was an easy day trip from my in-laws in Swansea, Wales, we hopped into our tiny orange Punto, and motored down to Bristol which is on the Avon River. We discovered that there is a lovely "Maritime Heritage Centre" which explains the significance of this vessel and why it is worthy of preservation. We enjoyed the numerous scale models of the early steamships housed in this charming little museum, as well as one of Brunel's original engines designed for dredging. If you never heard of Isambard Kingdom Brunel, let this condition be immediately corrected! It would seem that his imagination had no limitations, he dug a tunnel under the Thames, created innovative suspension bridges, railroads and oh yes, new steam powered ships!

"In 1836, I.K. Brunel, consulting engineer to

the Great Western Railway persuaded its directors to form the Great Western Steamship Company to build the world's largest ship using the innovative power of steam". Brunel's first steam ship the *Great Western*, was a huge wooden paddle wheeler which amazed everyone by making it across the Atlantic without running out of coal. Eventually, Brunel decided that the use of wood in the construction of the really large vessels was limited and that iron for the hull would be better, especially timely was the invention of compasses which could operate in such an iron hull. In 1845, the ss *Great Britain*, left for her first transatlantic voyage. She completed the trip to New York in 14 days. In addition to the clinker built iron hull, had the first really large propeller (15.5 ft. in diameter weighing 5 tons). There was a "Stern Frame" which was used to lift the propeller out of the water when she operated under sail power only. Interestingly "the stern is the style of a sailing ship. The elaborate design of the windows and the gilded arms of the City of Bristol are imitations of the originals."

"The *Great Britain* was designed as a steamer with auxiliary sail, to save coal in favorable winds. When she was launched her six masts were



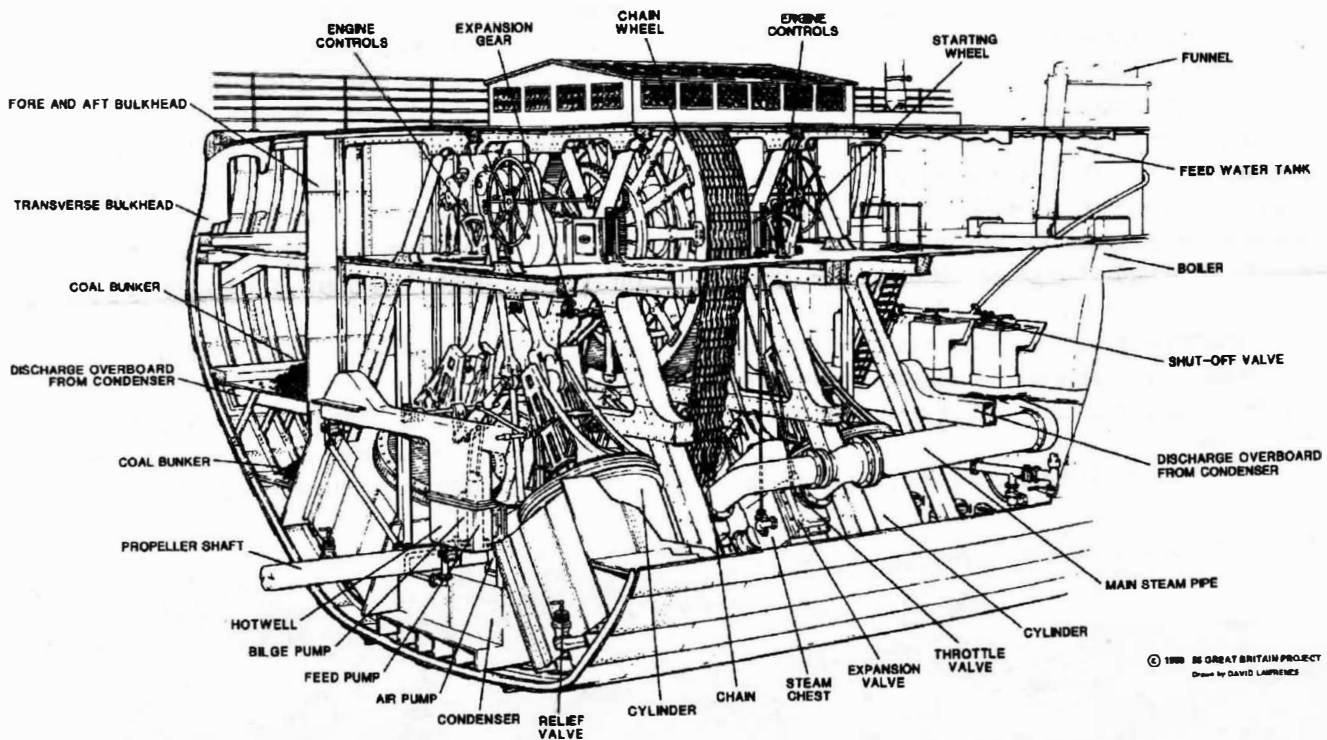
unique. The rigging was made of iron wire rather than the traditional hemp. This stayed taut in all weathers and held the masts at any angle required. The main-mast was the only one made of metal and stepped down to the keel and square-rigged. The other masts carried fore-and-aft sails and were hinged to the deck (see photo!) which allowed them to be moved when the rigging was adjusted. The *Times* compared the ship to a "laundress's yard with the props and wires for hanging out the clothes". The idea was to save labour. As few as 30 men could work the sails."

While the ss *Great Britain* served as a transatlantic steamship it actually transported thousands more people on its voyages to Australia. After decades of various adventures, mishaps and

refittings she became a cargo ship, then a storage facility for wool and coal and then eventually forgotten and abandoned in the Falklands.

Happily, in 1970 philanthropic funds were able to finance the salvaging of the ss *Great Britain* by submersible pontoon and her towing 9000 miles back home to Bristol. As you can imagine, the vessel was in sorry condition however it is notable that when she was removed from the pontoon boat in Avonmouth she was able to float and was then towed up the Avon into the Great Western Dock.

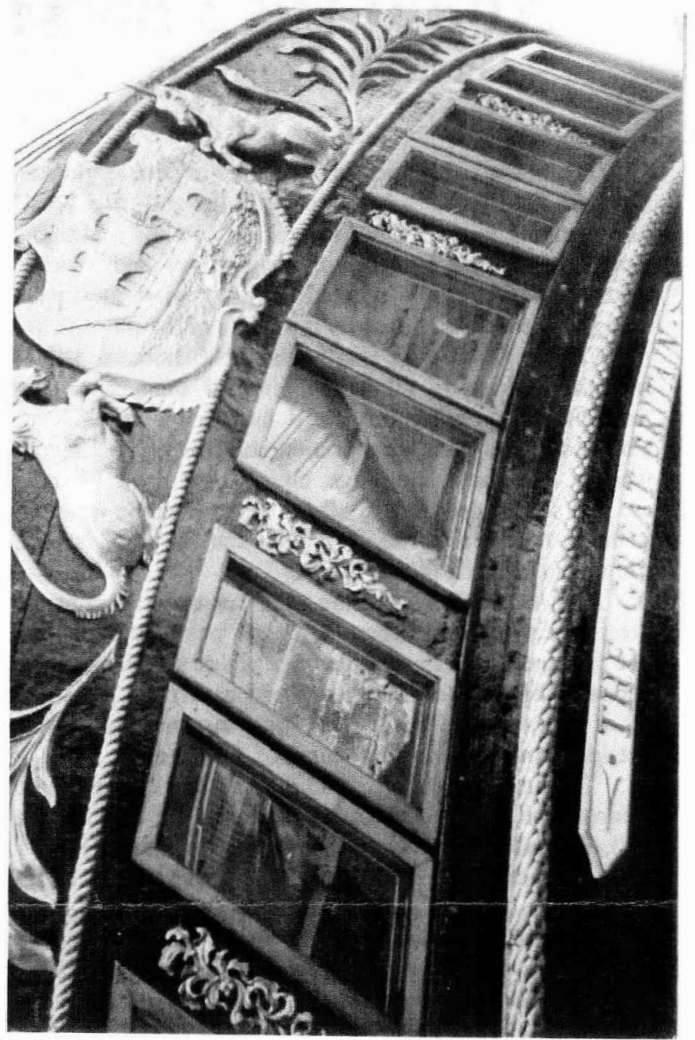
The current priority at the dockyard is the restoration of the vessel (although it will never sail again). We here in San Diego are so fortunate that our *Star of India* is kept in such pristine condition. It turns out that there are only three employees taking



