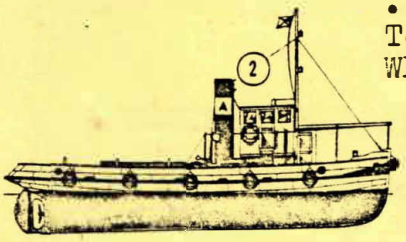
San Diego Ship Modelers Guild

Volume II NEWSLETTER -- June/July 1978 Number 6



...such a tide as moving seems asleep,
Too full for sound or foam,
When that which drew from out the boundless deep
Turns again home.

....Alfred Lord Tennyson: "Crossing the Bar"

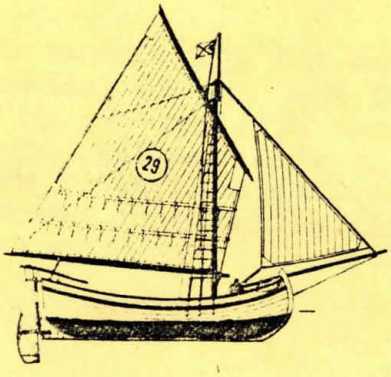
****

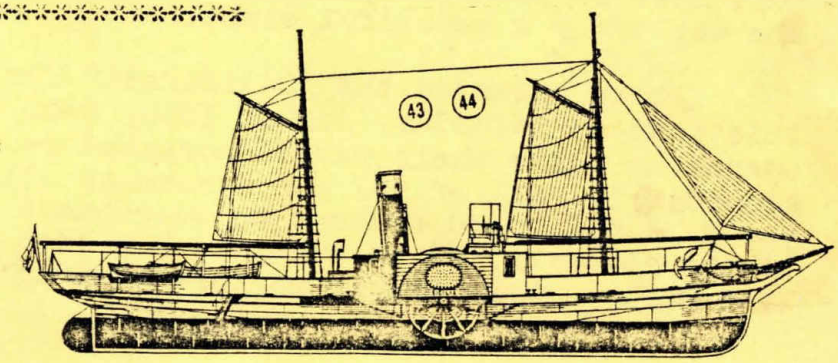
NOTES from the May Meeting:

The May 19th meeting was started off with Dave SELLARS explaining further details on the project to build the aircraft carrier USS LANGLEY (CV-1) for the Aerospace Museum. He is still awaiting further contact from the Museum people to work out the details. A few more people signed up to work on the model and possible sources of information were discussed. Skipper Doug McFARLAND congraduated participants in the Lakeside Gardens Regatta for a wonderful presentation that was greatly appreciated by the residents of that retirement community. The possibility of reducing the two day September regatta to a one day R/C only event was discussed as was the ABC TV news coverage of the scale R/C models sailing at the Yacht Pond the previous Saturday morning.

For new business it was announced that the Club birthday party would be held at the July 21st meeting, hopefully aboard the Star of India. We're still looking for someone to coordinate the food for the evening. Contact Doug McFARLAND or any Club officer if you would like to help out. Bob and Alice DeBow outlined the expansion plans of Vacation Village Hotel and the possible effects on the use of the Model Yacht Pond. The month of August has been tentatively chosen for our dinner cruise aboard the "California." (See the Captain's Corner.) For members who prefer 1:1 scale, the guilded missile cruisers USS ENGLAND and USS CHICAGO were open to the public in observance of Armed Forces Day. "Show & tell" was followed by a demonstration of tool sharpening by Lew HARMELING and Dr. John SANDS movie of the Lakeside Gardens Regatta.

****





SAN DIEGO SHIP MODELERS GUILD

Elected Officers

CAPTAIN: Doug MCFARLAND /redacted/

LOGKEEPER/
EDITOR: Fred FRAAS

PURSER: Bob BECKER

STEERING
COMMITTEE: Bill BENSON - Vic CROSBY - Al LEBUREUX

MEETINGS: 3rd Friday of each month at 08:00 PM aboard BERKELEY

MEMBERSHIP DUES: $ 6.00 per year for members of the Maritime Museum Association of San Diego; $12.00 for all non-members. Out-of-state residents may join for $ 6.00.

