



# San Diego Ship Modelers' Guild

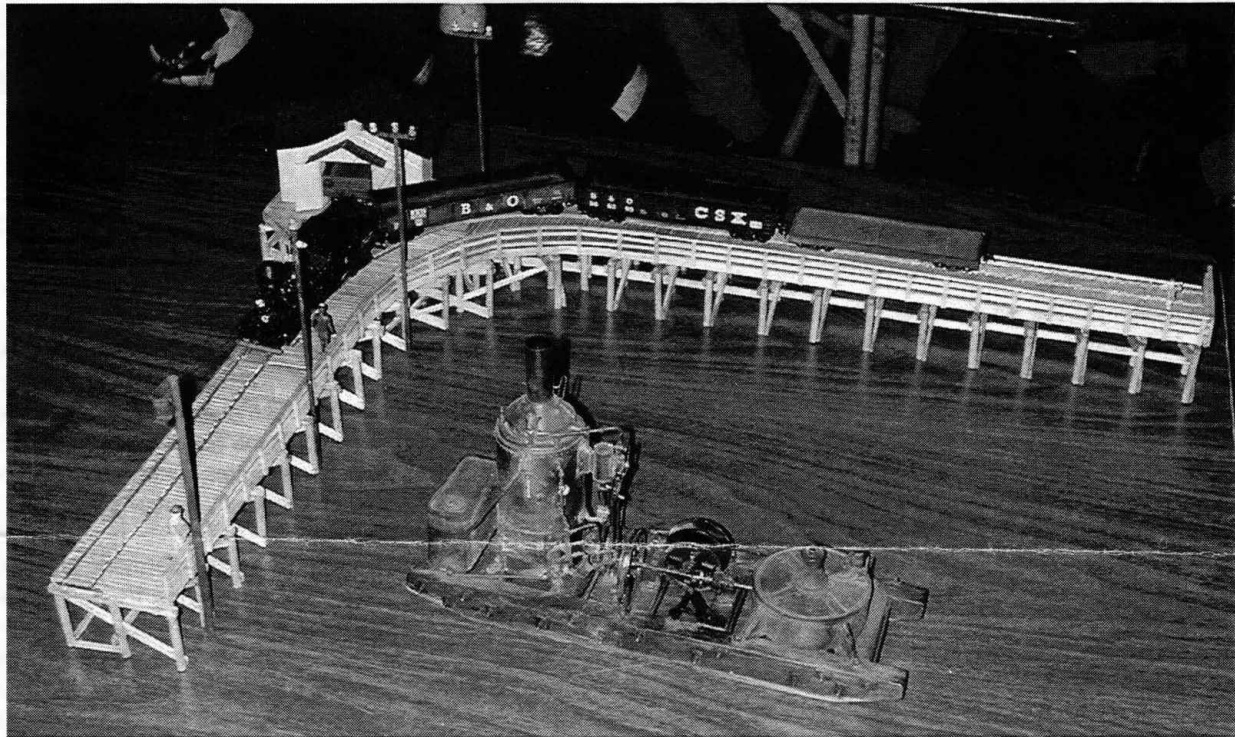
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San Diego, CA 92101

March 2002

NEWSLETTER

Volume 26, No. 3



Dick Camfield's contribution to the Museum's "Age of Steam" Exhibit

## February Meeting: New Officers for the Guild

The latest meeting of the Ship Modelers' Guild was attended by several visitors. This included **Tom Kennedy** and his wife from Coronado, **Ron Zeunges**, a hopeful model builder and **Steve Kincade**, retired Air Force, who dropped by to check us out. Also visiting was **Mike Forget** who joined up and **Dick Walker** from Minneapolis who invited the guild members to drop by the Radio Control festival in the second weekend in June in Diamond Minnesota.

Congratulations to the new Officers for 2002. **Don Bienvenue** will take over from **Jacki Jones** as Guildmaster. **KC Edwards** has agreed to retain the First Mate position and **Richard Strange** will be the new Purser, permitting **Bob McPhail**, who held that position

for two years to become the Guild's Logkeeper. **Jacki** will hold the Editorship relieving **Bill Forbis** and **Fred Frass** from their long tenure.

### Old Business

In **Bob McPhail's** last role as Purser he reported that our balance is now over \$/redacted/. **Bob** also reminded the members that the SMA Conference on the *Queen Mary* will occur on April 5, 6 and 7. Everyone is encouraged to exhibit models in any state of construction. Transporting the models needs to be done the day before the show, on a Thursday and they should be brought back on the following Sunday after 5 PM when the exhibit closes.

**Chuck Seiler** will be taking his model of the *Far West* up and back and may have room for a few other models in his car. Anyone wishing to contact him please do so at /redacted/

The San Diego County (Del Mar) Fair is in the works. Modelers wishing to enter scratch built models into the "Designs in Wood" competition are eligible to apply for entry, with a fee of \$15 and a photograph of the model. Robert Hewitt will have more info at the March meeting. As most of you know, we also man a booth in the "Designs in Wood" pavilion, exhibiting ship model building techniques as well as highlighting the Guild and Maritime Museum. In this issue of the newsletter there will be found a copy of the calendar for the Fair. Everyone is encouraged to sign up to man the San Diego Ship Modeler's Guild booth. Those able to sign up for at least two full days will be invited to a *Medea* luncheon cruise courtesy of the Museum.

### New Business

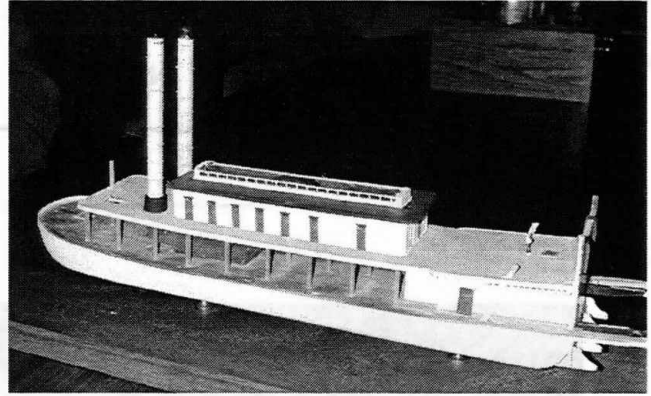
The Guild received as donations quite a few ship modeling and nautical books and ship model plans (generously donated by **Chris Matthews** and **Gary Emery**) which were auctioned at the meeting. Not only did the Guild raise \$72, but the auctioned items brought a lot of joy to their new owners who lingered at the end of the meeting, noses in books and sharing glimpses of interesting ships plans with the other members.

### Show and Tell

**Dick Camfield** mentioned that he had just read a new book out called *Essex* which he really recommends as a good read about the birth of the American Navy. **Dick** also brought his contribution to the "Age of Steam" museum exhibit, an HO grade track on the San Diego pier at 3/16" scale. The accompanying little train boasts a Shay engine with vertical cylinders and was used primarily in mining and the lumber industry. The static exhibit will also contain a log raft to represent the 1000 ft. long rafts which were brought from Washington down to San Diego at the corresponding time period circa 1900, and a house on a raft being towed by the Santa Fe tug. **Dick** also brought a Steam Donkey (in 'G' scale) to show the type of engine that the *Star of India* used to have. This type of engine also found use in the lumber industry to move logs from the cutting areas to the rails. The model is a kit from Ozark Miniatures.

**Chuck Seiler** brought in his semi-scratch *Far West* built at 1:144 or (1"=12'). *Far West* was one of many workhorses of the upper Missouri River and Yellowstone River in the late 1800's. A smaller cousin of the familiar Mississippi riverboats, it had to be small and shallow

enough to navigate congested western rivers while having enough power to go upstream against swifter currents.