Brunel's original engine was the most powerful in the world at that time. The massive engine is now under reconstruction and is a thrill to behold. It was designed with a windowed skylight above and the strolling passengers on the deck could watch the engine at work (see the drawing). It could develop 1,600 horsepower and consume 70 tons of coal daily. It consisted of four large inclined cylinders using steam at about five pounds per square inch. Four matched chains transferred power from a flywheel measuring 18 ft. 6 in. across to a wheel six feet in diameter on the propeller shaft shown in the diagram. "The huge propeller shaft was regarded with wonder by all who saw it." It was housed in a long narrow chamber which led from the engine. The coal bunkers lay behind strong partitions on both sides of the engine room. The impressive boilers consisted of three similar units side by side, each with eight fire grates. The boiler has now been converted into a conference room!

care of the vessel and no volunteers are permitted. Touring the inside of the hull revealed numerous holes where the daylight clearly showed and you could see huge flakes of rusted metal literally falling off both the inside and outside of the ship. It is said that in 3-5 years there will be less than 50% of the original iron plating left. The staff has been trying to reduce the levels of corrosion and are experimenting with fiberglass lamination to rebuild the hull. In fact the extremely heavy masts and funnel were replaced with ones of lighter material to decrease the stress on the ship.

Visiting the creaky noble ship made for a fascinating afternoon which was thoroughly enjoyed. Naturally, one must pop in for a cup of tea at the little snack shop and relax while watching the graceful swans on the Avon. The final touch of the visit was a roundtrip journey from the museum on the little water taxi delivering workers to their train station in Bristol. You too can take a visit on the web at www.ss-great-britain.com. Bon Voyage!



PRINCIPAL DIMENSIONS AND STATISTICS (when built)

Length (excluding bowsprit): 322 feet

Breadth overall: 50 feet 6 inches

Tonnage 3443 burthen, 1016 net registered

Accommodation

After saloon 110 feet long;

Forward saloon 61 feet long;

After dining saloon 98.5 feet long;

Forward dining saloon 61 feet long.

Capacity 252 passengers with berths,
26 single cabins, 113 two-berth cabins, 120 crew.

Cargo 1200 tons;

Coal bunkers alongside engines and boilers with capacity of 1000-1200 tons.

Cost: (1843) Building facilities at dock: 53,081 pounds, Construction: 117,295 pounds, Widening lock gates: 1,330 pounds.

About the Finer Points of Planking

Bevel edges on the bilges, and on the hollows too. Use scrapers not sandpaper. So says Expert **Jim Roberts**.

OK, now that you've built a couple of double-planked kits, you finally decided to bite the bullet and try a "real" hull planking job. No double planking, just the real thing. You read all the books (including mine) and articles, quizzed everyone who seemed to know what they were doing, and pondered the many mysteries of the art

You've gazed with awe at the tight, lustrous satin-smooth planking of numerous museum models ranging from the 17th century diocyard models to the Crabtree Collection, until you were primed and ready. Finally, you went at it hammer and tongs, taking great pains to spile, cut and shape according to all the authorities. So howcum it doesn't look a whole lot better than if you just cut, trimmed and fit the planks by eye?

As with nearly everything else, the answer lies in the details, many of which come into play "behind the scenes." See that area at the turn of the bilge where the plank seams appear to be wide (and more gapingly cavernous) than on other areas of the hull? That happens because of the outside radius of the convex curve of the bilge.

The inside edges of the adjoining planks are right up against each other, but because of the convex curve of the hull, the outer edges of the straight-sided planks are far apart. This can be cured easily. When preparing planks for an "outside-curved" part of the hull, bevel the edges of each plank slightly inward.

An easy way to do this is to use a hobby knife with a #11 blade as a scraper. Hold the plank up at eye level and draw the knife along the edge at a slight angle, scraping a slight bevel into the edge. You can "eyeball" the necessary amount of bevel. After a while, you'll be able to tell just how much bevel you need and where

Now, what about the opposite condition at places where the hull is concave such as where the run turns up under the counter? In these areas, the outside edges of adjoining planks may be right, but the inside edges will have a gap between them.

This may not seem to be a problem on the face of it; on the contrary, you may think that this condition will help you achieve the nice tight planking job you've been dreaming of. Once you start preparing the hull for finishing, you may be surprised to find that the more you work, the wider those initially tight seams appear to be getting! And, as you take the material off, these seams will become wider as you thin the planks down and the gap between them widens.

Again, the answer here is to bevel the plank edges during preparation and application. Only in "hollow" areas of the hull, cut the bevel in the plank edge toward the outside of the plank instead of the inside. This way the inside and outside edges will be uniformly close together. This simple precaution will mean peace of mind later on.

The next idea to take to heart is that "stealers ain't fun." I know all the books say to use them where you need them because that's the way real shipwrights did it. Well, real shipwrights may have done it that way in England in the mid-19th century, but that is only because there was such a shortage of materials, they had to.

They could not afford to waste anything. In reality, stealers are extremely undesirable. They create many more seams that require caulking, including nib ends, and consequently they are the source of numerous small leaks. Any shipwright worth his salt, with an adequate supply of materials available would plan the run of planking to minimize or eliminate the need for stealers.

This was frequently easily accomplished. All that is necessary is to use 1½-wide, or double-wide planking stock for the garboard and first broad strakes. Cut the planks to normal widths forward and amidships, but at the stern, use the extra width to provide the "reach," or height up the sternpost to make stealers unnecessary. Believe me, you will be thankful later on.

In actual wooden shipbuilding practice, hull planking is "dubbed" once the hull is completely planked. This means that the shipwrights go over the planking surface with dubbing planes and take off the ridges and irregularities where the outer corners of the plank edges meet, particularly around the turn of the bilge.

Remember the trick about beveling the plank edges inward to close the gaps at the turn of the bilge? Well, if you did it correctly, you'll have little ridges at the seams. DO NOT sand them off. Instead, use scrapers to achieve the final hull shape and form.

You can make scrapers from things like scrap metal such as old hacksaw blades, or pieces of broken glass, or get store-bought ones. It is even possible to use a number of other tools, such as chisels, hobby knife blades and razor blades as impromptu scrapers.