Founded in 1971 by the late Russ MERRILL and Bob WRIGHT

MODELS DISPLAYED:

Bob BECKER - "Endeavor" - scratch, plank-on-frame
Bob BRADY - "Arethusa" - " " " "
Bill KELLY-FLEMING - "Plymonth" - scratch miniature, 1:200
Russ LLOYD -British revenue cutter; ship in a bottle
John McDERMOTT - Franklin - 74 gun ship of the line; scratch PoF.
Doug McFARLAND - Norske Love - Kit, plank on frame
Roy NILSON - Lake Grampus - R/C freighter, scratch
Royce PRIVETT - HMS Victory cross section; Corel Kit
Doug SMAY - Electronic speed control
Dave STOKES - Racing Sloop, scratch, plank on frame

CAPTAINS CORNER:

Thursday, May 25th, your Captain was treated to a very unexpected event. I was invited to sail aboard the "California" to greet the Chilean naval training ship "Esmeralda" on her arrival for a short visit to San Diego. She is a 371' long four masted barkentine, and was one of the ships that participated in the parade of tall ships at the 1976 bicentennial. Although not a scrap of sail was set, she was still a magnificent sight as she was escorted to the Navy Supply pier adjacent to Broadway pier. I hope most of you were able to see her during her brief stay here because she was truly a beautiful sight.

I have reserved the "California" for our one and only dinner cruise this year on Saturday, August 12th, 6;00 to 9:00 PM. Due to increased operating costs their rates increased so our rates will have to go up accordingly, all of 50¢ per person to $11.50. As with the Club birthday party, I will need someone to coordinate the pot luck dinner. I will be taking reservations on a pay as you sign up basis so get your names on the list early. Make checks payable to Doug McFarland.

The June meeting will be a "plans and problems" night. If you have sets of plans you would like to share with other members, have a problem that needs solving or an answer to someone elses problem, bring them along. And don't forget a model.

****

LAKESHORE GARDENS REGATTA:

Someone up there likes us after all. As though to make up for our disastrous whale watch cruise, Sunday, May 7th, was absolutely perfect. The day dawned bright and clear as 14 club members and their families loaded cars and headed north for Carlsbad and the Lakeshore Gardens Mobile Home Park. With static and R/C models as cargo, we all looked forward to a beautiful day.

Organized at the request of Club Purser Bob BECKER's father Charlie, the show was intended to give the residents of Lakeshore Gardens an insight into the fascinating hobby of model boating. With nearly thirty models to view in varying stages of completion, close to 300 senior citizens and their families saw model ships and boats literally from the bottom up. Also, the event was so popular that we've been invited back again next year.

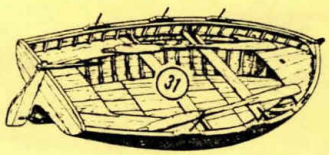
The show began with a set-up of the static display and assembly as well as tune-up of the R/C models. Club President Doug McFARLAND gave a brief description of each static model and Millie BECKER's scrimshaw. Then the R/C boats made a "pass in review." Afterwards, the rest of the day was devoted to open operating. LCDR Fred FRAAS (USN Ret) gave an impromptu demonstration of Navy rescue operations for ships aground (one of his.) (There was a small island in the middle of the lake.)

Most unusual of R/C models was Phil HEADLEY's beautiful "Baloa class" submarine which performed perfectly for the crowd, right down to the firing of torpedoes (scale-powered by freon gas.) In addition to his 9ft. long USS MISSOURI, Al LHEUREUX thrilled the kids with an R/C tank. Although getting a late start, John SANDS live steam- powered battleship, USS OREGON finished out the operational portion of the regatta.

