



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

JULY 2001

NEWSLETTER

Volume 25, No. 7

THE JUNE 13, 2001 MEETING

The Guild's Changing Face

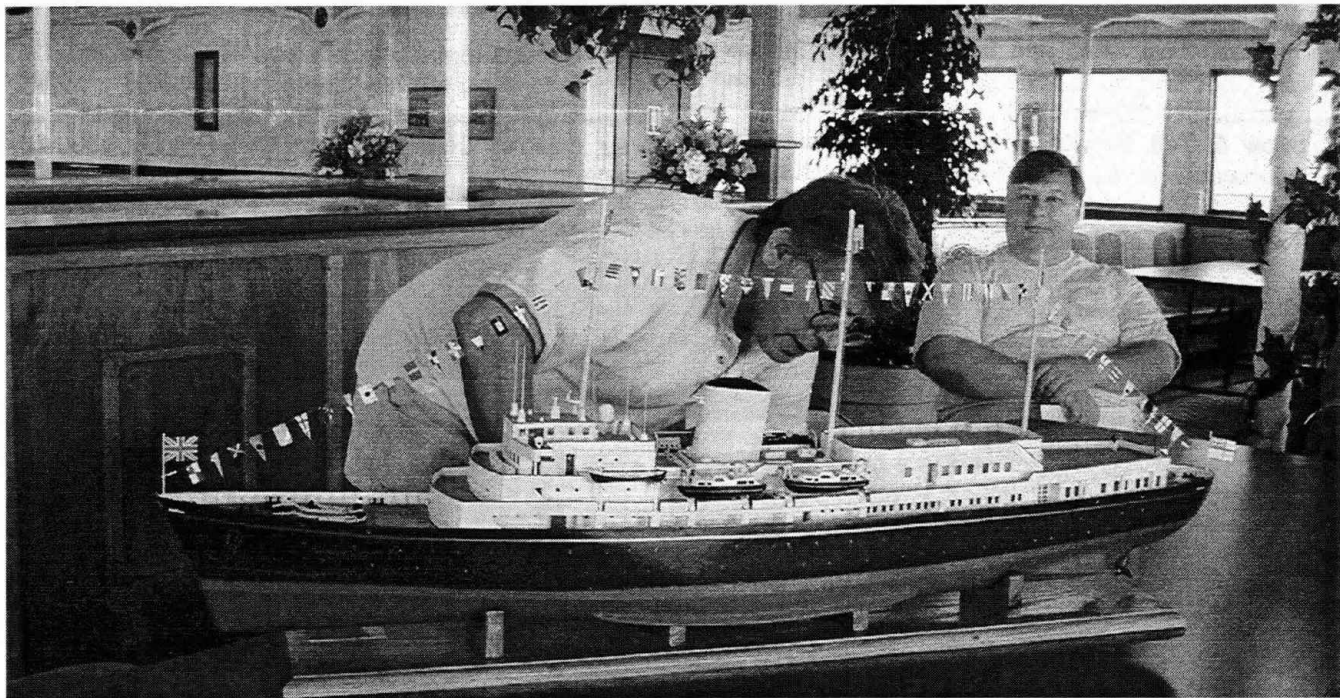
As Attendance Hits a Record 39, Newer Members More and More Set the Tone

The old rogue elephants of the San Diego Ship Modelers Guild attending the June meeting—**Bob Crawford, Fred Fraas, Robert Hewitt, Jack Klein, Phil Mattson, Ed White, Bob Wright, Bob O'Brien, Ernie Andrew, K.C. Edwards, Lew Johnson** (and anybody else who would like to feel included)—can still be counted on to show up in substantial numbers when the Guild gathers.

But at the same meeting the faces of the many who joined in the last several years—**Chari Wessel, Don Bienvenue, Jerry Deschenes, Al Adams, Chris Vickers,**

And to heighten that impression of a changing club, along came young, enthusiastic **Chris Faddis**, a crewman from the carrier U.S.S. *John C. Stennis*, who started the meeting as a visitor and ended as member, to the cheers of everyone. Chris is “really into military ships,” and brought with him a model of the battleship *Arizona* that he’s building aboard the *Stennis*. He recalls marveling at the size of the ship he serves on. “How can we make something so huge move?” he had asked himself. Chris offered to help members obtain invitations to go to sea on the carrier for a day on June 30.

Old Business. Jack Klein gave last-minute instructions to members scheduled to serve at the Guild’s Del Mar Fair booth between June 15 and July 4. That raised some humorous discussion concerning past audience reaction to members demonstrating their model-building skills at the fair. The viewers’ questions seem to range from “Who won World War II anyway?” to



Robert Hewitt and Chuck Seiler admire Bob O'Brien's Britannia

Bill Luther, Jacki Jones, Chuck Seiler, Robert Hawkins, Peter Jaquith, Howie Franklin, Ronald Hollod (and anybody else who would like to feel included)—reflected a generational change: one could get a sense of the future of the Guild. And those present set a record: taken together they totaled 39, for Fred Fraas the largest number in memory.

“Where’s the men’s room?”

Other old business dealt with plans for the Guild’s 30th birthday party at the July 11 meeting, including whether the party’s site on the “seaward” side of the *Star of India* meant “port” or “starboard.” (Answer: starboard. The ship is moored portside to the pier. The rule is that the longest three words, “right”, “starboard” and “green”

[for the running light] go together, and the shortest three, “left”, “port” and “red” go together.)