For finishing a planking job, though, there is nothing like a real, properly shaped and sharpened steel scraper. Miniature scrapers with both straight and curved (convex

Jim Roberts has been building ship models for 44 years and is one of the country's leading authors on the subject. His works include "Planking the Built-Up Ship Model." Working for Model Shipways he redesigned the kit of the pilot boat *Katy*, wrote the instruction book for the large *Essex*, and conceived and produced the first laser-cut kit, the *Fair American*. Last November he was elected to the Nautical Research Guild's Board of Directors. He lives in Budd Lake, N.J. and edits "The Broadaxe," newsletter of the Ship Model Society of Northern New Jersey. He kindly provided permission to reprint this article.

and concave) edges can be had from several tool suppliers fairly cheaply. Both Lee Valley Tools and The Woodworkers Warehouse offer inexpensive small and "miniature" scraper sets. Lee Valley even offers a spoon scraper to scrape inside curved surfaces.

Scraping is really the greatest secret to a fine planking finish. Regardless of how much sanding you do, no matter how fine the grit, sanding still tears and gouges the surface of the wood. This is why it is nearly impossible to get a crisp clean-looking surface finish simply by sanding alone.

Scraping on the other hand cuts the surface of the wood and seals the grain to boot. Furthermore, there is no dust from scraping, only fine shavings which are much easier to clean, and do not become airborne.

Last but not least is the finish itself. If you're going for the natural wood-tone look, the best finish you can use on the broad expanse of full planking is butcher's wax and elbow grease. The wax will penetrate and seal the wood and help give it a hard surface. Hand rubbing with a soft cloth will bring out a nice sheen. The dark wax also fills in cracks, crevices, seams and joints and makes the job look tighter.

If you don't have the time or inclination to apply hand-rubbed wax, other good finishes to use include Danish Oil, Watco Oil, or even pure tung oil. For a painted finish . . . well, that's another column.

Great Grog!

The following tale is from the history of the oldest commissioned warship in the world, the U.S.S. Constitution. It comes by way of the National Park Service, as printed in "Oceanographic Ships, For and Aft," a periodical from the oceanographer of the U.S. Navy.

On 23 August 1779, the U.S.S. *Constitution* set sail from Boston, loaded with 475 officers and men, 48,600 gallons of water, 74,000 cannon shot, 11,500 pounds of black powder and 79,400 gallons of rum. Her mission: to destroy and harass English shipping. On 6 October, she made Jamaica and took on 826 pounds of flour and 63,300 gallons of rum

Three weeks later, *Constitution* reached the Azores, where she provisioned with 550 pounds of beef and 2,300 gallons of Portuguese wine. On 18 November, she set sail for England where her crew captured and scuttled 12 English merchant vessels and took aboard their rum. By this time, *Constitution* had run out of shot. Nevertheless, she made her way unarmed up the Firth of Clyde for a night raid. Here, her landing party made an amphibious attack on a whiskey distillery, transferred 13,000 gallons aboard and headed for home.

On 20 February 1780, the *Constitution* arrived in Boston with no cannon shot, no food, no powder, no rum and no whiskey. She did, however, still carry her crew of

473 officers and men and 18,000 gallons of unused water.

The math is quite enlightening.

Length of cruise: 181 days;

Water consumption: 5 pints per man per day;

Booze consumption: 1.26 gallons per man per day

(this does not include the unknown quantities of rum captured from the 12 English merchant vessels).

Naval historians say that the reenlistment rate from this cruise was 92%.

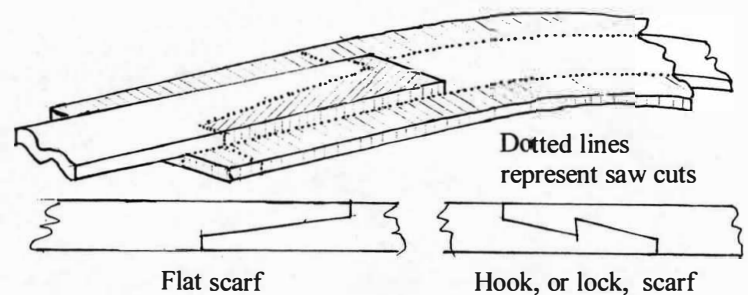
[New Member Dr. Chari Wessel submitted this item to the Newsletter, deeming it "both nautical and amusing." She's certainly right. And by the way, all members are always welcome to contribute.]

A Secret Weapon for Scarf Joints

For rails, waterways, frame parts, stems and stemposts to keels, the scarf is often the strongest joint for the job. Even the ancient Egyptians and Phoenicians knew that. But making a scarf can be tricky. In model making, the best tool for cutting a scarf joint can be your jewelry saw.

The diagram shows how to make a scarf connecting a long, straight run of rail to a curved piece at the bow or stern.

Using double sided carpet tape, fasten the end of the straight section to a blank wide enough to accommodate the curved section. On the top section mark a Z-shaped line as shown in the flat scarf diagram, or a variation of it as in the hook scarf diagram. Put a fine blade in your jewelry saw, and saw across the board sandwich along the



marked line. You'll find that a jewelry saw can effortlessly and invisibly make right-angle turns.

Break the joint apart, scrape away the tape, and dispose of the waste wood from the straight section, shown as crosshatched. Test the joint. Probably it will be perfect, because both pieces have been cut in the same operation, which compensates for any flaws in the sawing. No filing needed.

You might just as well glue the joint at this point, and then mark the curve using a cardboard pattern traced from the model's bulwarks. To saw the curve and get rid of the waste wood shown as crosshatched in the drawing, you'll probably want to switch from the jewelry saw to a band saw.

“Hay Culebra! No Te Muevas!”

Our new yarn-spinner **Capt. Al Adams** jury-rigs a broken-off tiller in a howling gale. Then a pit viper crawls over his bare foot.

Cold, wet and drenched---the seas came over us relentlessly as we slogged, battered down. It was a heartbreaker to have tacked 80 nautical miles out into the Caribbean off the coast of Colombia on a starboard tack, only to return 80 miles on the port tack and find that the seas, the 3-knot current and the constant 50-mile-an-hour winds night and day had allowed us no gain toward our objective, the island of Trinidad.

About seven years ago, my wife and I had transited the Panama Canal, sailed by Cuba to the Cayman Islands to St. Petersburg, cruised through the San Blas Islands off Panama to Cartagena, Colombia. Now it was heavy seas and heavy weather with our destination Trinidad, but that was not to be. We would get there, but not this time.

It seemed unbelievable to be so miserable there in the black of night in the romantic Caribbean Sea with its emerald waters, blue, blue skies and tropical climate, but don't believe it, for it can totally change and it had changed, to indigo black. I had seen it worse, but tonight it had to be dealt with.

The storm jib sheets, the now worn lines to trim and control the jib sail, had to be replaced or we would risk blowing the sail to shreds should they part. There was no choice. We had thousands of miles to go and that jib was vital. With fingers crossed I was waiting for daylight. Would the lines last until dawn?

South America rose out of the sea as the sun came up. Spray and towering sea crests tried to block the view.



Southwind, showing her critical tiller

Sparkling drops intermingled with the solid water that crashed and engulfed us. Thirty miles away was land and it would be great to get in behind a headland, dig our big plow anchor into earth and give *Southwind*, and in turn my wife and me, much needed rest, and yes, some food. Thinking about it, fifteen hours had elapsed since I'd had a can of cold corn soup and a thick slice of sea water in my bread. *Southwind*, a fine sea boat, had been my home now for eight years.