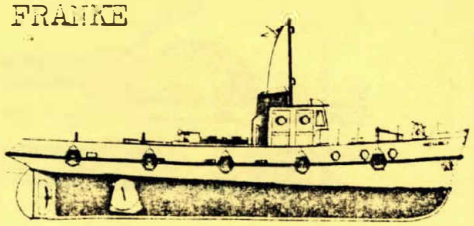
To finish a perfect day, Millie BECKER prepared a delicious lunch of sandwiches and dips and some of the Lakeshore residents furnished cookies and coffee.

Many thanks to the following members for participating or furnishing models for the event:

Dave SELLARS
Bob CRAWFORD
Royce PRIVETT
Doug SMAY
Bob & Millie BECKER
Doug McFARLAND
Phil HEADLEY
Al LHEUREUX
Lew HARMELING
Val PETERSON
Mike REEDER
Tom FISHER
Fred FRAAS
R. F. FRANKE
Dr. John SANDS



****



NOTES from the JUNE MEETING:

Skipper Doug McFARLAND started the meeting with a brief discussion of the up-coming September regatta and showed the three trophies donated by Contest Director Al LHEUREUX. Dave SELLERS gave an update on the "Langley" project. The Aerospace Museum finally contacted him and are definitely interested in the model. The possibility of a special work area aboard the "Berkeley" as well as of the Maritime Museum shop was announced by Bill BENSON.

Ann MERRILL, bless her lovely heart, volunteered to coordinate the food preparations for the July birthday party aboard the "Star." Contact her at /redacted/ to find out what you should bring. Also, if anyone knows where to obtain the use of a 16mm sound projector, contact Bill BENSON. We plan to have a showing of the film "Iron Lady of the Sea" at the party. There will be no formal show & tell at the July meeting.

"California Cruise III" was announced and reservations are being taken for the August 12th event, $11.50 per person. Try to get your names on the list by the July meeting; this is the only one we'll have this year. For reservations or if you would like to volunteer as food coordinator, contact Doug McFARLAND at /redacted/.

Doug McFARLAND passed around the pictures he took of the arrival of the Chilean four masted barkentine "Esmeralda" and also announced the pending arrival of another tall ship, USCGC EAGLE on Saturday, June 24th. He took slides of the event as well as her departure on the 28th of June and will show them at a future meeting.

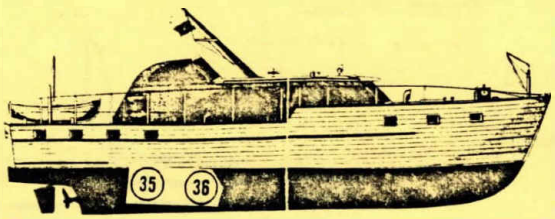
After the "show & tell" portion of the meeting, a plans and problems sessions was held. Plans available for perusal included the "Charles W. Morgan", "HMS Victory," "Norske Love" and _____ of Ipswitch, a sailboat once owned by actor James Cagney, among others.

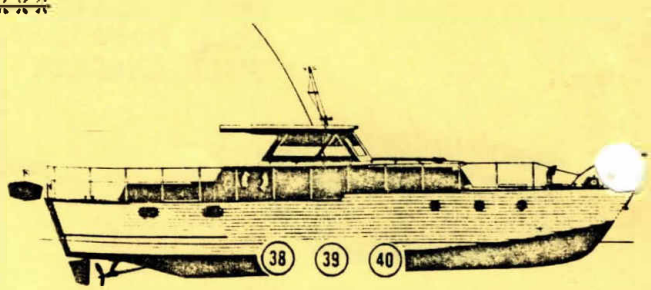
****

MODELS DISPLAYED:

Bob BECKER	- Midship frame of ship of the line, abt. 1840
Bill BENSON	- Barbee IV ; 42' yacht
Bob CRAWFORD	- Cutty Sark; Sergal Kit (850-870 hours so far)
Lew HARMELING	- Steam, R/C tug
Chuck HILL	- Dapper Tom; Baltimore clipper
Murray Lublinen	- HMS Victory
Doug McFARLAND	- Norske Love; P on F kit; Patti Ann; R/C CabCr
Chuck RAUNER	- Cheasapecke Sloop & Navy deck cannon
Dave SELLARS	- Dos Amigos; Baltimore Clipper, "Slaver"

****





NEW MEMBERS:

Bob HARTUNG /redacted/

Tom HILDEBRAND

Ted B. PUGH

On behalf of all your fellow modellers, "Welcome Aboard."