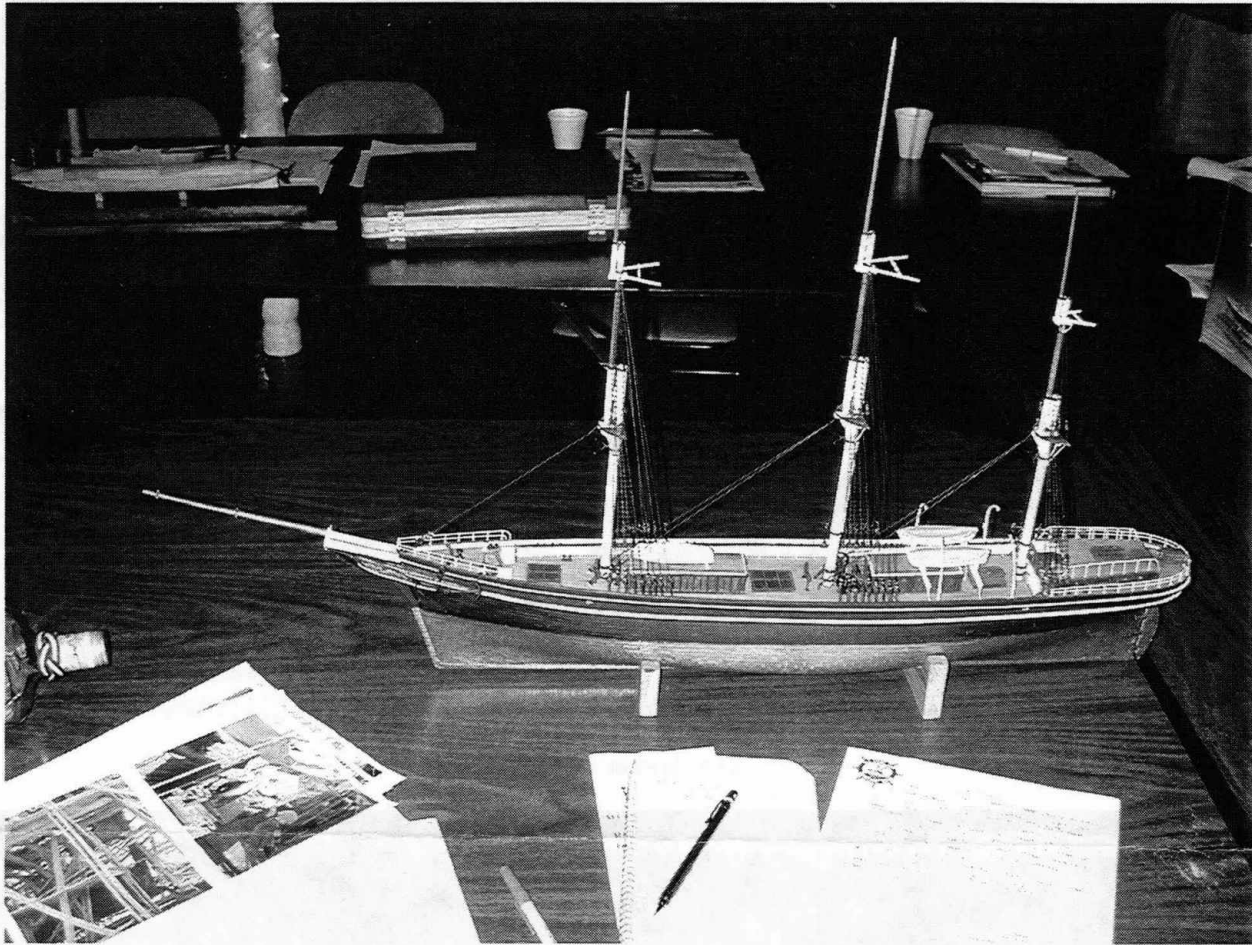
Chuck Seiler's *Far West*

Built in 1870, *Far West* carried freight and passengers into the areas of northern central United States where railroads had not yet reached, principally from Saint Louis to Fort Benton, Montana. This included miners, settlers, supplies, freight and the like upriver. The downriver leg would transport gold, animal hides, buffalo bones (for fertilizer) and passengers. The upriver leg (about 1500 miles) could take over 2 months to complete. The downstream leg was much faster (one month) but no less dangerous; facing low water, sand bars, high winds and Indians most of the way. *Far West's* claim to fame occurred in the summer of 1876 when it was providing logistic support to the army in the northern plains of the Dakotas and Montana. It was working its way up the Big Horn River at the time of the Custer massacre and was on hand to receive survivors. *Far West* made record time in dispatching the survivors and first news of the battle to Fort Lincoln in Bismarck, Dakota Territory. *Far West* sank in 1883 when it hit a snag near St Charles, Missouri.

**Chuck** became interested in riverboats when he visited New Orleans in 1996. "I had seen an article about the *Far West* in a Ship's in Scale magazine and thought it might be a good project. It was far less complicated than the Mississippi boats and there were plans available. The plans came in 1:96 scale (1/8"=1') but I found them to be too large for my liking so I decided to reduce the model by 1/3. (There is actually a more complex reason why I chose 1:144 but I will cover that at a future date.) One mistake I made here was not actually reducing the plans. Instead, I took measurements and reduced the measurements by the correct percentage. I am sure this led to many errors in the final product. The rugged nature of these mountain boats allowed me to cover up many of the cover up many of the glitches one normally has on early models, such as less than great draftsmanship, etc. By aggressively weathering and distressing the boat, some of these errors, err, ah planned imperfections (that's my story and I'm sticking to it) would fit right in. In a later article, I will

discuss methods I used to weather and distress the boat. It has been a fascinating project. I have learned a lot about

this particular boat, about riverboats and rivers in general as well as other historic facts”.



Don Bienvenue's *Cutty Sark*

**Don Bienvenue** is making progress on his “bread and butter” *Cutty Sark*, which he has been building from scratch since 1996. Don has been working busily on the standing rigging, which is halfway completed. This famous vessel was built at the height of the clipper ship era and is currently dry docked in Great Britain.

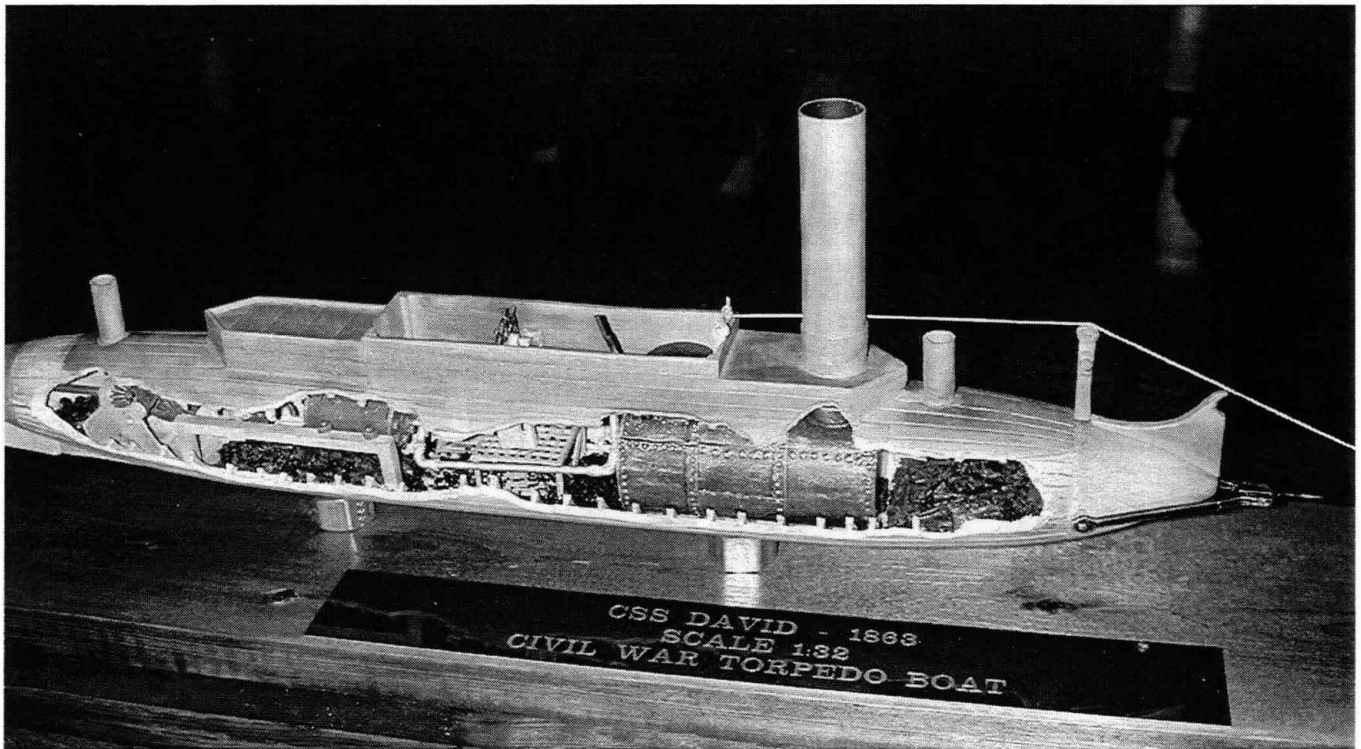
**Richard Strange** recently completed the repair of a model of the cruising yacht “*Dorada*”, which had been damaged in shipping. The extensive damage required the replacement of most of the rigging. One of the challenges was replacement of several shrouds and stays, which were wire rope on the prototype. This was accomplished with a fine stainless steel wire rope used extensively by hobbyists for bead stringing. He purchased the wire, commonly referred to as “*Tigertail*”, at a local hobby store quite a while ago. At the time he was thinking, “there must be a good use for this stuff”. He had purchased a small spool of the wire called “*Acculon Jewelry Wire*”, which had been manufactured in Long Beach by the Cablestrand Corporation.