With daylight, it was past time to run off with these battering seas, lower the storm jib, reeve new sheets, raise the sail and get back on course for, hopefully, Santa Marta, Colombia.

I stomped on the deck and called above the gale for my wife. The hatch slid back just in time for her face to receive an unromantic, plus or minus five gallons of emerald Caribbean salt water. She gasped and strangled and slammed the hatch closed. It reopened shortly and revealed her new ensemble—oil skins, so'wester hat, Turkish towel around her neck and a wet coiffure hanging down from under her hat.

She was used to this, but . . . I explained that if she would take the helm and steer a broad reach off on a course of 320°, *but don't let her jibe*, I would secure new sheets on the storm jib. It was a wild and drenching chore, but successful. Let's get on with the story.

A rogue wave caught our big outboard rudder as my wife was steering with the tiller, nearly shoving her overboard. She was thrown to the deck as the tiller passed violently over her body and struck the upright stainless steel bar of the rugged boom gallows that supported the main boom when the mainsail was lowered. The massive tiller snapped at the rudder head and flew overboard.

Needless to say, now without steerage, I helped my wife to go below decks and scrambled to get the sails down before they jibed all standing, before the sails were shredded and we were inundated by those huge seas—or all of the above. It would be nicer to be home in bed, but I had work to do on this bucking, rolling sea horse.

It was now past time to go to work. We had lost the tiller; now it was try to save the rudder before it snapped off at the pintles and gudgeons that held it to the hull. It was slamming violently in the huge wave action. *We needed that rudder.*

The tiller had broken off leaving the hardwood butt end solid in the rudder head. It was precarious, but I had to dismantle the boom gallows and stow it below decks so as to get one of the six-foot steel uprights to install in the rudder head as a jury tiller. We could then steer the boat out of this romantic scene over the 30 miles into Santa Marta. There I might find a timber and fashion another tiller to get us another 6,000 miles.

Sails down and furled, *Southwind* rolled in the troughs and rose to some of the breaking crests, sharing the solid water as it rolled over her, and us.

From the tool chest I selected two sizes of chisels and a mallet. I attacked the violently swinging rudder, a moving target as I tried the chisel through the end grain of

white oak for 15 inches. Five hours later, with my hands badly bruised, we had a stainless steel tiller that controlled the rudder on this wave-pounded sea horse.

Sails up, a new course plotted, we were driving over the bounding main for South America. Three months had passed since departing San Pedro, California.

Santa Marta is a miniature Acapulco in natural shape, but that's the only likeness. It was quiet, pristine and nearly unpopulated, a wonderful setting to sail into. No harbor officials—just sail in, choose your private cove and drop the anchor. This was a pleasure Captain Cook and Columbus must have enjoyed. No fees, no search, customs or immigration check.

I chose a secluded bit of natural beauty and laid the anchor one chain link at a time on the clear, clean bottom. The sea in this harbor was glassy smooth—such a change. We slept.

The dawn came, the dingy was launched. I saw no



Adams at the wheel

Captain Al Adams, a member of the Guild since earlier this year, has spent 56 years of his life on sailing yachts, eight of his own and seven that he delivered, as sailing master, to others. Total mileage: 310,000. It's been an exotic life. Perhaps the best way to convey it is to list many—but by no means all—of the places he's seen: Bermuda Triangle, Acapulco, Tonga, Aegean Sea, Adriatic Sea, Hawaii (eight times) Cape Horn, West Indies, New Hebrides, Cyclades Islands, Japan, Philippines. He even managed to go sailing in Lake Titicaca in the Andes and paddle a canoe down the Sepik River in New Guinea. He now lives in Vista, and promises to submit more yarns from time to time.

sign of life so I walked into the rocks and heavy growth. A very ramshackle dwelling with a surprised Spanish-speaking Colombian lady, who no doubt wondered at this crazy American intruder, answered my knock. She soon understood my vocabulary. From her vantage point she then looked through the trees to see the anchored boat and her demeanor became relaxed. I judged her to be about thirty years of age.

My request: "Is there a place where my wife and I could wash some clothes and bathe?"

"Si, no problema." She had a tank of fresh rainwater with an out-in-nature shower near her abode. I told her I would pay her. "No es necesario, enjoy."

Her name was Elena. She was so pleasant, so typical of the Colombians and Venezuelans we met

After our nature shower sojourn, she invited us to fresh-roasted hot Colombia coffee from the beans she had picked up on the mountain. Great coffee!

We then took her out to *Southwind*. We had dinner, a new experience for her on a sailboat.

My problem was that I needed a well-seasoned hardwood timber from which I could fashion a new tiller for the yacht. She said, in her interesting native way, "I have an elderly friend about three miles inland who may have what you need. I will take you there."

I put on my sandals and off we went. This was one of the wonders of this great world. We walked the distance to his little adobe storage structure in the thick growth, so remote. She pushed the door open and there under years of cobwebs was a low stack of timbers. I selected one six inches wide, fifteen inches thick and seven feet long—unbelievable, and of a dense hardwood.

I must now find the old man who owned it. We closed the door and Elena led the way to his very old shack made of whatever could be found. He was not in. Elena said he will come. We can wait. Two rickety chairs, a tired old table and a bed were there, all hand hewn, those were the furnishings.

It was interesting but what caught my eye were the places in the walls just above the dirt floor where openings of poorly fit wood let light in. This had a bearing on the title of my story.

It was late afternoon as Elena and I sat across from each other, perhaps six feet apart, me still trying my Spanish.

All of a sudden her expression turned ghastly as she looked down to the floor to my right. Elena froze, terror in her voice as she said with determined speed, "Hay culebra! No te muevas!"

I knew that culebra meant snake, but muevas (*don't move*) was new to me. Without knowing the word's meaning, I froze as one of the deadliest of tropical vipers moved across the exposed skin of the top of my sandaled foot.

I will always remember that snake's spear head and the pattern on that brown and grayish skin as its weight slinked and slivered over my most vulnerable unshod lower extremity. I knew that this was the dreaded pit viper

fer-de-lance, highly venomous.

Like the copperhead and the rattlesnake it has a small pit below each eye that is believed to aid it in its awareness of the temperature of the prey it apprehends, a sensory aid. These facial pits define them as pit vipers and aid the snake in detecting the presence of warm-blooded prey, thus helping them to direct their strikes. In that warm tropical scene in Colombia, I knew I didn't have cold feet. What a long moment that was

The old man, owner of the much needed timber, arrived just as the snake exited across the room through a hole in the wall just its size. I reached down and felt my foot; it was hot. The old man and I shook hands. Elena explained the visit and my need. The timber was mine for three dollars American and he delivered it on board his donkey. Great people.

I swung the adze the next day and a tiller was born. We sailed on!

Good News For Modelers Of Military Ships

Fred Fraas was so eager to receive the new magazine "Model Ship Journal" (from Photomarine Archives, P.O. Box 28516, Bellingham WA 98228-0516) that after getting issue No. 1 he special-ordered pre-publication issue No. 0. Though the magazine prints lovely pictures (*see page 12*), what caught Fred's attention first was advertising for model kits and parts.