****

EDITOR'S NOTES:

No doubt all of you have been asking, "where's my newsletter??" My sincere apologies for the delay and the necessity of combining two months' into one issue. A few words of explanation are in order to those of you unaware of your editor's plight. After seven months of "retirement", I received a job offer I couldn't refuse, so it's back to work. I was out of town in training for three weeks straight and have been in San Diego now the last two weeks, but with precious little time to spare. The job, which although quite demanding and I really love, is as the sales rep for Russell Stover Candies. My territory is Orange and San Diego counties. Unfortunately, about two-thirds of my accounts are in Orange county necessitating my being gone about 12-16 days/nights per month.

I will attempt to continue the newsletter and can probably find time in the evenings "on the road" to crank it out. But after 14 months of doing nearly all of it alone -- I now need help if we are to continue putting out the newsletter. I missed the last two meetings and will no doubt miss ones in the future due to job committments. Had it not been for Doug McFARLAND, even this issue wouldn't have been possible since Doug wrote all but this column, himself. (Many thanks, Doug!) We could use your help whether its writing up the minutes of the meeting, collecting "models displayed" info or covering special events of interest. A volunteer could also compile a detailed membership roster listings their interests, models built etc. from the membership blanks each of you filled out this year. Finally, if someone wants to take over your editor's job, I'd be more than willing to help them. The job is actually a lot of fun if you have the time to spare. The pay is non-existent, but at least it's all tax-free.

****

"MODEL SHIPS & BOATS" Club Directory:

The July/August issue of MS&B has a short form included to be used in compiling a directory of all clubs such as ours, across the country. A compilation will be published in a future edition. Since many of you subscribe to MS&B and to preclude duplication of effort, your editor will submit the necessary info for our guild.

****

The article below was reprinted from "Model Boats" Jan 1967

MODEL BOATS

FIG.1

THIS IS A TYPICAL SCALE DRAWN ABOUT ONE THIRD FULL SIZE A 12 INCH SLIDE RULE IS MORE FINELY DIVIDED E.G THERE ARE FIFTY DIVISIONS BETWEEN '1' AND '2'

SCALING UP OR DOWN

Plan the wrong size? Scared of slide rules? It really is quite simple if you follow these notes.

ONE of the most frustrating things about ship modelling is the variety of scales at which suitable plans are produced. It invariably seems that, when one finds a plan of the ship one wants to model, the scale is different, usually by some odd fraction. This makes redrawing an essential but tedious chore, taking up time that could be better spent on actual construction. It is, of course, possible to have the plan reduced or enlarged photographically, but this can be expensive and it not always practical, particularly if you are dealing with large plans.

The method used by the writer requires only the redrawing of the deck outline in plan view, all other dimensions being read directly from the plan and being converted to model dimensions by the use of a slide rule. The only exceptions to this would be the redrawing of any shape not rectangular in contour such as some of the cone shaped funnels found on many modern merchant vessels. Even the hull profile can be calculated without redrawing if you are using bread and butter construction.

To the uninitiated, who might regard the slide rule as some mysterious and highly technical device, it should be pointed out that it is an extremely simple instrument, and that the basic calculations of muliplication, division and proportion can be mastered after only a few minutes practice. Most slide rules look formidable because several scales are crammed on including functions of angles, squares and cubes and so on. You can, in fact, buy slide rules specifically for certain types of computation, and what might be a suitable slide rule for for an electrical engineer is quite inappropriate for, say, a physicist. All the modeller requires, however, is the standard logarithmic slide rule which can be purchased for a few shillings.