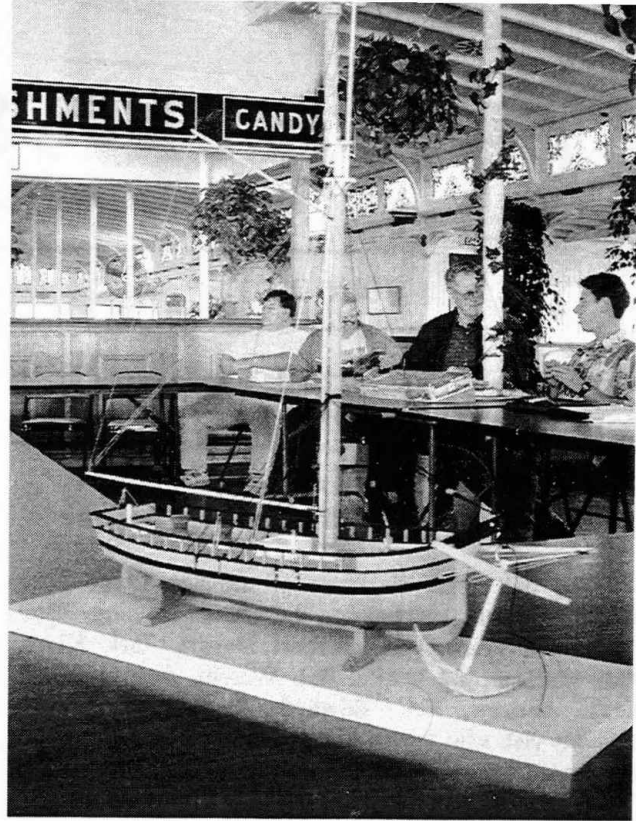
New Business. Bob Crawford implored and deplored. He implored members to give “any time at all”—a day or a week—to do workbench duty and other tasks at the museum’s Masterpieces in Miniature exhibit, which runs until Jan. 1. He sadly deplored the National Park Service’s refusal, after much negotiation, to provide Donald McNarry’s model of the battleship *Oregon* for the show. Nonetheless, the number of tiny models on show finally reached 60.

Answering a question from Jacki Jones, Crawford made it clear that volunteer work at the exhibit will not include providing security—that’s been taken care of. It will include helping to distribute posters and fliers advertising the exhibit to strategic places in the city

Bill Luther was certain that members would be fascinated to observe the construction of two brigantines at the Los Angeles Maritime Museum (*see the June issue*), and proposed organizing a guided tour using his own van and perhaps others. Consulting his calendar, he suggested the dates of Aug. 4 or 11. After that, the ships will begin to get their decking and planking, hiding the elegant major structural work (*see picture*).

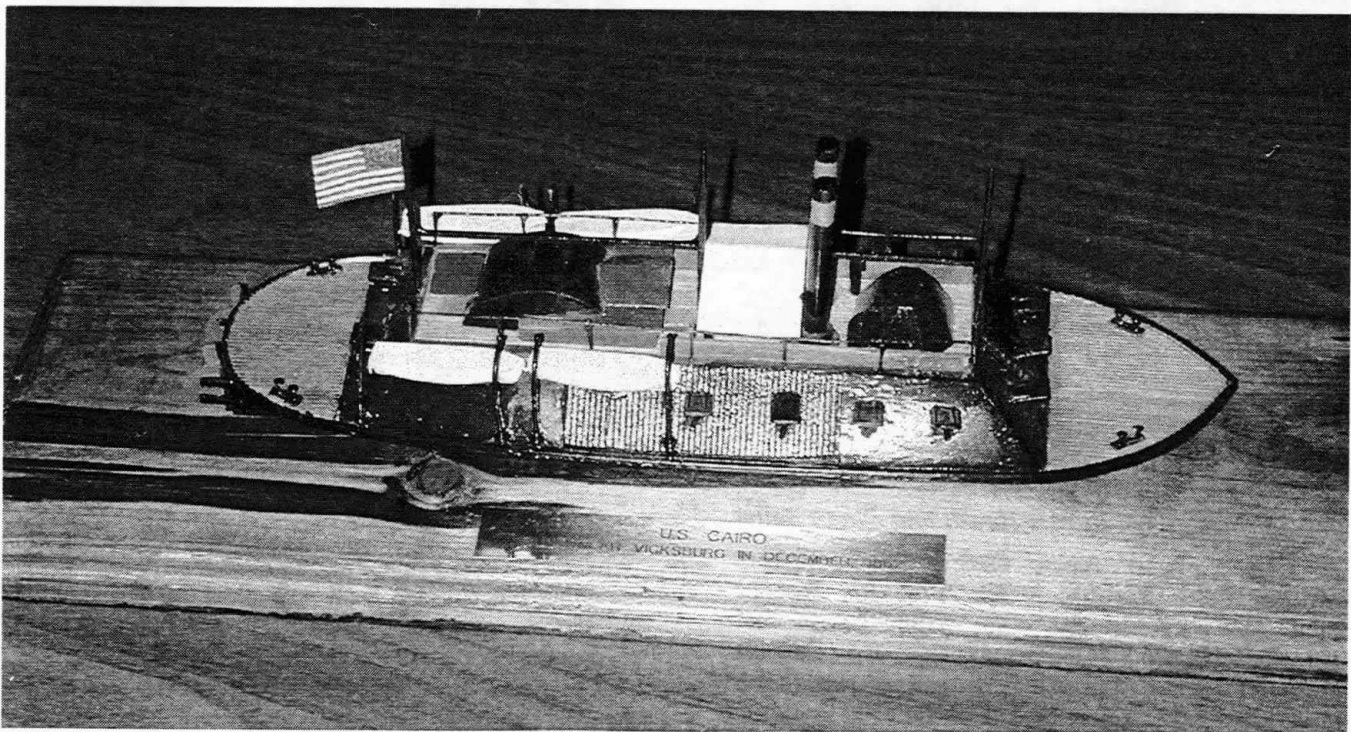
Bill also dropped an interesting hint deriving from his work in the L.A. area. Jim Otis of Rancho Palos Verdes, which claims the highest per capita income in the U.S., is enlarging his book store and hobby shop to include wooden ships and dollhouses, which he will sell on consignment (310-832-1776).