That's because the ads amount to news about kits and parts. For example: resin kits have overtaken plastic injection kits in variety and price, for reasons given in the article on the opposite page. The article came from the catalog of Pacific Front Hobbies, a Model Ship Journal advertiser (P.O. Box 2098, Roseburg OR 97470-2098). On the same page and on page 13 you'll see dozens of kits and their prices, on the 1/350 scale and the 1/700.

Another couple of pages, 14 and 15, list a dazzling assortment of photo-etched sets of parts for an even larger number of ships. The catalog and the parts can be ordered from Loren Perry's Gold Medal Models, 1412 Fisherman Bay Road, Lopez WA 98261.

Any questions? Fred will be on hand at the Nov. 8 meeting, with the answers and with catalogs and copies of Model Ship Journal.

SHIP KITS and ACCESSORIES- RESIN

Resin kits have revolutionized the static scale kit market. Many important new subjects that have never been available before, in scales from 1/72 to 1/700, are now being offered by many domestic and foreign manufacturers. This is because the tooling and investment costs of a resin model are far lower than a comparable plastic injection kit. Whereas injection mold cost and other developmental costs for a single plastic kit can be in the tens or even hundreds of thousands of dollars, the tooling for a resin kit, which generally consists of a master pattern and silicon rubber molds, usually is only in the hundreds of dollars. Resin kits, unfortunately, are generally short-run and limited production, unlike injection plastic kits which can be re-released many times over many years. Their high cost is due to the fact that they are labor-intensive to produce, and RTV mold components and high quality urethane resins have become increasingly expensive. If you see an unusual resin kit subject offered that you really want, it is a good idea to buy it while it is available. It will not likely ever be offered as an injection molded kit.

Most of the recent offerings are of very high quality, and it is not uncommon for the detail level of most of these kits to match or exceed that of the best injection molded kits. This is due not only to the skill level of the pattern builders, who for the most part are master craftsmen, but also to the fact that the molding technology allows a greater level of fine detail. This technology also enables resin kits to be made in such a way as to allow much more completely molded models with fewer parts than a comparable injection molded kit. There is a trend now to mold more subassemblies together, so that a model will have, for instance, the stack(s) and major superstructure parts molded integrally with the hull, with no loss in detail. This trend has been welcomed by many builders as it allows quicker building time, especially important in an era of busy schedules. More time can then be allotted to final detailing and finishing.

Resin kits have become easier to build in recent years with better engineering on the part of the kit designers. The best kits are no more difficult to build than a good injection kit, and sometimes easier, as they often have fewer parts. The most challenging part of building a resin kit usually is in attaching delicate photoetched parts, but of course this is just as difficult on an injection molded kit, and it is not necessarily imperative to use photoetched parts. Some builders prefer to not use them at all, especially on smaller scales such as 1/700. Some of the older technology resin kits may present some problems in fit and assembly, as some of their parts may be more flashed, or designed in such a way that they require trimming and sanding to ready them for assembly. It is recommended that instant (CA) cements be used for resin kit assembly. It is vitally important to thoroughly clean all parts in alcohol or lacquer thinner (for a short time only) and hot, soapy water before assembling and painting.

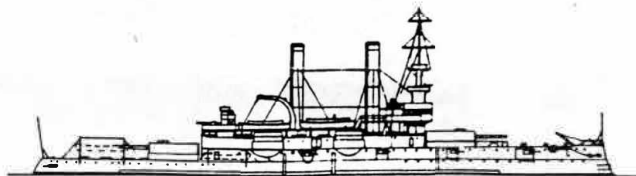
If you have any questions regarding resin ship model kits, please do not hesitate to call or fax us, and we will be happy to help you. All kits are subject to availability and to temporary or permanent discontinuation at any time. (wl=waterline; fh= full hull) *Please call for availability or list alternates*

1/192 SCALE (1/16" = 1 Foot) SCALE - CLASSIC WARSHIPS - Resin Kit w/ photoetch

Number	Name	Price
CW-040	USN DD Sims (1942)	195.00

1/192 SCALE 1/16" = 1 Foot) - TOM'S MODELWORKS - Resin Kits

Number	Name	Price
TM9201	SSBN Thomas Jefferson	60.00
TM9202	SSBN George Washington	60.00

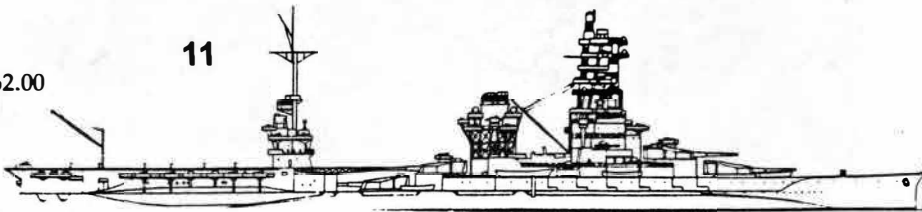


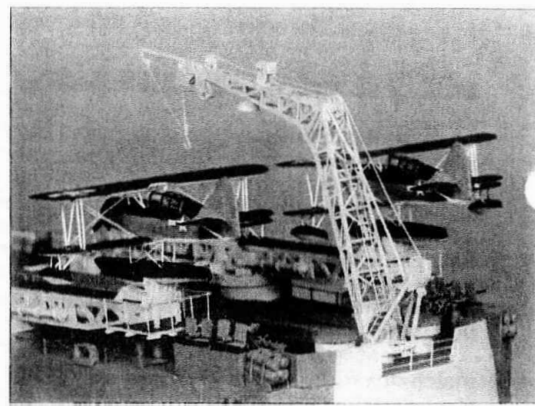
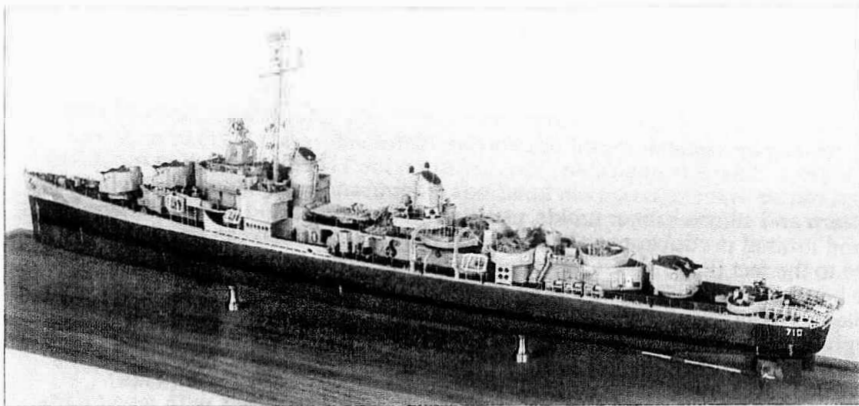
1/350 SCALE - MB MODELS / BLUEWATER NAVY -