A twelve inch slide rule would be the most practical to buy for model work. The six inch pocket variety can be used in the same manner but are not always as easy to read. The scale you will use is the one immediately above the slide. It will be noted that the figure "1" appears at the left and "100" at the right. The numbers in between are spaced logarithmically, that is they are positioned on the rule in locations corresponding to their common logarithm. The reason why "1" appears on the left is that the logarithm of "1" is "0". A typical scale is illustrated in figure 1.

The scale immediately below that is identical, the only difference being that it is on the slide and can be moved in relation to the upper, fixed scale.

In all model work, particularly in the miniature field, it is essential to forget the common units of feet and inches with their awkward fractions, and convert to a decimal system. Millimeters can be used for larger models (there are 25.4 to the inch), but a finer division is required for the miniaturist. In this respect a surveyor's 1:500 scale is probably the most practical. On this scale 500 units represent one foot, which is just under 42 units to the inch. It is sufficiently well spaced to make it easy to read, and the divisions are far enough apart to permit the judging of a half, or even a quarter, unit by eye. This means that you can measure to an accuracy of 1/2000 of a foot, which should be accurate enough for models down to and including 1:1200 scale.

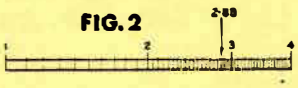


FIG. 2

To establish model length to this new scale is a matter of simple arithmetic; for example if a prototype is 683 ft. long and is to be modelled at 1:1200 or 100 ft. to 1 in scale, we know it will be 6.83 inches long. Since 500 units represent 1200 feet we can convert by the calculation:—

$$\frac{500}{1200} \times 683 = 285 \text{ units.}$$

Let us now suppose that the plan we are using has been drawn to a scale of 1/64th inch to the foot. The length of the ship on this plan will be 100/64 times the length of the model, and the plan, if drawn correctly, should be:—

$$\frac{64}{100} \times 285 = 445 \text{ units long.}$$

The modeller may, however, find a slight error in many plans due to stretching or shrinkage and should not be alarmed if the plan is a few units out. He should always use the measured length in such cases, rather than the calculated one.

Many plans, particularly those in naval annuals, do not indicate a scale. Here it is simply a matter of measuring the plan with the 1:500 scale and noting the number of units. The larger the measurement taken the more accurate will be the result and the overall length should be used whenever possible. Let us say that our drawing has an overall hull length of 406 units. We will then have a model that is 285/406 times the plan size. It is again a matter of simple arithmetic to convert back to feet to the inch scale, which, in this case would be:—

$$\frac{100}{406} \times 285 = 70 \text{ ft. to the inch.}$$

This, however, is merely of academic interest since we have already established the relation between plan and model, and this is all that is required for construction purposes.

It is good practice to record this ratio, 285/406, in some convenient location where it will not be mislaid, such as the corner of the plan. All the calculations written out above can be done very quickly on the slide rule: however, it is left to the reader to master multiplication and divison from the instructions which usually come with the slide rule. All the modeller requires for the time being is a knowledge of proportions.

It might be useful at this stage to give a few hints on reading the slide rule. Since the spacings

are logarithmic the divisions are not always of equal value but depend on their position on the scale. On the left of the rule, between "1" and "2", there are fifty divisions each division corresponding to ".02" whereas in the centre, between "10" and "20", we find the same number of divisions each corresponding to ".2". The other important thing to note is that the slide rule does not place the decimal point for you and you can use the same position, say "2.8", for "280", "2800", or even ".0028". The decimal point must be positioned mentally. This being the case it does not matter whether you use "2.8" or "28", towards the centre of the scale, and there are two positions of the rule corresponding to any number selected. It is simply a matter of convenience which one you use, the result of the calculation will be the same.

