San Diego Ship Modelers Guild

Vol. 3 Number 3 March 12, 1979

Notes From February Meeting

The February meeting was called to order at 8:00 on board the Star of India. In that only a few members were present at the opening it was felt that the slide show provided by Bob Wright should be postponed for some future meeting. The remainder of the meeting was taken by general discussion and greeting late arrivals.. Approximately 30 members were present by the close.

Models Present:

Doug McFarland	Cabin Cruiser
Vic Crosby	President Lines Freighter

Meeting Time

It would be appreciated by all members present that members recognize the meeting time as 8:00 P.M. on the 3rd Friday of each month. Meetings on most occasions will be aboard the Berkeley. Please be prompt.

March Meeting

Bob Wright has agreed to share his slides and taped tour of the HMS Victory and Cutty Sark at the March meeting. From Bob's discription the Cockney guide is quite colorful and informative.

Bring A Model

The motto of the guild has been "Bring A Model". Turn out over the past few months has been poor. One of the positive aspects of this policy is that it gives all parties present an opportunity to learn about a particular vessel, vessel type and/or model. For some it may be a model they want to build sometime in the future. For others, a model from the past which sparks thoughts and ideas which may help the modeler with problems. So come on guys, let's help each other out——BRING A MODEL——or two if you can.

Craftsmens Corner

To bend wood household pure ammonia works wonders. You'll need a length of PVC pipe and caps. Cap one end of the pipe and fill with ammonia. Put a muber of strips in the tube, cap, and leave overnight. When you come back you will find the wood very plyable. Simply pin into the disired area or shape and let dry. When the piece is dry glue it into place. On thin pieces that still have a tendency to crack as you bend them, try pulling the bend with a piece of tape the length of the strip.

Trouble Shooting

A prospective member, Vice Admiral Mckee, is about to start the Blue Jacket kit of USS Kearsarge. This is one of the original Blue Jacket kits and leaves much to be desired in detail information. If anyone has any information i.e. Nautical research articals, books, etc. the information would be appreciated.

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SAN DIEGO SHIP MODELERS GUILD
Elected officers

MASTER: Bill Benson redacted

LOGKEEPER Bob Crawford redacted

PURSER: Dave Smith redacted

STEERING COMMITTEE: Bob Brady - Doug McFarland - Andy Anderson

MEETINGS: 3rd Friday of each month a 8:00 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 resicents may join for $6.00.

Founded in 1971 by Bob Wright and the late Russ Merrill

SAN DIEGO SHIP MODELERS GUILD

1978 Membership Application

Name: _____ Phone: _____

Mailing address: _____

_____

Models completed; Models building:

_____ _____

_____ _____

_____ _____

_____ _____

Please list any areas of modeling you feel you hove reasonoble exprtise.

_____

_____

_____

Please indicate your interest in the following by YES/NO/MAYBE:

General; Kit_____? Scratch_____? or both _____?

Hulls: Solid____? Plank on frame ____? Fiberglass _____?

U Use: Static display_____? Operating _____?

P Propusion: Period sailing _____? Type of rig _____?

Engine powered _____ Steam _____ Electric _____?

Other _____?

Are you a member of the Maritime Museum Asscciation?? _____

From the August, 1977 Binnacle

Memberships

Last months issue was to have been the last but I have a feeling many of you have simply forgotten to mail in your dues. O.K. guys - time's up - Last issue - PAY UP!

MAC'S Show

The ninth annual Model and Crafts show (MACS) will be held April 28-29. Events include Dealer seminars, public contests, and indoor/outdoor demonstrations. Last years show was most informative with representatives from most major manufacturers. The models in the contest were excellent but I'm sure the Guild members could do better. How about some representatives from down south?

From the L.A. Times, 12-11-77:--

SAN PEDRO STORE KNOWN AROUND WORLD

Ship Supplier Keeps as Much as He Sells

BY CHARLES HILLINGER
Times Staff Writer

During the filming of a sequence for the movie "F.I.S.T." on the San Pedro waterfront, a ship supply store caught the eye of actor-producer Sylvester Stallone.

Stallone entered Southwest Instrument Co., at 235 W. 7th St., spotted a whale harpoon on the wall and said he wanted to buy it.

"Can't sell it," declared Steve Moisen, 30, co-owner of the store.

"I'll give you $300," Stallone said.

"Nope," Moisen replied. "The harpoon isn't for sale at any price."

Southwest Instrument, a landmark in San Pedro for half a century, is half sales outlet, half memorabilia of the sea collected by present and past owners.

The nautical store is known to seafarers around the world.

It boasts one of the largest collections of nautical books in existence—45,000 volumes—as well as one of the most complete collections of navigation charts anywhere.

The store is stacked wall to ceiling with charts, books, clocks, compasses, sextants, chronometers, binoculars, scrimshaw, ship models, photographs and paintings of ships and seascapes.

But half of what you see is not for sale.

"It bothers people like Sylvester Stallone when they spot something they'd like and find out it's not for sale," admitted Norb Cupp, 54, an employe of Southwest Instrument for 30 years and co-owner since January.