Show & Tell. Bill Forbis brought his intentionally unglamorous model of a late 18th-century workboat called



Forbis’s Anchor Hoy. (*The position of the stock of the anchor is wrong as shown; it needed to be rotated 90 degrees in relation to the fluke arms in order to force the flukes into the sea bottom. That’s now been corrected.*)

a hoy—in this case, an anchor hoy. This lowly vessel’s job was to transport very heavy (up to 8,800 pounds) anchors for frigates and other large ships, and perhaps to bring them up from the bottom when anchor hawsers broke.



The Union ironclad Cairo, launched in 1861; note paddle wheel housing near stern

The model comes with such an anchor, looking outlandishly large. Everything about the hoy reflects its task. The shrouds lead up to a point low on the mast, which is the attachment point for the tackle that runs over a sheave in an exceedingly stout cathead. The tackle's pull-off rope feeds through a block on the deck to a small capstan rotated by a gear under the deck that is nearly as broad as the ship.

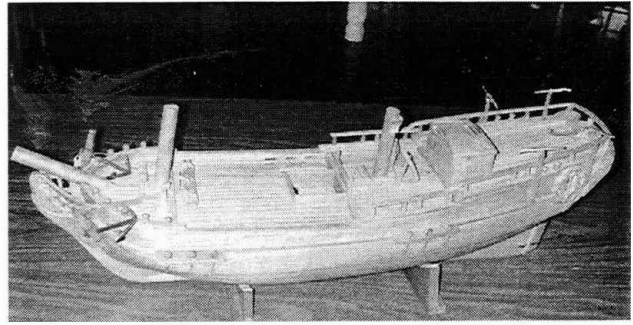
That gear is driven by pinion turned by another, bigger capstan powered by eight men. The pulling power was enough to drag the bow under water—except that the bow was a big, bulbous flotation chamber. (When not transporting anchors, it transported tons of fresh water to ships in the harbor.) The bowsprit was shipped off-center alongside the cat, and could be brought inboard to be clear of the big anchor.

Luther made a pertinent point about anchor hoy: we still have them. All over the world, they position outlying anchors for drilling platforms and the like—anchors that can weigh 35,000 pounds.

“On a Saturday afternoon in October 1861,” says a poop sheet from the Vicksburg National Military Park in Louisiana/Mississippi, “a large crowd gathered at the Carondelet Marine Ways to observe the launching of the first ironclad built in the Western Hemisphere. As the gunboat was gradually lowered into the Mississippi River, one observer commented that the operation went so smoothly “that we found the boat floating gracefully upon the water, and nobody hurt, and not even a lady frightened.”

The ironclad that day was named *Carondelet* for the place it was launched on the outskirts of St. Louis, Mo. The Union, aiming to regain control of the lower Mississippi from the Confederacy, built six more of them the same time, which was several months before the U.S.S. *Monitor* clashed with the C.S.S. *Virginia* (ex-*Merrimack*) at Hampton Roads. In sum, the *Monitor* was hardly the first or only ironclad in the Civil War.

Among the others was the U.S.S. *Cairo*, a model of



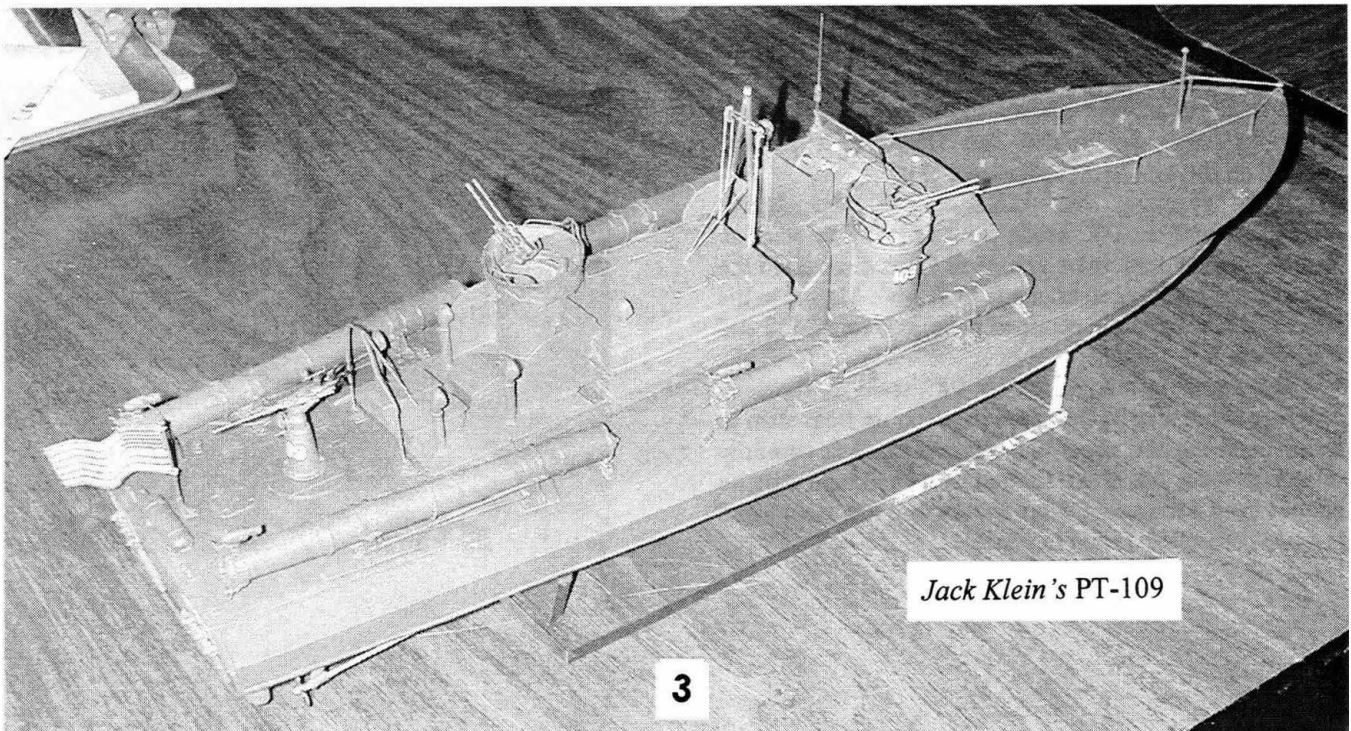
Fred Shaffner's Halifax

THREE IN ONE?