Cablestrand Corporation  
2660 Signal Parkway  
Long Beach, California  
90806-2205

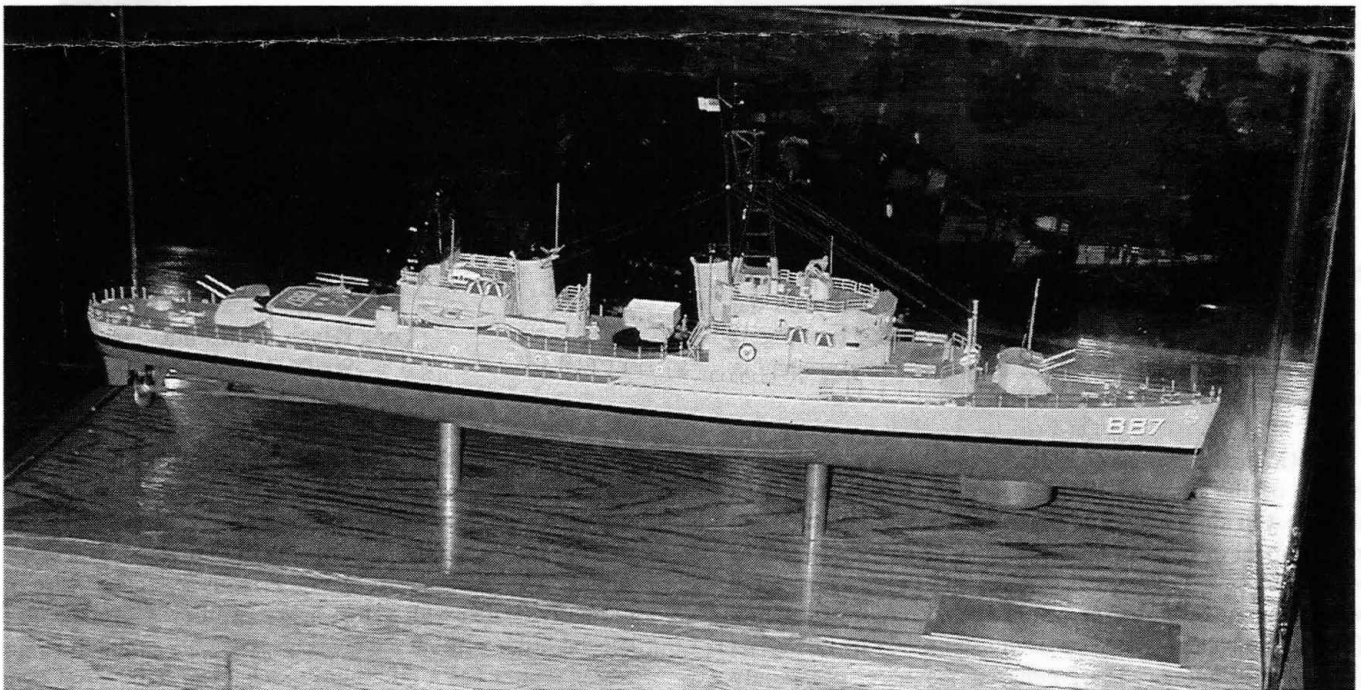
The characteristic that made this product attractive was that the wire lay flat when unwound from the spool and never unraveled. The smaller diameters (0.012, 0.015 and 0.018 inch) are three strand and the larger diameters (0.018, 0.020, 0.022, 0.024, and 0.026 inch) are seven strand. The appearance is very realistic. The wire is normally coated with nylon, however, they will make up a special order without the coating. The only problem is, the manufacturer has a minimum purchase of \$100.00 at non-distributor prices. As an example, a 30 foot spool of three strand wire with a diameter of 0.012 inch would cost \$1.14. For the location of dealer near you call 1-800-554-2253. There are crimps available for binding the wire. “For my project I tied the wire rigging with soft brass wire, which allowed for some adjustment and gave the

appearance of small cable clamps". Richard will bring a

sample of the wire rope to the next meeting.



Bob Hawkin's *CSS David*

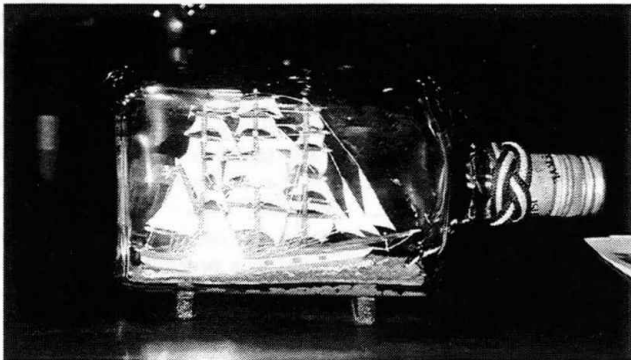


Frank Dengler's second *USS Brinkley Bass*

**Frank Dengler** brought a second model of the *USS Brinkley Bass* DD887, this time in its manifestation as a FRAM I vessel with anti-submarine capabilities. This

model was built at a 1/16" :1' scale and has been described in great detail in a previous newsletter.

**Doug Stratton** was happy to show off his ship in a bottle which was made and given to him by John Jamison from Edinburgh, Scotland. The delightful model was created by a modeler who had spent 47 years in the Merchant Marine. He used bamboo for the masts because it bends without breaking. The fact that little else is known about the model does not in any way diminish its charm.



Doug Stratton's Ship in a Bottle

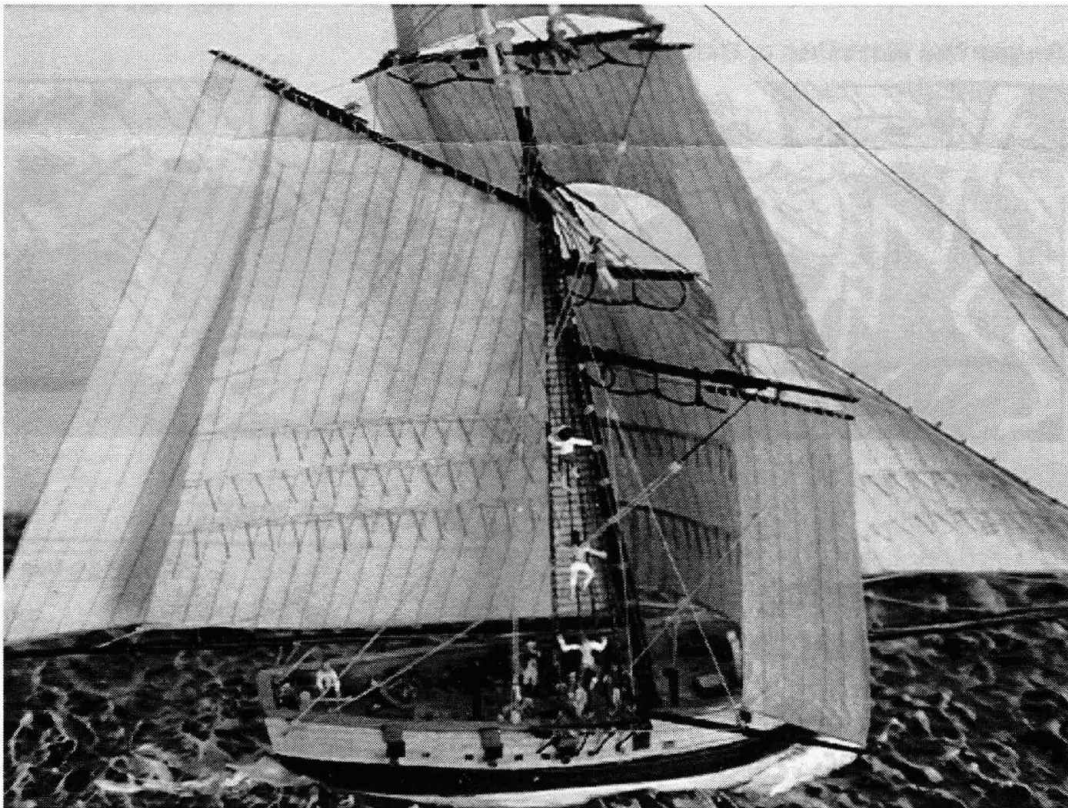
**KC Edwards** brought in a Model Shipways kit of the Phantom which has been reintroduced with a solid resin hull. The new York Pilot Schooner built in East Boston in