Number	Name	Price	Number	Name	Price
MB-034	USN Sub Bass (SS-164)	52.00	MB-030	USN DD Stevens (Fletcher Class w/ Catapult)	92.00
MB-038	USN SSBN Daniel Webster	54.00	MB-003	USN DD Gearing	98.00
MB-059	USN Aircraft - SBDs, TBFs, F6Fs	32.00	MB-041	USN SS (N) Seawolf	67.00
MB-037	USN SSN Skipjack	39.00	MB-043	USN CA Louisville ('42)	172.00
MB-046	USN CA Northampton	172.00	MB-044	USN DDG John McCain (Arleigh Burke class)	155.00
MB-019	USN CA Houston (1942)	172.00	MB-040	USN Sub Thresher	49.00
MB-036	USN Sub Gato/Balao Class	54.00	MB-029	USN CL (AA) Atlanta	172.00
MB-017	USN 'S' Boat, S-26 (1938)	35.00	MB-	USN CL (AA) Juneau	172.00
MB-018	USN SSBN 641 Simon Bolivar	54.00	MB-048	USN DD Aaron Ward (Livermore cl.)	98.00
MB-020	USN SSN Dallas	49.00	MB-047	Russian Sub Kilo Class	45.00
MB-021	Soviet/ CIS Alfa Class Sub	34.00	MB-046	Russian Sub Victor III Class	49.00
MB-022	Soviet/ CIS Sierra Class Sub	49.00	MB-049	USN DD Farenholt (Benson cl.)	98.00
MB-025	USN SSN Sturgeon	49.00	MB-	USN CV Yorktown (CV-5) 1942	775.00
MB-026	Soviet/ CIS Akula Class Sub	55.00	MB	USN DD Gwin (Benson cl.) 1943	98.00
MB-063	German Sub U.35 (WW 1)	35.00	MB-023	USN CVE Gambier Bay	225.00
MB-024	USN CV Hornet CV-8	750.00	MB-057	Arleigh Burke Flight II Config.	159.00
MB-004	USN FF (G) S.B. Roberts (Perry cl.)	98.00	MB-	US Navy BB West Virginia (1941)	315.00
MB-	USN CL (AA) Oakland	175.00	MB-	US Navy Battleship South Dakota	375.00
MB-	IJN Destroyer Akizuki	105.00	MB-	IJN Heavy Cruiser Furutaka (1941)	185.00
MB-	IJN Destroyer Kagero (1942)	98.00			
MB-	USN Battleship Massachusetts	375.00			
MB-	USN DD D.J. Buckley (Gearing radar picket 1945-60s w/ options)	110.00			

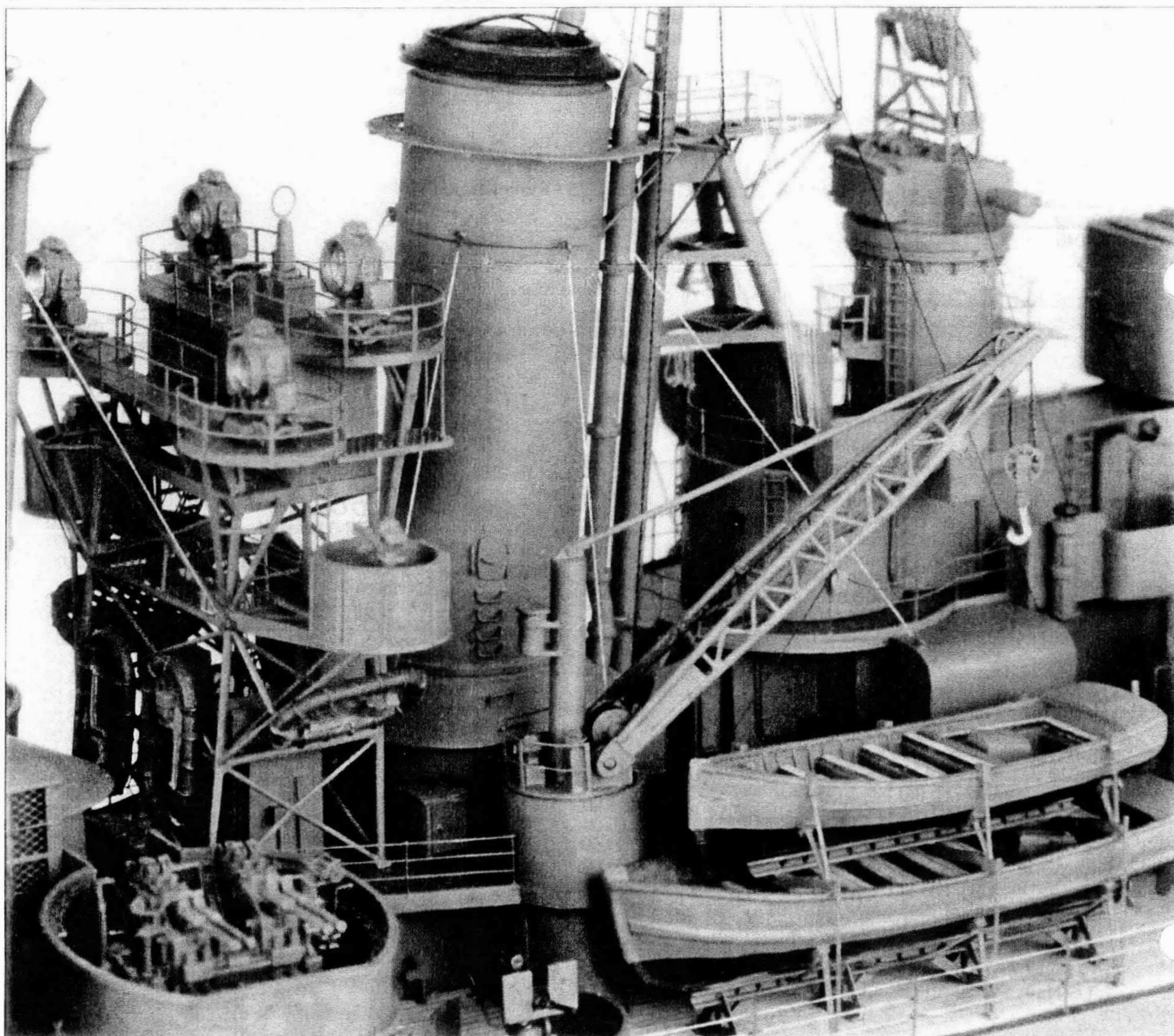
1/72 SCALE - COMMANDER MODELS

- 1. US Navy Submarine HOLLAND (1901).....62.00





Above: USS GEARING (DD-710), 1945. Upper Right: Detail of stern, USS St. LOUIS (CL-49), 1944. This model understandably won the Gold Medal for semi-scratchbuilt ships and the Newport News Shipbuilding Award at the 2000 Mariner's Museum exhibition. Below: USS HELENA (CL-50), 1943 Detail of amidships superstructure, port side. All models by Don Preul at 1/192 scale. Photos by Dick Bond.



1/350 SCALE - NAUTILUS MODELS - 1/350 Resin Kits w/Photoetch

1. US Navy Submarine USS Nautilus SS-168 (WW 2, Makin Island Raid)55.00

1/350 SCALE - TOM'S MODELWORKS - Resin Kits w/photoetch

Number	Name	Price	Number	Name	Price
TM301	USS Arizona (new tooling)	225.00	TM305	US Navy BB West Virginia (1941)	225.00
TM303	US Navy Sub Gato Class	44.00	TM306	Same as above, but waterline	200.00
TM302	USN Balao/Guppy w/ alt. Parts	48.00	TM35021	Destroyer HMS Campbeltown (WW2)	50.00
TM304	USN Sub Balao Class WW 2	44.00		(ex-USN 4-Stacker)	

1/350 SCALE - SEAWOLF/TORPEDO/COMBAT-SUB Series Models - Submarine Kits from Japan- Resin with white metal detail parts. Combat Sub kits are adding decals and superseding the older Seawolf/Torpedo Models Kits.