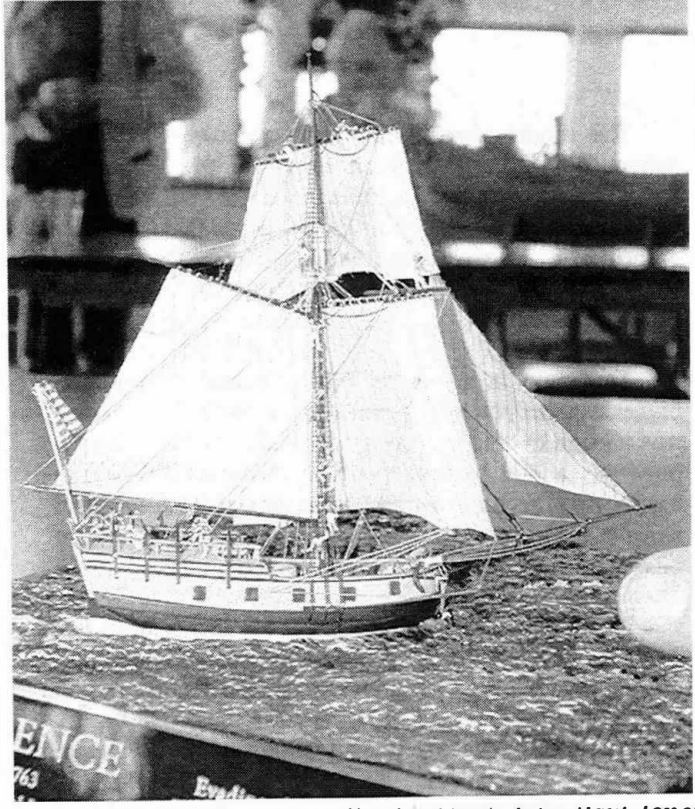
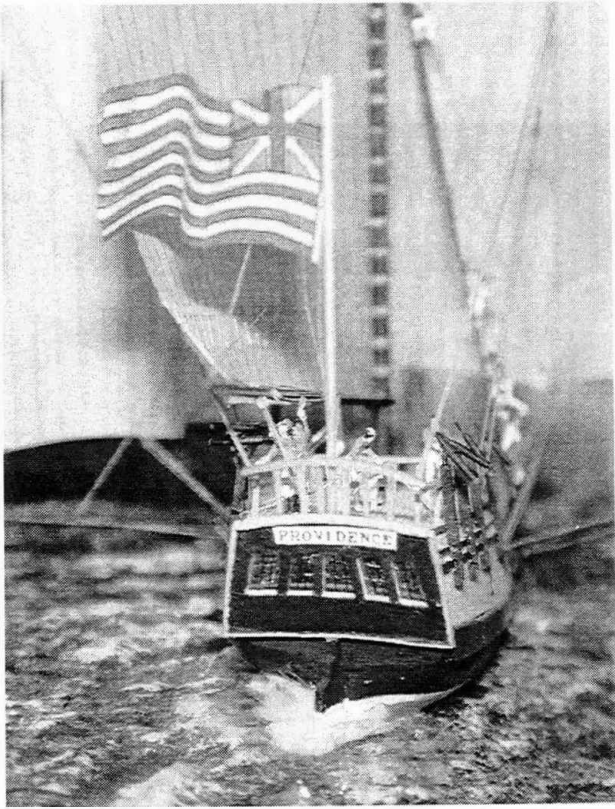
It is always a special occasion at Guild meetings when someone brings in a completed model. As we all work at different speeds in varying complexities we are most accustomed to viewing “works in progress.”

It is safe to say that we have never had three (count-em) three recently completed models at one meeting. Bob O'Brien's H.M.Y. *Britannia* was the largest (in 1/8" scale), followed by Bill Forbis's anchor hoy (in 1/4" scale). Then came Jack Klein's PT-109, which was built from a Bluejacket kit and featured photo-etched parts down to the smallest detail (i.e. a ring gun sight on his single 20 mm cannon).

Jack served in the Navy in World War II and has built only one other military model—so long ago he didn't remember even what it was. While Jack has built models on commission as well as numerous restorations, he has never built one for his family. So to fulfill a promise to his son, he built this PT model and did a superb job. His son, who lives in the San Francisco Bay area, will be most pleased when Jack presents him a model made by Dad. —Fred Fraas



Jack Klein's PT-109



Robert Hewitt's Providence making a fast turn with stuns'ls set. Waving from the taffrail is Capt. John Paul Jones

which Robert Hawkins, a well-known Civil War re-actor, brought to the meeting.

Unlike the *Monitor*, which was almost circular, the *Cairo*-class ironclads were roughly the length and breadth of the *Berkeley* upper deck. Like the *Monitor*, the 2½" iron cladding covered two feet of solid white oak designed to absorb the impact of a cannonball.

Cairo was driven by an interior paddle wheel, covered up by armor. She had two stacks and two steam engines. She carried 13 8" smoothbore cannons.

She was sunk on Dec. 1, 1862 by a Confederate mine sparked by a newfangled galvanic cell on shore. The *Cairo* was raised on Dec. 12, 1964, and can be visited at the Vicksburg National Military Park.