1868 was lost during the Great Blizzard of 1888, going ashore at Sandy Hook, New Jersey.



KC Edwards shows off the resin hull of the Phantom

**Bob Hawkins** brought in his interesting cut-away model of the *CSS David*, which is famed for being the first vessel to deliver a torpedo – against the *USS New Ironsides*. The South built about 20 copies of this torpedo boat which required heavy, heavy ballast to make it sit low in the water. It was easily swamped. This 1:32 scale model resin kit was created by Cottage Industries.

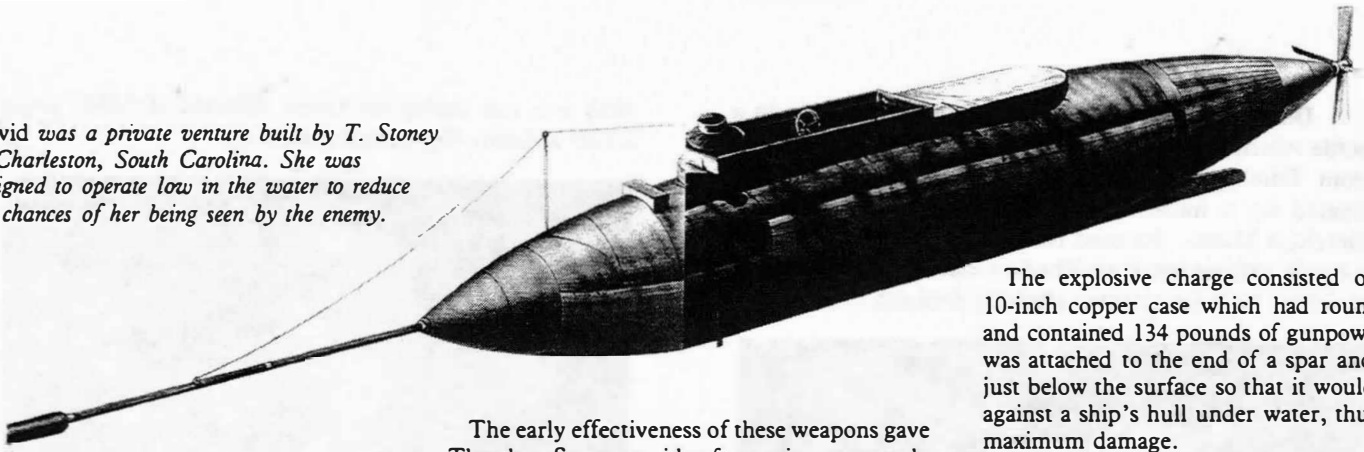


The dispatch vessel *Fly* by Robert Hewitt (notice the tiny crew in the rigging)

**Robert Hewitt** created a 1":20 ft replica of the 1763 *HMS Fly* which sports "a lot of sail on a small vessel". She had a deeply roached topsail. The topmast fidded (this is a real word) on the aft of the main mast. She was 51 feet long with a 21 ft beam, the red waterline is made of 0.009

sheet of holly painted red. Interestingly, the bowsprit is almost as long as the entire ship. The *Fly* was one of 31 small fast vessels brought into the British Navy and may have been a dispatch ship for the *Victory*. The sea is carved from tupelo wood.

David was a private venture built by T. Stoney at Charleston, South Carolina. She was designed to operate low in the water to reduce the chances of her being seen by the enemy.



## David

As the Confederates could not match the power of the Union squadrons, they developed other methods of counteracting the Union threat, the main one being the development of submarine boats such as *David*. Although these early vessels were rather primitive, they used sophisticated weaponry, spar torpedoes being the most effective.

The Confederate Army had established the first Torpedo Bureau in 1862, and the Confederate Navy soon followed suit. By the end of the war seven ironclads and eleven gunboats had been sunk by mines and many others were damaged.

The early effectiveness of these weapons gave Theodore Stoney an idea for a mine or torpedo that could be carried effectively to the enemy. At his own expense, he built the first *David* and presented it to the navy. By the end of the war over twenty had been built.

The first version, constructed of boiler iron, had a cylindrical form with conical ends and was positioned in the center of the hull.

It measured 54 feet in length and had a beam of 5 feet 6 inches. Mounted forward was a small boiler which generated steam for a marine engine driving a single propeller.

To allow the vessel to reduce its height above water, water ballast was taken into tanks and the whole vessel submerged until it was almost awash. In this condition only about 10 feet of the superstructure length could be seen.

The explosive charge consisted of a 32 x 10-inch copper case which had rounded ends and contained 134 pounds of gunpowder. This was attached to the end of a spar and lowered just below the surface so that it would explode against a ship's hull under water, thus causing maximum damage.

During trials a passing steamer swamped the *David* and sank her. However, she was quickly raised and set off with a volunteer crew under Lt. Glassell to attack a Union warship.

The *New Ironsides* shifted her anchorage every night as a precaution against attack, but around 9 o'clock on October 5, 1863, Glassell was able to get almost alongside before being challenged. He succeeded in exploding the charge against the ironclad's hull but, unfortunately, not far enough below the waterline.

The resulting rush of water swamped the submersible and she drifted off into the darkness. Glassell was washed over the side but swam to safety. Meanwhile, the engineer, J.H. Tomb, managed to restart the fires and get the vessel safely back to Charleston.

## Hagar the Horrible by Chris Browne



**Next Meeting**  
**Wednesday March 13**

**Bring your calendars!**  
**Let's Plan how to transport our models to the SMA Conference**

Bob Lange wants someone to build a model of the USS Putnam DD 757 FRAM II  
 Please call /redacted/

## SHOW & TELL

by Nilson



"FRED ALWAYS WEARS A HELMET WHEN HE RIDES HIS MOTORCYCLE."

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
9	10	11	12	13	14	15 JUNE FAIR OPENS	
16 JUNE	17 JUNE SHUT	18 JUNE	19 JUNE	20 JUNE	21 JUNE	22 JUNE	
23 JUNE	24 JUNE SHUT	25 JUNE	26 JUNE	27 JUNE	28 JUNE	29 JUNE	
23 JUNE	1 JULY	2 JULY	3 JULY	4 JULY	5 JULY	6 JULY	
7 JULY	8 JULY	ENTRY DEADLINE FRIDAY, APRIL 26. 5:00pm SET-UP MARITIME MUSEUM BOOTH DAY- SUNDAY MAY 26th ENTRY DELIVERY- SUNDAY JUNE 2nd.				<b>Sign up early!</b>  <b>Reserve your spot at the Fair</b>	
FAIR CLOSES	BOOTH TAKE-DOWN PICK UP ENTRIES						

## FAR WEST

### A Study in Imperfect Technique

Chuck Seiler

Which well worn saying should I start off with?: "Measure twice cut once." "Use the right tool for the job." At any rate, I have heard 100 times from the old pros, "If you make a mistake, stop right there, pull it apart and redo it IMMEDIATELY. It may be painful, but the error will just compound itself if you don't."