Since "2.8" can be used to represent "280" let us now find "285" on the upper scale. There are twenty divisions between "2" and "3" therefore "2.8" must be sixteen divisions to the right of "2", and "2.85" must be one further division to the right of this. The position is illustrated in Fig 2. If the number had been "2.83" or "2.86" the position would have to be judged by eye since no division accurately locates these figures. Since the decimal point can be anywhere we can use this position for "285". Set the cursor (the glass or plastic slide with a hair line) over this position with the hair exactly over "285".

We must now locate the second value on the sliding scale. "406" will correspond to "4.06" and is found just to the right of the first division to the right of "4". The division itself represents "4.05" and we must calculate the additional ".01" by eye, this being one fifth of the distance between the "4.05" position and the next division corresponding to "4.10". Move the slide so that "4.06" is exactly on the cursor hair line and, therefore, directly beneath "2.85". The rule will now appear as in Fig. 3 and is set up for operation. Do not, on any account, move the slide again, just the cursor. It is good practice always to check the rule after it has been put away or if has been dropped or knocked. It is not a bad idea to fix the slide in this position with clear Sellotape if it has a tendency to move too easily.

It is now a matter of measuring a dimension on the plan, locating this on the lower scale, and reading the equivalent model dimension on the upper scale directly above it. This of course works very well when dealing with rectangular shapes, but what about curved plan lines and other irregular features? There is, unfortunately, no alternative but to redraw these to the model scale but, here again, the slide rule provides a few convenient short cuts.

The basic requirement for any plan is the outline of the deck. This must be redrawn to model scale. To do this a centreline must first be drawn the length of the ship (the plan may be covered with tracing paper for this stage if you do not wish to mark the plan). On a separate piece of paper draw another centreline, this time to the length of the model. Referring to the slide rule note where a whole number on the one scale coincides with a whole

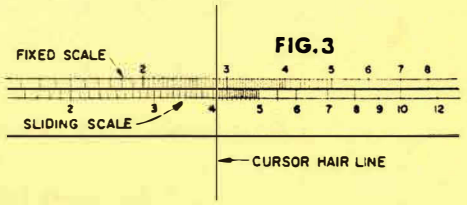


FIG.3

number on the other. In our example "14" and "20" correspond. The centreline of the plan must now be divided into divisions of "20" each and, on the model centreline, into divisions of "14" each. In each case you will have one shorter division at the one end. This end must correspond on both plan and model, that is if it is at the stern on one it must also be at the stern of other. Now draw a series of lines through these division points and at right angles to the centrelines, using a set square (Figs. 4 and 5).

The distance between the hull sides can now be measured on the plan and transferred to the model layout, marking each point carefully and making sure that the two points representing the deck edge are the same distance from the centreline. All measurements must be made from the centreline out. As you work towards the centre of the ship you will find that the hull sides approach parallel, and for that section where they are parallel no further computations are necessary. On very small scales you will be working down to one half or even one quarter of a division on a 1:500 scale. When all the points have transferred to the model layout the points may be joined. A draughtsman's french curve will be of help but is not essential if you have a good eye.

Where greater accuracy is required, or where the curvature is very great, it may be necessary to use smaller divisions between the parallel lines. In our example we could use "7" and "10". This is somesometimes useful at the bow and stern using the larger divisions elsewhere.

This same method can be used to make templates for checking lines on larger models, the essential requirement always being a base line from which all dimensions are taken. The base line can actually be anywhere on the drawing as long as the dimensions can be made at right angles to it.

To establish rake or any feature at an angle to the centreline other than a right angle all one has to remember is that the angle will always be the same no matter what scales are used. Once the intersection of two lines are established one has merely to draw a line at the correct angle through the point.