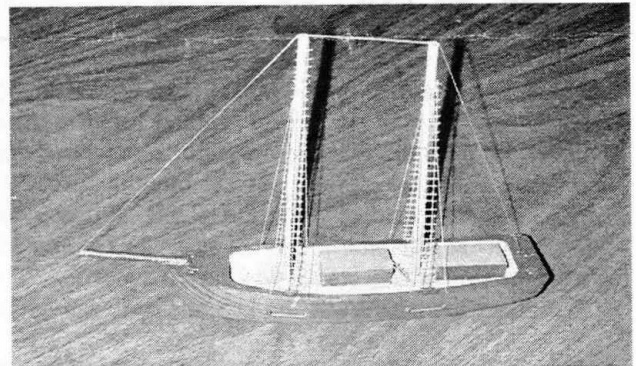
New Member Fred Schaffner displayed a big, handsome, oiled-wood model of the hull of John Paul Jones's *Halifax*, about 36" long using the ½" scale. He said that he had acquired it in Santa Monica, and that its construction date was given as 1930.

Bob O'Brien went aboard the British Royal Yacht *Britannia* when she visited San Diego in 1983 and "vowed on the spot to make a model of it."

After finishing his U.S.S. *Essex* and U.S.S. *Whiteside*, both in 1/8" scale, he was ready to start on *Britannia* about four years ago. Fred Fraas discovered the existence of a *Britannia* kit made by Dean's Marine in the U.K. and K.C. Edwards obtained it for Bob for "\$450 and well worth it."

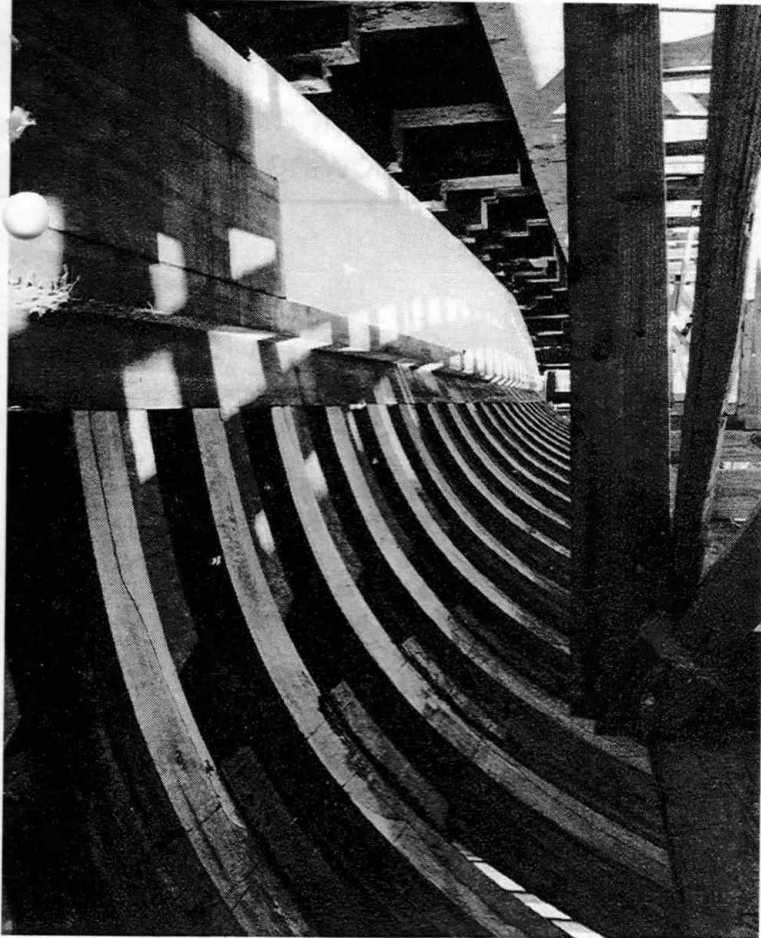
The resulting model, on the 1/8" scale, is flawless. The best touch may be the dress flags run up from stem to stern. Scorning the paper flags provided, Bob carefully scissored them out from colored vinyl material that he bought from a local sign shop. *Britannia*'s has motors and is radio-controlled to run in ponds.

The real *Britannia* was in service for 44 years, and was not retired until four years ago when the cost to upgrade her proved excessive. She is now a museum ship in Edinburgh.



Faddis's beginner's model, top, and Arizona kit





SHIVER MY TIMBERS! This is part of what you'll see if you take up Bill Luther's offer to tour the Los Angeles Mairtime Museum shipyard where two brigantines are under construction (see page 2).

When he was aboard the yacht years ago, Bob fell into conversation with one of her cooks, who told him that Princess Diane liked to put on a bikini, make herself a sandwich and lounge on the sundeck.

Robert Hewitt brought in his miniature *Providence*, totally transformed from the bare hull pictured in the June issue. Now she's based and cased and completely rigged with remarkably realistic sails soaked in tea with pencil-drawn seams.

Though she's not in the Masterpieces exhibition, this *Providence* is a story-telling masterpiece. She's shown at the point where she was nearly caught in 1778 by the British Frigate *Solebay*, only to suddenly run up her stuns'ls, turn across *Solebay's* bow, and nimbly get away (see the April 2000 Newsletter).

Hewitt's notes about the model say "Hull of basswood, deck of holly. The sea is made of tupelo carving wood. Carved with a Dremel and a ball endmill. Prepped with gesso, painted with acrylic. Wave peaks then made with LiquidTex. Finished with LiquidTex glossy varnish.

"Launched in 1763, she began her fight with the British before the Revolution. *Providence* was the first command of Captain John Paul Jones. She was burned by her crew in 1779 because of a British blockade."

Come One Come All to Our Party on the *Star of India*

Celebrate the 30th Anniversary of
the San Diego Ship Modelers' Guild

Jacki Jones

At the next guild meeting on July 11 we will meet on the main deck of the beautiful *Star of India* for our annual party. The festivities will begin at 6pm and run until 9pm. **Jack Klein** has arranged everything for us, including ice, tables and chairs, and **Bob McPhail** is bringing food and soft drinks paid for by the Guild. Members are invited to bring any alcoholic beverages they would like to enjoy and if anyone would like to contribute some yummy treat to supplement the party trays, that would be welcome as well.