That is the situation I found myself in as I rushed to finish the model "FAR WEST" for the western Ship Model Conference and Exhibit of 2000. Instead of using a drill press, I used a hand drill to drill the holes for my supports. Some were misaligned and many not perfectly square to the horizon. I thought I could compensate. While I was attempting to make it "rustic looking", it was obvious it would look more like it ran aground on a sand bar. Right then I should have ceased operations and corrected it but I knew I would not make the conference. Monica (the conference model-meister) suggested I continue, but use it as an example of what NOT to do. Wow, what a win/win situation!

#### Lessons (re)learned:

1. Use the right tool for the job. Instead of using a hand drill, I should have used a drill press or some devise which allowed a perfect vertical hole. It would not be feasible for me to buy such a thing, but I could have used the one at the model shop at the San Diego Guild location. Guild membership has its benefits!
2. Take your time/patience is a virtue. You may be in a hurry to get the model done, but take the time and care to get it right. In the long run a well-made model can outlive the builder. As firewood, a poorly made model will last ten minutes into the next cold spell.
3. If all else fails, don't be afraid to tear it apart and redo it. As the old pros say, the errors will otherwise compound and you will have a fancy piece of firewood. Also, you can learn as much from deconstructing a model as actually constructing it.
4. If it is REALLY bad, say that you did it on purpose as an example.

## THRU THE LUBBERS HOLE

By Robert Hewitt

*BONHOMME RICHARD*

Continued from last month.



The explosion caused by Bill Hamilton was enough for Captain Pearson and he lowered the British flag. All of the guns became silent. A boarding party entered *SERAPIS* and some British sailors that were unaware of the surrender started a small skirmish. This was quickly dealt with and Pearson was taken to Jones aboard *RICHARD*.

Pearson presented his sword to Jones who invited him to his cabin for a glass of wine. The two of them stood in the smoldering wreck of what was once an elegant cabin. One deck below had been completely shot away and it was amazing that the quarterdeck did not collapse. Fires burned unchecked. There were bodies lying everywhere. The pumps on both ships were running.

The battle had lasted for three and half-hours. Now the real work began. The fires were brought under control. The two ships were wrenched free causing *SERAPIS* to lose her mainmast, taking with it the mizzen topmast and the foretopgallant mast.

Jones gathered up the rest of his fleet and put all of their crews working to save the two ships. In the case of *BONHOMME RICHARD* it was a futile attempt as everyone but Jones perceived. He had his exhausted crew working through the night and the following day. As dawn broke the remaining fires were finally extinguished.

*RICHARD'S* hull barely floated, but her rigging was in good enough condition to set sail. With *ALLIANCE* towing *SERAPIS* they headed for Holland. All that day there was the steady clanking of the pumps punctuated by the splash of bodies dropped over the side as the wounded perished.

By evening the barometer had begun to fall. As the breeze picked up, all of the wounded were transferred from *RICHARD*. Efforts to save her became efforts to evacuate her. The following Sunday morning by 9 a.m. the pumps fell silent and the last boat pulled away from her. Jones, realizing he still had personnel possessions on board ordered midshipman Fanning to make a last trip to recover his papers and money.

Approaching slowly, Fanning saw water pouring into her side and ordered the boat away. As they cleared, *RICHARD* listed to port. Her head settled and she sank bow first. Jones watched her sink from the deck of *SERAPIS*.

It took the squadron eight days to travel the two hundred miles to Holland. After arriving in neutral Holland, Jones found that the British blockaded him. He had to deal with the prisoners and the selling of the prizes. Pearson at that time became sulky and aloof.

Later, back in England Pearson was court-martialed for losing his ship. He was exonerated as he did save the convoy. He was also knighted. Hearing of this, Jones made his famous quip, "Next time we meet, I'll make a lord of him".

The ships were all put under the French flag and were allowed to stay in neutral waters. On November 12, 1779, *ALLIANCE* was given to Jones, and that day he was told to leave. He reluctantly took command of a dirty, ill cared for ship. He also transferred the remaining crew from *RICHARD* and there was bad blood between the men due to the firing on *RICHARD* during the battle.

The Dutch sailed six ships of the line into the harbor and anchored within gunshot of *ALLIANCE*. Jones held his position, careening and cleaning *ALLIANCE*.

On December 27, the wind came up hard and blew the blockading British fleet off shore. Jones slipped his cable at 11 a.m. and raced southwest. The fifty-two-ship blockade fleet made an attempt to catch him.



Jones added all the sail he could. There was some concern that they would carry away a mast. Jones reply was "We will either carry this sail or drag it." He rounded Ushant, captured an English brig and headed to Lorient. Jones went through his usual modifications to *ALLIANCE*, cutting down spars, rearranging ballast and all of the other alterations that he deemed necessary. Years later, Captain John Barry commented that Jones made *ALLIANCE* the fastest ship in the navy.

This time on land Jones found himself the toast of the capital in Paris. He was invited everywhere, decorated by Louis XVI with the Order of Merit, and was presented with a gold sword. The ladies of Paris adored him. His stay became prolonged.

Landis returned to Lorient, and with some scheming with Arthur Lee, Ben Franklin's archrival, took over command of *ALLIANCE*. Jones seemed relieved to see the last of the fine, fast frigate with its unhappy crew.

## WORLD OF ISLANDS

By Al A. Adams

*"That moment when the world seems to open about us and we become conscious of it's beauty is our nearest approach to complete contentment."*

It was glorious sailing from the Fijian Astrolabe Group back toward Suva. *Sans Souci*, was on a broad reach and spray was flying. As we brought the island of Liti Levu up on our bow, there approached from over the horizon the 40' ketch *Porpoise*. She was coming bow on with a bone in her teeth. *Sans Souci* sailed close to dip her colors and wave farewell. *Porpoise* was skippered by Louise Myers of Marina del Rey. They were departing Suva for the Samoas having come down from Honolulu. It was typical of my travels, on this South Sea jaunt, to meet up with West Coast boats. It is warming to meet old sailing friends in far out places. In Bora Bora, French Polynesia, I sailed with Willis Boyd on *Rocking Chair III* and saw Ernie Lenkeet on board *White Wings*. I had dinner on *Strider* with the Heacocks. Papeete, Tahiti was fun with Bill and Trixie Hoving on *Valiant* and a pleasant visit on board *Stella Maris II*, a 54' cutter I had helped to build and first sailed in the 1939 Transpacific race to Honolulu.

Throughout the islands it was surprising to see so many yachts from the California coast. It was most sobering when we were in Pago Pago, American Samoa to learn that *Marinero* had been lost with all hands in the hurricane prior to our arrival. We met *Windwagon* out of San Francisco the first time in Apia, Western Samoa and later in Honolulu.

At the Royal Suva Yacht Club, I had many interesting sessions topped by pleasant visits on *Dove* with California's Lee Graham, the 17 year old singlehander then enroute around the world. His boat was in fine shape again after being dismasted near Samoa. Lee was now minus his two kittens. One had jumped ship in Samoa, the other was killed by a truck adjacent to the Royal Suva Yacht Club. Needless to say, Lee was lonesome with his loss. His intent was to continue on around the Cape of Good Hope. Good luck and great courage-Lee Graham.

Suva has a wonderful natural harbor. The reef protecting it is as well laid out as a great, manmade breakwater. Inside were ships from Holland, China, Germany, Japan and many from Australia, New Zealand and England. Suva is colorful bizarre and anxious to improve. A blend of nationalities on the island is dominated by the rapidly growing East Indian population springing from the indentured servants brought to Fiji a few generations ago. Indians now number more than half of the Fiji population. They are good at farming as well as having fine commercial and business ability.

It was at Suva that I met *Sans Souci*, a 91' ketch owned by Eric and Betty Schiff. They had come down from California with their family of five children and crew of five. Some of the crew had intended to make the voyage only to Suva so Eric was looking for a first officer and deck hand. Over dinner at the Grand Pacific hotel we decided to join forces. Because we were going off the beaten path, Eric had the boat hauled out at the Fiji Government slipway. He had me do a bottom and rigging survey and make recommendations to improve her if warranted. *Sans Souci*, constructed in 1949 was one of the largest yachts built in Australia. She was very capable and fast, as we later learned first hand.