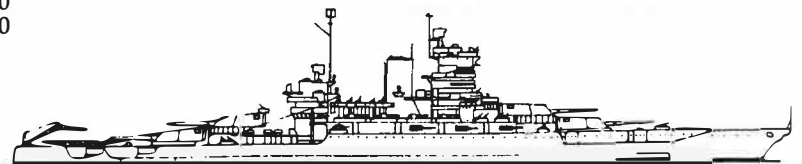
Number	Name	Price	Number	Name	Price
WF-02	Royal Navy Type T	o/p	WF-15	Italian Nazario Sauro & Swedish Vastergotland (Modern)	45.00
WF-03	Soviet/CIS Whiskey-Longbin	o/p	WF-16	German Type XXIII and 206A Subs	45.00
WF-05	Royal Navy Type M w/ 12"gun (WW 1)	o/p	WF-17	British Sub X-1 (1930s)	48.00
CS02	IJN I-400 class w/ Seiran floatplane	89.00	WF-18	French Sub Surcouf (1939)	62.00
CS03	JMSDF Sub Asashio	52.00	CS07	SSGN Halibut w/ Regulus	67.00
WF-09	Russian Golf II	48.00	WF-20	British 'O' (Odin) Class (WW2)	48.00
WF-10	Royal Navy Type K (1930s)	48.00	WF-21	Russian Sub Juliette Class	62.00
WF-11	USN Sub Grayback w/ Regulus	48.00	CS05	JMSDF Sub Oyashio	58.00
CS01	IJN Sub I-1	59.00			
CS06	USN SS (N)-571 Nautilus	59.00	CS08	USN SSBN George Washington	82.00
CS04	JMSDF Sub Yushio	52.00			

1/350 SCALE - CLASSIC WARSHIPS - Resin Kits w/ Photoetch; 1/350 Accessories WL=Waterline FH=Full-Hull

Number	Name	Price	Number	Name	Price
CW021	IJN DD Kagero (1942)	\$105.00	CW025	USN CA Indianapolis (1945)	190.00
CW067	US Navy Destroyer Benham ('42)	105.00	CW068	US Navy CA San Francisco ('42)	190.00
CW023	USN DD Sims (1942)	105.00	CW038	IJN DD Yukikaze (Kagero class, 1945)	105.00
CW066	US Navy Destroyer Bagley ('42)	105.00	CW060	US Navy BB North Carolina (1942)	295.00
CW050	USN CA Quincy (1942)	190.00	CW069	US Navy CA New Orleans ('42)	190.00
CW047	IJN Battleship Kirishima (full-hull)	290.00	CW071	US Navy Heavy Cruiser Salem ('58)	250.00
CW064	US Navy Destroyer Gridley ('42)	105.00	CW073	US Navy Large Cruiser Alaska (WL)	315.00
CW055	Conversion Kit-Missouri to Early Iowa	25.00	CW074	Lower Hull Kit for Alaska	35.00
CW077	USN 4-Stack Destroyer Ward (1941, FH)	105.00	CW075	USN Battleship California (1941)(WL)	225.00
CW078	USN Battleship Tennessee (1941)	260.00	CW076	Lower Hull Kit for BB California	25.00
CW079	USN Light Cruiser Helena (1942)	190.00	CW080	USN Light Cruiser Brooklyn (1942)	190.00
CWD002	Decal Set For WW1 German Naval/Merchant 6.00				

1/700 SCALE - CLASSIC WARSHIPS - Resin Warships and Accessories

Number	Name	Price	Number	Name	Price
CW055	German DD Z.1-Z.4 class	35.00	CW029		
CW005	USN CA Pensacola (1939)	55.00	CW030		
CW054	USN CA Portland (1942)	60.00	CW059	US Navy Lt. Cruiser St. Louis (1942)	60.00
CW007	USN CB Alaska (1945)	75.00	CW049	USN CL Helena (1943)	60.00
CW008	USN DE/APD	o/p	CW033	USN BB Arizona (1941)	65.00
CW009	USN BB Oregon (1898)	45.00	CW034	USN BB Pennsylvania (1942)	70.00
CW012	Royal Navy BB Agincourt (WW 1)	65.00	CW036	USN BB Tennessee (1944)	75.00
CW013	SMS BC Von der Tann	65.00	CW035	USN BB West Virginia (1944)	75.00
CW014	SMS BC Goeben	65.00	CW037	Royal Navy CL Achilles (1939)	50.00
CW015	SMS BC Moltke	65.00	CW039	USN CA Salt Lake City (1943)	55.00
CW016	SMS BC Seydlitz	65.00	CW044	USN BB Idaho (1945)	70.00
CW057	German Light Cruiser Emden (1914)	39.00	CW045	USN BB Mississippi (1941)	70.00
CW062	German Light Cruiser Nurnberg(1915)	39.00	CW043	USN BB New Mexico (1944)	70.00
CW063	German Lt. Cruiser Konigsberg	39.00	CW060	USN Heavy Cruiser Wichita	68.00
CW042	Royal Navy BC Lion (1918)	65.00	CWD002	USN Light AA Weapons Photoetch	3.00
CW070	US Navy CA San Francisco (1944)	60.00		(Twin and Single 20mms, .50 Cals.)	
CW027	USN 4-Stack DD Ward w/ IJN Midget Sub	39.00			
	And Photoetch				
CW010	Italian Navy CA Zara	55.00			
CW011	Italian Navy CA Pola	55.00			