Please bring along a guest to enjoy our annual bash. Remember, our party venue is one of the most romantic and stunning locations in San Diego, so don't miss the experience, the camaraderie and the fun. See you at the party!



"OUR GUILDMASTER IS ONLY A FIGUREHEAD"

July						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Next Meeting

The Newsletter frequently invites Guild members to send in stories, essays and opinions concerning whatever is on your mind. This month no fewer than five of you responded. The results appear on the following pages.

A GRAPHIC SIGHT!

By Al A. Adams

Sailing from Tahiti was a beautiful departure along latitude 22° below the Equator, through the Cook Islands, the Tongan Islands; to Espiritu Santo in the New Hebrides Islands, now known as Vanuatu, one of the great places in the world for sailing and adventure.

Following the chart closely, I was at the helm of a very capable 92 foot ketch that had been built in Australia. We were entering Luganville, the harbor of Espiritu Santo, an historical staging center in our WWII efforts for our Allied troops on Guadalcanal and the other islands of the South Sea theater of war.

Quite in contrast to the open sea was now this colorful South Seas island harbor we were entering with its palm fronds and glassy smooth water into which I could see to unusual depth. I plotted a course after taking land bearings and proceeded on in checking indicated depth on the chart along my course. The sails were furled.

In disbelief, I reduced our speed and went to the rail and looked down to verify the sight I was seeing. Immediately below us was a huge passenger-type ship, lying on her port side, with life boat davits curled up and without lifeboats. We sailed very, slowly over her great length, being cautious, looking out for unseen obstructions. As I peered down at this great ship I couldn't help but feel that it was a sad yet fascinating sight that held me in wonderment and, for some reason, with feeling of association.

Analyzing the harbor, I selected a spot in which to anchor with good water depth for our deep keel and ready access to the shore. The anchor down, and with good scope, I kept thinking of that huge ship we had just sailed over! Now with proper flags flying over the ketch, along with the quarantine flag for the port of entry officers, we waited for their arrival. This being a condominium, French and English government, we needed clearance by officers and doctors from both. This was accomplished. From the British officer I got my answers regarding the sunken ship.

The feeling I had for the ship was immediately borne out when the officer told me it was the President Lines ship, the *President Coolidge*, a 22,000 ton, stately and elegant passenger liner. I had seen her and admired her often along the West Coast. She was built as a grand liner to carry passengers to the Orient from California. She and the *President Pierce* were active off the West Coast.

At the immediate start of WWII the *President Coolidge* was taken over by the U.S. Army. Much of the beautiful rare wood paneled interior was torn out. Her beautiful lounges were stripped of decor. Cabins and their comforts gave way to hammocks and food storage. The library, writing room, gymnasium and every part of her interior was converted for the purpose of transporting troops and war necessities. On her seventh war mission her destination was Espiritu Santo. She was carrying 5,440 infantry men plus crew, their tons of equipment, jeeps, tractors, trucks and parts, great piles of tires, submachine guns, food, ammunition, also much needed medicines and Atabrine destined and vital to aid in combating malaria on Guadalcanal.

All the medicines and equipment for Guadalcanal went down with the ship and are still down there to this day. The loss delayed getting all these much needed men and equipment to the war front by many weeks, delaying Allied efforts at Guadalcanal.

And how did this sinking happen? It was unbelievable! Lack of communication!

It was early morning when it happened. I was told that Lt. Web Thompson was on deck near the bow as the *President Coolidge*, after crossing the Pacific in 14 days with all these infantrymen and their vital supplies on board, entered the harbor. He saw blinker lights warning that the ship was headed straight into the mined area. The unthinkable, the mines had been placed by our own U.S. forces. Lt. Thompson and others saw the warning blinker lights but, because it was being sent so fast, they couldn't interpret the message. It was frantic time as the ship sailed right into the mines. Those on shore were unaware that the Captain was not briefed on the mined area. It was evidently assumed that he had been previously briefed and alerted.

There were two explosions. The ship was holed. Men were blown into the water and into the ship's stricture. Taking on water fast, the vessel began listing to Port. The Captain drove the listing ship's bow onto the reef. The engines were stopped. Oil was spreading on the harbor. The order was given to Abandon Ship! Overpowering concern struck as the ship slid back off the reef and began to sink fast, her port side under, making it difficult for the men to dive or scramble into the oily water. She sank in one hour and twenty minutes there where she lies today.

I studied the detail chart of the harbor, boarded the yacht's tender and rowed ashore. My immediate destination was to seek out the little land projection the chart showed that would place me closest to the sunken ship. I walked through the under growth until I located the little land projection jutting into the harbor. Walking was difficult and the plant growth at times obscured the harbor. It was as though I was being guided to this lonely spot. I had been told that Captain Edward Euart went down with the sinking *President Coolidge*.

There in this deserted place among the vegetation I found a little weathered, barely readable sign probably few people had ever seen. With my pencil and note paper I copied these words:

**In Memory of
Captain Edward J. Euart
103rd Field Artillery Battalion, USA
October 26, 1942**

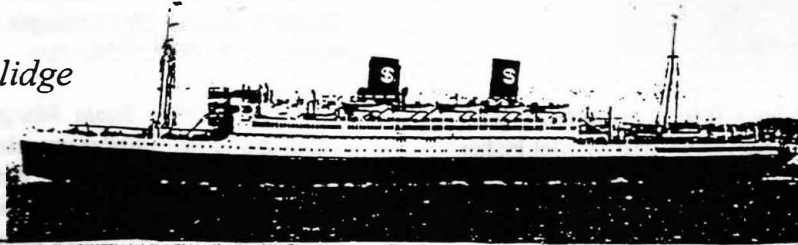
The explosion threw dozens of soldiers into the water. Captain Euart dove from his sinking ship to save the injured men. He saved many. Exhausted he went under and drowned. He was awarded the Army's Highest Distinguished Citation.

I was gratified in my attempt to relate this occurrence that I found this little note above on the original piece of paper in my log book. I wrote it as I stood on the beach visualizing this dramatic scene and copying the message written on that simple little sign.