*Sans Souci* was ready for sea. Our first stops were visits to Ono, Kandavu and the Astrolabes. It is hard to imagine that in the Fiji group there are some 300 islands and now we were going into the New Hebrides group of more than 80 islands.

Here were islands little developed, some very primitive with people of cannibalistic tendencies. Here were the Big Nambus tribes, Bushmen, and Pygmy Negritos and live erupting volcanoes. Many New Hebrides natives have had little or no contact with white people. The Big Nambus and Bushmen live in seclusion which they jealously maintain. There are also approximately 250 Vietnamese people living in the settlements engaged as artisans or farmers.

A wonderful warm Southeast trade wind carried us 600 miles north to Efate island. Passing abeam Eromango Island, I was surprised on my early morning watch to see great patches of floating rocks. Scooping some of these with the pole net, I discovered they were light weight pumice stone. Later during our climb to the top of Marum Volcano on Ambrym Island, I found identical stones on the crater rim. The natives told me that during some eruptions the sea was covered with ash and cinders making boat navigation difficult. This would be especially damaging to a boat's paint as well as ruining the water cooling system, pumps and the stern bearing.

Our next stop after visiting Vila, Efate was to Epi island for a successful wild boar hunt. From Epi, we sailed to Ambrym to safari up to see the active volcanoes. Then to Malekula where real adventure began with the Nambus tribesmen - a strange primitive people with pigs as their monetary system and most important possession. The women are seldom seen. They suckle pigs and are purchased by their husbands. Eight pigs brings a real good wife. The chief had ten wives, his father before him had 50, so pigs are important. We made the long trek in to photograph them and to bring back artifacts. We were told, before going in, that we were taking a risk since some of these people have tasted human flesh. They live in the high bush land in stockades, drink little or no water, and hunt with bows and arrows. They cut designs in their arms and chests with sharp edged shells and rub charcoal ash into the wounds for permanent disfiguration. Almost all of the women and young people have primitive tattoos. Body coverings are barest minimum while the bush people wear nothing at all or a few leaves in a pinch. It was an uneasy feeling accompanied by sleepless nights in their midst. We were odd to them too, for they would touch our skin and feel our hair maybe in anticipation. The New Hebrides are a boatman's dream for they offer so much in beauty, intrigue and adventure.

For a month we cruised these islands photographing and adding to our collections. From there we sailed to Rotuma, the real paradise island of the South Pacific. Here the people were unspoiled very friendly with their island accessible only by boat. Oranges grow year around and they had larger coconuts than any we had seen through the Pacific. It was difficult to say goodbye to the Rotumans. From here we sailed to the Gilbert and Ellice groups. In mid Pacific we crossed the equator with our shadows beneath us at midday and the constellation Orion overhead at night. Atern, we were leaving the Southern Cross and a wonderful dream world. On to Canton island, Palmyra and Honolulu.

This was an experience. In 12 days, with a Southeast wind and an iron breeze, *Sans Souci* returned us from Honolulu to fog, smog and California.

Departure from Suva would be in about 15 days. This was fortunate, for I had an opportunity to take an inter island boat to New Caledonia to see the world's second largest barrier reef. While touring the island I visited the New Caledonia Yacht Club as guest of the Commodore. From there I sailed into the Tasman Sea and on to New Zealand.

I was a guest of the Royal Akarana Yacht Club in Auckland. The people of New Zealand are very sea minded and rightly so with their Bay of Islands, barrier reefs and off shore island retreats.

At Auckland I saw *Nam Sang*, the 66' cutter from California owned by John Thompson. She had been dismasted off New Zealand while on her way around the world. I had sailed *Nam Sang* many hundreds of miles and had raced her in the Acapulco race. It was good to see her again.

While approaching New Zealand, the *Moorea*, a 43' sloop from Los Angeles had a very rough time in heavy seas. She put in at Auckland for repairs and rest for the crew.

I returned to Suva to find the crew had grown. Two young Fijian boys had signed on. One was a school teacher for the children. The boys had never sailed before but developed into good hands.



Royal Navy stokers aboard HMS Edinburgh, c. 1897, taking a break.  
from "Sail & Steam" by John Falconer 1993

In the heyday of the sailing ship, every man-of-war had to have cannons for protection. Cannons of the times used round, iron cannon balls. The captain needed to store the cannon balls so that they could be of instant use when needed, yet not roll around on the gun deck. The solution was to stack them in a square-based pyramid next to the cannon.

The top level of the stack had one ball, the next level down had four, the next had nine, the next had 16, and so on. Four levels would provide a stack of 30 cannon balls. The only real problem was how to keep the bottom level from sliding out from under the weight of the higher levels.

To do this, they devised a small plate called a "monkey", with one rounded indentation for each cannon ball in the bottom layer. When iron was used to make the "monkey", the cannon balls would rust to the plate.

As a result, these plates were made of brass to prevent this problem -- thus the name "brass monkey".

When temperature falls, brass contracts faster than iron. As it got cold on the gun decks, the indentations in the brass monkey would get smaller than the iron cannon balls they were holding. When it was cold enough, the bottom layer would pop out of the indentations **spilling** the entire pyramid over the deck. Thus it was, quite literally, "COLD ENOUGH TO FREEZE THE BALLS OFF A BRASS MONKEY".

Just think; all this time, "land lubbers" thought sailors were talking dirty.

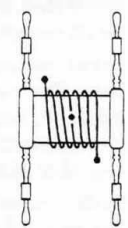
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NAUTICAL RESEARCH JOURNAL

## Submitted by Jack Klein

Drawing by John Pocius

HELM AMIDSHIPS



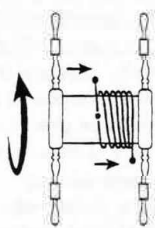
3-1/2 Turns    3-1/2 Turns

View from above  
Forward →

Total of 7 turns as stated by  
Steel in rigging volume.

Not 7 turns each side of center.

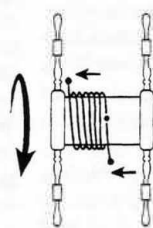
HELM TO PORT



1/2 Turn    6-1/2 Turns

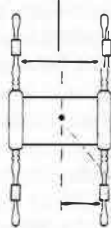
Total of 3 turns

HELM TO STB'D



Effectively  
6 turns "lock to lock"  
Barrel diameter = 21"  
Circumference =  $2\pi r = 65.97" \times 3 = 197.3"$   
3 turns = 16'6" (i.e., amidships to side)  
Actual 1/2 width station 23 at tiller height = 16'6"!

6 TURNS



4" Rope  
= 1.274" Diameter  
 $\times 6$   
7.644"

The rope is nailed to the  
barrel at its midpoint on  
top of the barrel.

OF PARTICULAR INTEREST may be my calculations for tiller rope length, turns of the wheel, and tiller swing, compared to the actual ship's width at the sweep. Knowing the diameter of the steering drum and the number of turns of rope around it, one can calculate the travel of the tiller from hard a-port to hard a-starboard. I found this to be 33 feet from side to side. The interior breadth of the ship at the level of the tiller sweep is also 33 feet. A side effect of this range of helm is that the bearding of the rudder, that is, its diminishing forward edge, is adequate to accommodate the swing of the tiller from "lock to lock" without also reducing the aft edges of the sternpost. This appears to contradict other authors' assertions that bearding on the sternpost was necessary to obtain the maximum degree of helm. To increase the range of motion any further, one would need a hinged tiller arm!