(Continued on page 39)

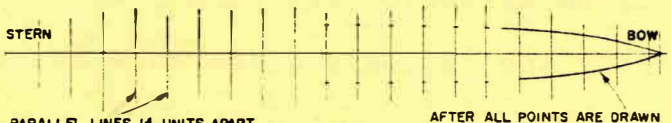


FIG.4

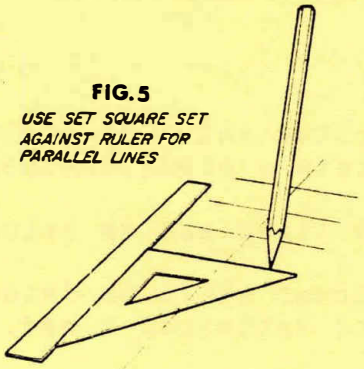


FIG.5
USE SET SQUARE SET AGAINST RULER FOR PARALLEL LINES

SCALING PLANS *(continued from page 35)*

The length along the line can be established by reference to the plan and slide rule in the usual way.

The same principles are used in taking dimensions from photographs. It is important to remember, however, that due to perspective, it is not advisable to use broadside views, no matter how square they may appear to be to the camera, in place of a profile plan. Photographs are useful for comparing heights, particularly where the features are in close proximity, and to compare the width of features in an aerial shot taken over the centreline. In every case you will need a reference dimension, i.e. a dimension of known model size that can also be measured on the photo. The dimensions are then set over each other on the rule in the same manner as described earlier. If you are working from several plans or photographs it will be necessary to adjust the rule for each plan, and extreme care is required in checking the rule before each set of calculations.

Proficiency with the slide rule only comes with practice. Once it has been mastered, however, this versatile instrument is an invaluable aid to the modeller, and can save him hours of otherwise tedious calculations.

SAN DIEGO SHIP MODELERS' GUILD

1975 Open Scale R/C Meet

Mission Bay Park Model Yacht Basin

September 23 and 24

Registration Fee: $2.00 per entry

Registration Time: 8:30 to 9:30 A.M., Saturday, Sept. 23

Starting Time: 9:30 A.M.

SCALE COMPETITION RULES

1. Sail, electric or steam powered only.

2. Model must be a scale version of an actual ship or boat. Documentation of prototype (drawings, photos, etc.) shall be the burden of the contestant.

3. Models must be radio controlled and may be operated only by the owner/builder. No substitute skippers will be allowed.

4. Judging will be performed by a three judge panel.

5. Decisions of the judges will be final.

6. Judging criteria--100 points maximum:

A.	Documentation of prototype	20 pts
B.	Accuracy to scale	20 pts
C.	Scale operation in the water	20 pts
D.	Finish and overall appearance	20 pts
E.	Misc.--extra functions, etc.	20 pts

OBSTACLE COURSE RULES

1. Contestant must estimate the elapsed time he will require to complete a predetermined bouyed course and docking operation.

2. No timepiece or helper will be allowed. See rule 3 above.

3. Winner shall be determined by the smallest difference between actual and estimated times.

4. Point allocation:

1st place	50 pts
2nd "	40 pts
3rd "	35 pts
4th "	30 pts
5th "	25 pts
6th "	20 pts
7th "	15 pts
8th and over	10 pts

5. A 10 point penalty will be assessed for each missed bouy.

6. No points will be awarded if contestant fails to complete the obstacle course.

7. Models with no reverse capability will be permitted to leave the dock in a forward direction.

8. In case of a tie an alternate course runoff will determine the winner.

AWARDS

1. Trophies and merchandise will be awarded for best over all, best scale representation and best operation.

2. Prises of merchandise and/or ribbons will be awarded to 2nd thru 5th places.

3. Prizes will be awarded Saturday afternoon upon completion of the obstacle course competition. In the event there has been insufficient time Saturday to complete the obstacle course, competition will resume Sunday morning at 9:30 A.M.

4. The pond will be available for open running Sunday, Sept. 24, except as may be required to complete the competition.

For further information contact the Contest Director:

Albert L'Heureux
/redacted/