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700-1	NAVAL SHIP	\$12.00		
700-2	MERCHANT SHIP	\$12.00		
700-3	WW2 USN BATTLESHIP	\$12.00		
700-4	YAMATO / MUSASHI	\$12.00		
700-5	WW2 GERMAN WARSHIP	\$12.00		
700-6	KING GEORGE V / PRINCE OF WALES	\$12.00		
700-7	WORLD WAR TWO USN AIRCRAFT CARRIER	\$12.00		
700-8	WW2 USN CRUISER / DESTROYER (Equips two models - one of each)	\$12.00		
700-9	MODERN SOVIET WARSHIP	\$12.00		
700-10	MODERN USN / JMSDF WARSHIP	\$12.00		
720-11	USN SUPERCARRIER	\$18.00		
700-12	IJN BATTLESHIP	\$12.00		
700-13	IJN CRUISER / DESTROYER	\$12.00		
700-14	IJN AIRCRAFT CARRIER	\$12.00		
700-15	MODERN BRITISH WARSHIP	\$12.00		
700-16	BRITISH AIRCRAFT CARRIER (WW2 & POSTWAR)	\$12.00		
700-17	NAVAL FIGURES (set of 100)	\$ 5.00		
700-18	WW2 CARRIER AIRCRAFT PARTS (Equips 124 IJN & USN aircraft)	\$ 6.00		
700-19	EXTRA LADDERS AND ACCOMMODATION LADDERS	\$ 5.00		
700-20	ANCHORS AND CHAINS (72 anchors, six styles, four each in three sizes)	\$ 5.00		
700-21	20mm CANNONS (set of 60 with armor shields)	\$ 5.00		
700-22	WATERTIGHT DOORS (186 doors, hatches, life rings, & fire hose racks)	\$ 5.00		
700-23	GOLD PLUS ULTRA-FINE RAILING	\$15.00		
700-24	WW2 USN ESCORT & LIGHT CARRIERS (Equips both models)	\$12.00		
700-25	GOLD PLUS I.J.N. ULTRA-FINE RAILING	\$15.00		
700-26	MODERN USN LHA TARAWA/SAIPAN	\$18.00		
700-27	IJN AUXILIARY SHIP (Equips two models)	\$18.00		
700-28	ASSORTED CABLE REELS (USN, IJN, RN, KM)	\$ 5.00		
1/600 AND SIMILAR SCALES				
600-1	NAVAL SHIP	\$15.00		
600-2	MERCHANT SHIP	\$15.00		
600-3	KING GEORGE V	\$15.00		
600-4	BISMARCK	\$15.00		
1/500 AND SIMILAR SCALES				
500-1	YAMATO	\$20.00		
500-2	IJN BATTLESHIP	\$20.00		
500-3	IJN CRUISER / DESTROYER	\$20.00		
500-4	IJN AIRCRAFT CARRIER	\$20.00		
500-5	NAVAL SHIP	\$20.00		
540-6	REVELL MIDWAY / FORRESTAL / ESSEX (equips one model)	\$40.00		
1/400 AND SIMILAR SCALES				
400-1	NAVAL SHIP	\$36.00		
400-2	WATERTIGHT DOORS (154 doors, hatches, life rings, & fire hose racks)	\$ 5.00		
420-3	REVELL ARIZONA	\$28.00		
480-4	REVELL YORKTOWN / HORNET / ENTERPRISE (equips one model)	\$36.00		
400-5	WORLD WAR TWO GERMAN WARSHIP	\$36.00		
400-6	EXTRA LADDERS	\$ 5.00		
450-7	MERCHANT SHIP	\$36.00		
1/350 AND SIMILAR SCALES				
350-1	MODERN NEW JERSEY (PARTS FOR 1982 AND 1968 VERSIONS)	\$36.00		
350-2	ENTERPRISE	\$36.00		
350-3	MERCHANT SHIP (TITANIC / LUSITANIA)	\$36.00		
350-4	WW2 BATTLESHIP MISSOURI	\$36.00		
350-5	YAMATO / MUSASHI	\$36.00		
350-6	BISMARCK / TIRPITZ	\$36.00		
350-7	KING GEORGE V / PRINCE OF WALES	\$36.00		
350-8	NAVAL FIGURES (set of 100)	\$ 5.00		
350-9	EXTRA LADDERS	\$ 5.00		
350-10	40mm QUAD BOFORS (25) & 20mm OERLIKON (60) DETAIL SET	\$ 8.00		
350-11	WATERTIGHT DOORS (172 doors, hatches, life rings, & fire hose racks)	\$ 5.00		
350-12	MODERN USN WARSHIP (SPRUANCE / TICONDEROGA, OTHERS)	\$36.00		
350-13	EMDEN/DRESDEN	\$28.00		
350-14	WW2 FLETCHER-CLASS DESTROYER	\$28.00		
350-15	GOLD PLUS TITANIC/LUSITANIA DETAIL SET (deck chairs, girders, etc.)	\$20.00		
350-16	OCEAN LINER FIGURES (passengers, crew, orchestra, 218 in all)	\$10.00		
300-17	REVELL USCG CAMPBELL & EASTWIND (Equips both models)	\$40.00		
350-18	EXTRA USN RAILING (5,000 scale feet, five styles plus curved bow rails)	\$20.00		
350-19	TITANIC LIFEBOAT DAVITS SET (Includes spare parts)	\$20.00		
350-20	KONIG/GROSSER KURFURST-CLASS WW1 BATTLESHIP	\$32.00		
350-21	TAKAO/CHOKAI	\$TBA		AVAILABLE WINTER 2000
350-22	HOOD	\$TBA		AVAILABLE WINTER 2000
350-23	ASSORTED CABLE REELS (USN, IJN, RN, KM)	\$8.00		
350-24	WW2 U.S. NAVY FLOATER NET BASKETS (70 large, 30 small)	\$8.00		

1/200 AND SIMILAR SCALES

200-1	1/200 YAMATO / MUSASHI	\$80.00		
200-2	1/200 TWO-BAR RAILING	\$38.00		
200-3	1/200 THREE-BAR RAILING	\$38.00		
240-4	REVELL OLYMPIA & GLENCOE OREGON (Equipa both models)	\$40.00		
240-5	REVELL BUCKLEY & WARD (Equipa both models)	\$40.00		
250-6	1/250 YAMATO / MUSASHI	\$80.00		
192-1	1/192 WW2 BATTLESHIP MISSOURI	\$80.00		
192-2	1/192 MERCHANT SHIP	\$80.00		

1/96 AND SIMILAR SCALES

96-1	NAVAL SHIP RAILING STANCHIONS	\$20.00		
96-2	MERCHANT SHIP RAILING STANCHIONS	\$20.00		
125-3				

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700-3D	NAVAL AIRCRAFT INSIGNIA DECALS (1/700 - 1/720 SCALE)	\$ 6.00		
350-1D	NAVAL SHIP DECALS (1/350 - 1/400 SCALE)	\$ 8.00		
350-2D	CVN ENTERPRISE "LO-VIZ" AIR WING DECALS (WEST - 1/350 SCALE)	\$ 5.00		
350-3D	CVN ENTERPRISE "HI-VIZ" AIR WING DECALS (1/350 SCALE)	\$ 6.00		
350-4D	CVN ENTERPRISE "LO-VIZ" AIR WING DECALS (EAST - 1/350 SCALE)	\$ 7.00		
350-5D	CVN ENTERPRISE AIRCRAFT CANOPIES (40 aircraft - 1/350 SCALE)	\$ 5.00		
700/350-1D	INTERNATIONAL FLAG DECALS (1/700 THROUGH 1/350 SCALE)	\$ 6.00		
192-1D	NAVAL SHIP DECALS (1/192 - 1/200 SCALE)	\$ 5.00		
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HB-1	PHOTOETCHING FOR THE PLASTIC SHIP MODELER (w/added photos)	\$12.00*		
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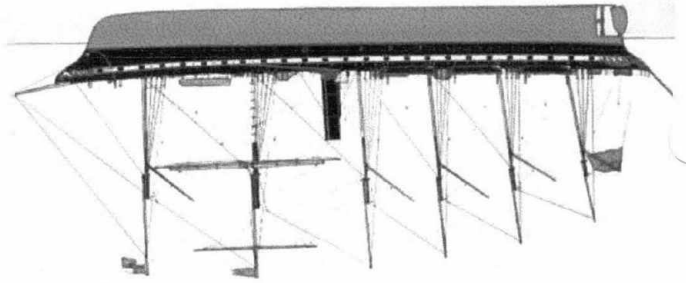
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SAN DIEGO SHIP MODELERS' GUILD

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First Mate	K.C. Edwards	/redacted/
Purser	Bob McPhail	/redacted/
Newsletter Editors	Bill Forbis	/redacted/
	Fred Frass	/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 \$20 annually (\$10 after July1).

We strongly encourage all to join the San Diego
Maritime Museum as an expression of appreciation
for the facilities provided for our benefit.