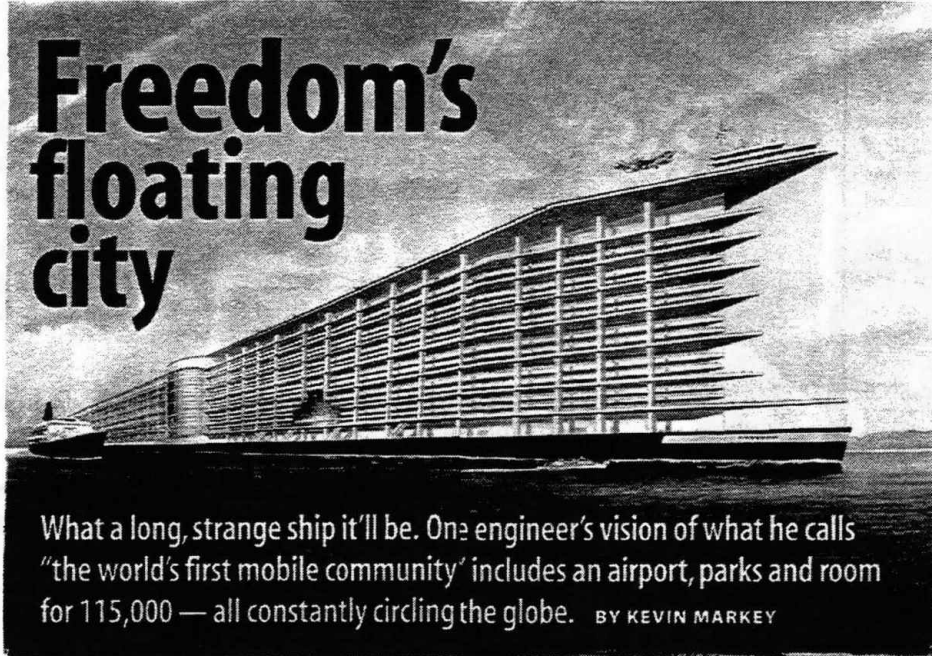
**A**S OPEN LAND dwindles, the next logical frontier is the high seas. The U.S. Navy is contemplating building a mile-long floating base; shipping companies are drawing plans for floating ports that could handle oversized cargo ships; Japanese researchers have finished a prototype for a floating airport. And, as we reported in November, *ResidenSea*, a 631-foot-long "global village at sea," embarks on its first voyage out of Norway this month. But by far the most ambitious seafaring scheme is the Freedom Ship.

A veritable floating city, the vessel would extend 4,500 feet from stem to stern and 750 feet abeam. By comparison, the largest ship now afloat, the super-tanker *Jahre Viking*, is a relatively modest 1,504 feet long. The Titanic measured a humble 882 feet. Planned amenities include everything you would expect of a place whose population could exceed 100,000: hotels, condos, theaters, a mall, offices, banks, fitness clubs, casinos, an airport, 40-plus restaurants and nightclubs, even warehouse and manufacturing space, all spread across decks towering 25 stories over the waves.

This brainchild of Florida engineer Norm Nixon now exists only on paper. But he and his partners are aggressively courting investors. When they have financing in hand, they plan to build the multibillion-dollar Freedom Ship in Central America. Nixon claims future residents already are lining up to purchase ship-board homes, ranging from about \$120,000 for a studio to well over \$7 million for a prime apartment.

At a speed of 8 to 10 knots, the Freedom Ship would circle the world every two years, mostly hugging the 12-mile limit of territorial waters. Therein, Nixon says, lies his ship's greatest appeal: From her decks, passengers will never be more than a short hydrofoil ride away

## Freedom's floating city



What a long, strange ship it'll be. One engineer's vision of what he calls "the world's first mobile community" includes an airport, parks and room for 115,000 — all constantly circling the globe. BY KEVIN MARKEY

Far more titanic than the Titanic, the Freedom Ship is no mere cruise liner. Plans combine million-dollar condos with offices and even industrial space.

from Europe, Africa, Asia or the Americas. The world will truly be their oyster. USA WEEKEND spoke with Nixon about the logistics of running "the world's first mobile community."

**Q: Will most of the residents be American?**  
Probably half or less. We have a lot of Australians, tremendous interest in New Zealand, Germany, France, Ireland, England. We've got interest from Hong Kong.

**Q: You're aiming for a population of 115,000?**  
That includes 30,000 day visitors, 10,000 hotel rooms full of people, employees, casino people who come and go. We have 16,000 or 17,000 residential units. So you're going to have 25,000 or so local people in residence. We're just saying 115,000 is the maximum number we can permit on the ship.

**Q: Will the Freedom Ship be a vacation home for most people?**  
We thought the market would be strictly for part-timers, but a surprising number want to stay on full time, at least for two years to make the trip around the world. Now, these are people who in general already own two or three houses.

**Q: Won't the ship be too large to enter ports?**  
It's going to stay out past the 12-mile

limit, and ferry boats and small aircraft will go back and forth. Even when the ship is moving, the ferry boats will still come and go every 15 minutes.

**Q: The ship will be subject to international maritime law and the laws of the country whose flag it flies. Have you decided where you will register it?**  
No. Most ships are registered in Panama and Liberia, but we'd rather pick something with more credibility. John Hume [a member of the European Parliament] would like us to fly the flag of the European Union. We're keeping it in mind. Switzerland would be great — always neutral. That's one of our favorites.

**Q: What about health services?**  
We've got several doctors who want to set up a hospital. We're going to provide space and utilities to doctors at no charge. We've got some who say, "If I could set up on a ship like that, I could practice American medicine and European medicine or even Eastern medicine."

**Q: And schools?**  
As engineers, we feel there's not enough education in the sciences: engineering, biology, medicine. So we're setting up a school system that emphasizes these things. We're going to offer a true education. Kids can have field trips into different countries. They can learn things

you can't possibly learn sitting in one city.

**Q: Will you provide emergency services?**  
A retired FBI agent is going to set up the security system. With 30,000 day visitors, they've got to go through a stringent customs check. We're going to pattern it after the Israeli airlines. As far as medical emergencies go, we'll have services on the ship. We'll also have helicopters in case residents have an emergency on land; we can send a helicopter, pick them up, bring them back to the hospital.

**Q: How will local government work? Will the captain serve as the de facto mayor?**  
Only to the extent that the captain of a cruise ship is a legal authority. Our captain

will be full time in charge of the ship. If somebody kills somebody or something, we'll send them back to the country whose flag we're flying and say, "Hey, you take care of these guys."

**Q: So, no courts and prisons?**  
Oh, no, no, no. That'd be the last thing we'd want to get involved in. The demographics alone remove a lot of the crime possibilities. There's nobody wandering the streets with nothing to do.

**Q: It's a nice, safe place?**  
Yeah. That's something I want for my kids. They're not going to whack themselves out in an automobile accident. Getting rid of cars is one big advantage.

**Q: What recreational facilities will you offer?**  
Two hundred acres of open park area. Tennis, jogging, swimming pools — even bicycle trails. How many towns have a really nice 200-acre park? Not many.

**Q: But no golf. You won't have space for that.**  
Why would you want to mess around on one little fixed course when you can get off the ship and go to a major country? One week you play in Scotland, next week England, then you go to France. ☐

*It would take Massachusetts-based writer KEVIN MARKEY far longer than two years to circle the globe in The Colonel Mustard, his 16-foot runabout.*

# Sculptor creates miniature works of art in heartbeat

Submitted by Chari Wessel

*Pieces can perch on mosquito's nose, slip through needle's eye*

By ANNA MELNICHUK

THE ASSOCIATED PRESS

**KIEV, Ukraine** — Wearing a lacy skirt and holding up an umbrella, the slender girl gracefully rocks a shapely leg, her elegant shoe barely hooked to a tiny toe. All the while, she perches on the nose of a mosquito.

This micro statue, made of pure gold, is so small that the veins on the life-size mosquito's wings can be seen clearly only with the help of a strong microscope.

It's not work for the easily distracted or someone with anything but rock-steady hands.