One of the many gratifications of membership in the Adventurers' Club is the worldliness that occurs. Just this week, before sending this story to Editor Bob, I was honored by the visitation of Ted Williams and Frank Haigler, two wonderful men and true adventurers.

The *President Coolidge* story was at hand so I wanted their opinion and read it to them. It was unbelievable. They didn't say a word until I finished. Then, simultaneously they spoke telling me they were war time passengers on the *President Coolidge*, and said they didn't know the fate of the ship. I felt that the three of us had relived a bit of our lives apart and together. A day of valuable association.

The President Coolidge



Kids & the Magic of Modeling

BY DON BIENVENUE

We have to find a way to get children and teens interested in the shipmodeling hobby. You probably haven't seen too many of today's kids building models. Following are some possible reasons, along with a couple of ideas to interest these young people in our hobby.

I can recall as a youngster building my first plastic ship model kits, which were Pyro's ships of Columbus. These were simple little 4" kits with about 20 pieces, fine for a starter. It was such a great feeling to build these kits and have them look somewhat like the illustrations on the boxes. I then gained more experience building plastic Navy ship models, eventually working myself up to the more complex kits. I had fun building each kit and learning a little about the history of the ships as I went along.

Problem: A ship model kit is much harder to find in today's department stores than it was a few years ago. I was recently told by one of the major stores that they no longer carried plastic model kits. Many other stores seem to carry only car models. Finding paints and glue is also very difficult in these stores. Most of the kits I bought as a youth came from these same stores, so a major source for kits has dried up. Now, you have to find your way to the nearest hobby shop. We are fortunate here in San Diego to have a very good hobby shop which caters to our needs (thanks K.C.!), but for folks who live far from a large city, it can be very difficult or even impossible to find a hobby shop. If there is no hobby shop and the stores don't carry kits, where can the kits be bought? (Beginners aren't really aware of mail order companies).

My first experience in building with wood was in grade school, where our woodworking teacher gave us the option of building a Spanish Galleon as a class project. This was lots of fun, with a large portion of our class

working together as a team and building different sections of the ship. The final product was placed on display in the school's library. Again, being part of a team was a good experience, and we got to learn about Spanish Galleons and shipmodeling.

Are there still opportunities for school kids to get together as a group and build a ship model? Are there still classes in woodworking? With today's emphasis on computers, young people spend many hours in front of their computer monitors and not enough time using their hands to build projects. Instead of playing video games, why not tackle a kit? Why not combine computers with ship modeling? Ship modeling could be a great combination of both computer and woodworking or plastic kit building. Kids could research the ship they are building on the web and use the pictures they find for finding the correct paint colors, camouflage patterns, etc., along with lots of historical information on the type of ship they are building. There are also web sites dedicated to ship modeling, where modelers help each other out by posting questions and getting replies from other modelers.

I know children are interested in models. I see their reactions to the ships here at the Maritime Museum as they walk by. We just have to keep their interest as they get older. The most common comment from the older kids at the shop is, "Gee, that takes a lot of patience!" Which it does. But if the project is broken down into steps, it is not so overwhelming. I always emphasize to these kids how much fun it is to build models. Since it is fun, you don't have to think about having patience. You are so wrapped up in the building of your project.

Being one of the "younger people" (40 years old) in our Shipmodeling Guild opened my eyes to the need to find ways to get younger generations involved in our hobby. We need to pass on our knowledge of this disappearing craft to these future modelers. Any ideas on how to interest people in our hobby would be most welcome at our next Guild meeting.

Treasure of the *Nuestra Señora de Atocha*

Jacki Jones



This beautiful coin (a birthday gift from my parents) was made from one of the silver bars recovered by Mel Fisher from the treasure galleon *Nuestra Señora de Atocha*.

The following article about the *Atocha* is from <http://www.atochatreasurecoins.com>

Spanish expansion in the New World was rapid and by the late 1500's, beginning in 1561 and continuing until 1748, two fleets a year were sent to the New World. The ships brought supplies to the colonists and were then filled with silver, gold, and agricultural products for the return voyage back to Spain.

The treasure fleets faced many obstacles; the two greatest of which were weather and pirates. It was well known that the hurricane season began in late July, so for this reason the operation was timed for an earlier departure. For protection against pirates, each fleet was equipped with two heavily armed guard galleons. A recently constructed 110 foot galleon, the *Nuestra Señora de Atocha*, was designated the almiranta of the Tierra Firme Fleet.

The fleet departed Spain on March 23, 1622 arriving in Portobello on May 24th. Treasure from Lima and Potosi was still arriving by mule train. It would take nearly 2 months to record and load the *Atocha's* cargo. Finally, on July 22, the Tierra Firme Fleet set sail for Havana, via Cartagena, to meet the fleet returning from Veracruz. In Cartagena, the *Atocha* received an additional cargo load of treasure, much of it gold and rare first year production silver from the recently established mints here and at Santa Fe de Bogata. It was late August, well into the hurricane season, before the fleet arrived in Havana.

The *Atocha* carried an entire company of 82 infantrymen to defend the vessel from attack and possible enemy boarding. For this reason, she was the ship of choice for wealthy passengers and carried an

extraordinarily large percentage of the fleet's treasure. Unfortunately, firepower could not save her from the forces of nature.

On Sunday, September 4th, with the weather near perfect, the decision was made to set sail for Spain. The twenty-eight ships of the combined fleet raised anchor and in single file set a course due north towards the Florida Keys and the strong Gulf Stream current. The *Atocha*, sitting low from its heavy cargo, took up its assigned position in the rear. By evening the wind started to pick up out of the northeast growing stronger through the night. At daybreak the seas were mountainous and for safety most everyone was below deck seasick or in prayer. Throughout the next day the wind shifted to the south driving most of the fleet past the Dry Tortugas and into the relatively safe waters of the Gulf of Mexico.