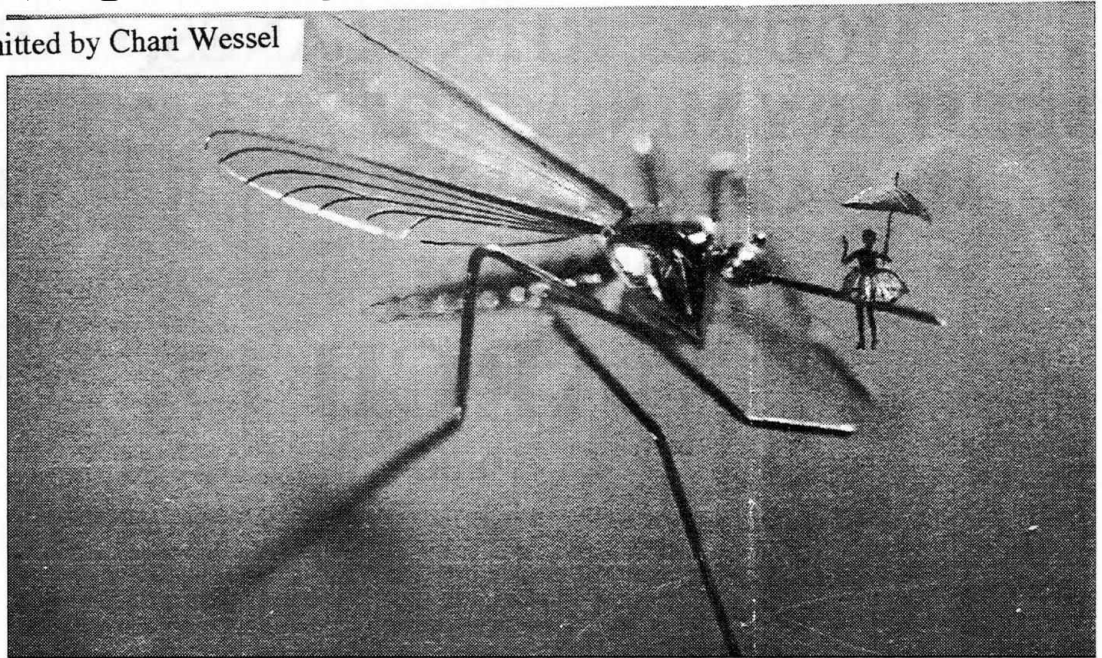
"When I make my miniatures, I try to hold my breath and touch the work with the instrument between the beats of my heart to prevent my hand from trembling," says Nikolai Syadristy, a 64-year-old Ukrainian who crafts some of the tiniest art in the world.

A museum containing his works is in the Orthodox Christian Monastery of the Caves, a 12th century holy place in the center of the Ukrainian capital, Kiev, where golden cupolas rise above whitewashed walls and church bells peal. Another Syadristy museum is in Andorra, the tiny state in the Pyrenees, while a third is to open soon in Barcelona, Spain.

Visitors to the Kiev museum can see a 0.15-inch model of the Santa Maria, Christopher Columbus' ship, composed of 256 gold parts. Antoine de Saint-Exupery's Little Prince stands just 0.03 inch tall, on a pearl planet with a 0.08-inch airplane nearby.

A miniature book of verses by Ukrainian national poet Taras Shevchenko contains 12 pages of poetry and pictures bound with a spider web. The book can fit through the eye of a needle.

He doesn't sell the works, preferring to see them



NIKOLAI SYADRISTY/THE ASSOCIATED PRESS

A girl with an umbrella sits on a life-size mosquito's nose in this statue, made of pure gold.

displayed in collections. He lives off his salary from the Kiev museum, which is financed by the state.

Born into a family of farmers in eastern Ukraine in 1937, Syadristy studied art and agriculture and worked as an engineer at the Kiev Institute of Superhard Materials. Long interested in Chinese, Indian

and Japanese miniatures, he set himself the task of making things ever more delicate, such as the flea on which he put little golden boots, one of his first miniature works.

Syadristy has created about 100 miniatures with instruments he made himself.

"It's infernal work, considering the fact that very often

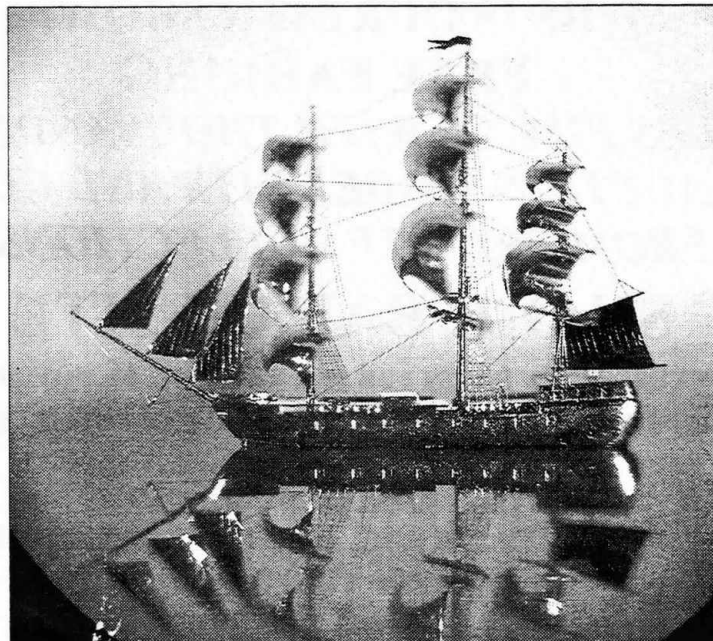
it has taken more time to make an instrument than to process a part with it," he says. "Moreover, every new piece needs a new set of instruments."

At first, it took Syadristy a whole year to create one or two miniatures. Now, it takes him nearly a month of painstaking work to create one piece, whether it's baby swallows inside a nest made of half a poppy seed, or a red rose on a green stem 0.002 inches thick, inside a human hair that has been polished so thoroughly that the flower can be clearly seen through it.

Visitors to the Museum of Microminiatures, which Syadristy founded in 1977, view the works through microscopes mounted on the white walls of the Baroque building.

One case features a minuscule electrical clockwork mechanism inside a dragonfly's head. It consists of 130 parts, including gears, ruby bearings and two human hairs that form the hour and minute hands. Another electrical motor is one-twentieth the size of a poppy seed.

Creating miniatures is "poetry embodied by technical means," Syadristy says. "A miniature is a way of poeticizing small forms."



NIKOLAI SYADRISTY/THE ASSOCIATED PRESS

A 0.14-inch gold frigate is in the Museum of Microminiatures, where visitors can view the works through microscopes.

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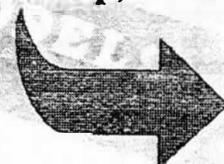
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**For map, see back**



Richard A. Young Presents A

# Figurehead Carving Class

20-25 May 2002



Richard Young carves a rampant lion figure head from a laminated basswood block.

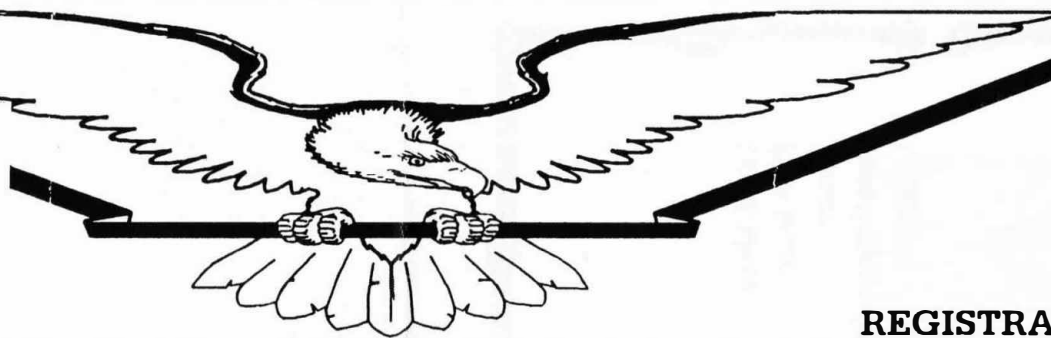
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Lunch Break

13:00 to 16:00

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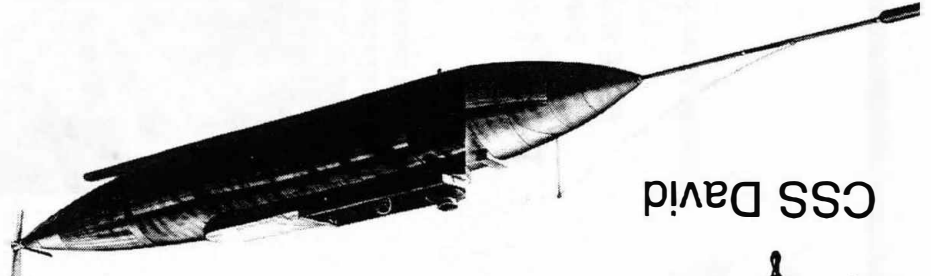
Tales of the Bonnehomme Richard Continue P. 8-9

NOT DELIVERABLE  
AS ADDRESSES  
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Hewitt's  
RETURN TO SENDER

Captain Al's Islands P. 9-10

Sign up for the Fair P. 7

CSS David



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