The *Atocha*, *Santa Margarita*, *Nuestra Señora del Rosario* and two smaller vessels of the convoy received the full impact of the storm. With their sails and rigging reduced to shreds, and masts and tillers battered or broken, the ships drifted helplessly toward the reefs. All five ships were lost, the *Atocha* being lifted high on a wave and smashed violently on a coral reef. She sunk instantly, pulled to the bottom by her heavy cargo.

The next day, a small merchant ship making its way through the debris rescued five *Atocha* survivors still clinging to the ship mizzenmast, all that were left of 265 passengers and crew.

Salvage attempts began immediately. The *Atocha* was found in 55 feet of water with the top of its mast in plain view. Divers, limited to holding their breath, attempted recovery but were unable to break into the hatches. The *Rosario* was found in shallow water and was relatively easy to salvage, but the other vessels could not be located. While the salvagers were in Havana obtaining the proper equipment to retrieve the *Atocha's* treasure, a second hurricane ravaged the area tearing the upper hull structure and masts from the ship. When they returned, the wreck was no where to be found. However, the *Santa Margarita* was discovered in 1626 and much of her cargo salvaged over the next few years. But, time and events slowly erased memories of the *Atocha*. Copies of the ship's register and written events of the times eventually found their way into the Archives of the Indies in Seville, Spain. These documents, like the treasure itself, were to lay in obscurity waiting for the right set of circumstances centuries later.

The treasure hunter Mel Fisher formed a company called Treasure Salvors and began searching in earnest for the much talked about *Atocha* over a sixteen-year period from 1970 to 1986. He found the *Santa Margarita* in 1980 and the *Atocha* on July 20, 1985, her hull lying in 55 feet of water, exactly as recorded by the first salvagers in 1622.

A Thoughtful Look at Mystic Seaport

BY BOB McPHAIL

For several years, I wanted to visit Mystic Seaport, Conn. and I finally got the chance last month. Additionally the trip included visits to New Bedford, Plymouth, and Providence. Mystic was the first stop on the trip and was well worth the time spent there. It exceeded my expectations.

Mystic is the place where the whaling barque *Charles Morgan* and other unique vessels (schooner *L.A. Duntun*, steamboat *Sabino*, ship *Joseph Conrad*) are berthed, maintained, and opened to the general public for visiting. The *Charles Morgan* was the most interesting vessel there. I was impressed by the high state of preservation of the vessel and the knowledge displayed by several docents, who were very friendly and helpful.

Details of the ship were everywhere and I think for a modeler interested in a whaling barque a visit is necessary to appreciate them. As example, the harpoons and blubber cutting tools are stowed under an overhead that covered sections of the main deck. The lines, running along the deck (from the rudder), through blocks, and attached to the helm are exposed.

The two "seats of ease" that I saw had tin troughs to the scuppers. Deck furniture was logical, practical, and obvious in retrospect. There was not a lot of rigging present, but some "crew members" did demonstrate hoisting the main sail and sang a sea chanty while performing this task.

In some buildings there were the traditional static museums displaying many artifacts, models, and things related to this time period. Miniatures of Lloyd McCaffery could be seen along with some miniatures of an earlier modeler, Alexander Law.

Unique items in one museum included an 18th century French warship made entirely of glass! There was also a model made out of silver, one made of brass and a prisoner-of-war bone model.

Another interesting piece was a model of a floating grain elevator. This steam-driven vessel was used to remove grain from the railroad cars on the pier to the ships anchored in the harbor. It was used during the 1850-1900 period by the International Elevating Company. Another museum held an extensive collection of scrimshaw and items made out of whalebone.

The "Voyages" museum was devoted to vessels of trade, travel, American fisheries, and a small portion to the U.S. Navy. Some of the more interesting models in this museum were ones depicting the transition from sail to steam. Side-wheelers with masts were fascinating. They nicely blended with the machine and the romantic age of sail.

The colors and ornamentation on these period ships



were also very impressive. American President Line ships were modeled, such as *City of Peking* (1874). Other models that caught my eye were the steamboat *City of New York* and the *Clermont*.

One building held full-size pleasure boats. A steam launch with a canvas awning was the centerpiece of this remarkable collection. There were also work boats in other areas and a whaleboat displayed.

In another building you could see a wooden keel and frames. Pictures along the wall described how a wooden ship was put together. Other buildings held some wooden vessels being restored. One under restoration was the *Australia*. You could also tour the building where the *Amistad* replica was built.

There are also many buildings that have been preserved as "living" museums. These places use the traditional methods of making various things that were required to support the whaling, fishing, and sea trading industries of the 19th century.

In one metal-working shop, for example, the lathes, grinders, and other machines were all run by a shaft and leather-belt system that could be seen above the machines. One unique feature of the system was a series of four cylindrical wood blocks attached to each other. These blocks of different diameters acted as gears to change the speed of a particular machine.

There was also a shop for making wooden barrels, a blacksmith shop, and a shop where a "reenactor" showed visitors how to use various 19th century navigation instruments

The feel of New England, older homes, the Mystic River, the small-town atmosphere and the cool springtime of the area made the time spent very enjoyable. There were some side trips made to New Bedford, Plymouth, Providence, and Newport as well. New Bedford has a very fine whaling museum and the Seaman's Bethel (site of the church in two films titled "Moby Dick.") Plymouth is the permanent home of *Mayflower II*. All in all it was a great vacation and I would like to go back again if possible.

DON BIENVENUE, FRED FRAAS, JACKI JONES, BOB MCPHAIL and AL ADAMS

In this issue yarns, reports and opinions from

Guild Members as Writers

Fred Fraas
/reFae/



San Diego Ship Modelers' Guild
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SAN DIEGO SHIP MODELERS' GUILD

Officers for 2001

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

Founded in 1971 by Bob Wright and the late Russ Merrill

SCHEDULE OF ACTIVITIES

Meetings
Second Wednesday of every month.
6:30 p.m. social, 7 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.