"But that's the way it is."

The outstanding ship models, for example, are not for sale.

Cupp and previous owner Dewey France, who retired early this year after running the place for 30 years, are soft touches for ship models.

"We buy 'em but don't sell 'em," Cupp said with a laugh.

Walls and drawers are filled with chronometers, clocks, sextants and other instruments left for repair by ships visiting Los Angeles Harbor.

Cupp reached into a drawer and plucked out an envelope containing the workings of an expensive pocket watch.

"A young seafarer left this for repair shortly after the store opened in 1927. He hasn't been back to claim it. He's an old sea captain now. We still hear from him from time to time," Cupp said.

"He says he will come by some day for his watch. It will be here waiting for him."

There's one wall in the nautical store filled with chronometers dropped off for repair by ships in port here. Some were left months ago. Others several years ago.

"It has always been the policy of Southwest Instrument to wait for the ship to come in, no matter how long it takes," Cupp said.

He told how actor George Brent brought in his yacht's chronometer for repair.

"He didn't come back for 30 years. Then one day the actor showed up and said he had remembered dropping off the chronometer years ago. He wondered if by some slight chance it might still be there.

"Of course it was, hanging on the wall with the others," Cupp recalled.

In the basement, Anita Moisen, wife of co-owner Steve Moisen and daughter of former owner Dewey France, handles the sale of 10,000 to 15,000 nautical charts each month covering all the oceans, ports, islands, navigable rivers and seashores of the world.

Half the charts are shipped to vessels in seaports around the world.

Appended below is a table to provide accurate measurements for the sizes of rigging on models, but it can also be used to apply to timbers or spars. The first column gives original diameters; second column - circumferences; and the other three columns the scale equivalents in one-thousands of an inch for 1/8", 3/16" and 1/4" scales.

Original Size of Ropes or Timbers		Scale Diameters of Ropes or Timbers		
Diameters in inches	Circum.	1/8	3/16	1/4
1/2	1.57	.0052	.0078	.0104
3/4	2.35	.0078	.012	.016
1	3.14	.0104	.0156	.028
1-1/4	3.93	.013	.020	.026
1-1/2	4.71	.016	.023	.031
1-3/4	5.5	.018	.27	.036
2	6.28	.021	.031	.042
2-1/4	7.07	.026	.035	.047
2-1/2	7.85	.028	.039	.052
2-3/4	8.64	.029	.043	.057
3	9.42	.031	.047	.062
3-1/4	10.21	.034	.051	.068
3-1/2	11.00	.036	.055	.073
3-3/4	11.78	.039	.059	.078
4	12.57	.042	.063	.083
4-1/4	13.35	.044	.066	.089
4-1/2	14.14	.047	.070	.094
4-3/4	14.92	.049	.074	.099
5	15.71	.052	.078	.104
5-1/2	17.28	.057	.086	.115
6	18.85	.063	.094	.125
6-1/2	20.42	.068	.102	.135
7	22.00	.073	.109	.146
7-1/2	23.56	.078	.117	.156
8	25.13	.083	.125	.167

A good idea is to "mile" the rigging, rather than guessing at the sizes. Many a fine model has been spoiled by poor gradutions of the rigging. Therefore, a few minutes "miking" and labeling each spool of rigging thread with the scale size and actual size will pay off. When you need a certain size rigging, you just go to your rigging loft.

Here is another good idea for you. On a board, 1/2" x 2" x 6" drill holes along the front to correspond to the various rigging sizes. At each end, put up perpendiculars like a roller towel rack supporting a 3/16" dowel. Insert your various spools of thread on these two dowels and lead the thread through the respective holes.

Silver-soldered Ship Model Fittings

A few extra tools and some special equipment are needed as shown:

Alcohol Blow Torch.

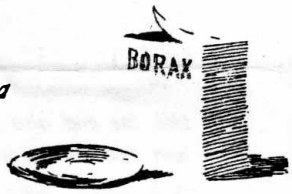
Get only breath operated type because self-actuated torches cannot be controlled easily and will not work when tilted. Use pure grain or methyl alcohol to avoid gumming.

Silver Solder

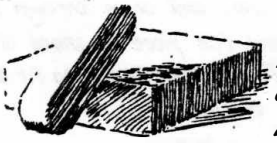
comes in wire, ribbon or sheet form. Three square inches of the latter will last a year. Snip in pieces about this size.

Flux

A table spoon full of "Twenty Mule Team" Borax mixed with water in a saucer does very well. Dip the parts in the solution before soldering



Hearth.



A fire brick of diatomaceous earth or a block of pumice or charcoal can be used for a hearth.

Set of mandrels, long tapered, running from 1/16 to 3/8 diameter

These may be turned on a lathe from drill rod stock. The blade of a fencing foil makes an excellent mandrel for rectangular work.

Other tools needed are: Jewelers muck saw, jewelers screw plate, set of Swiss pattern files, snips, pliers and tweezers in various sizes, small vise, hand vise, pin vise, etc.

In most cases, copper is sufficiently strong for fittings. Sheet copper in various thicknesses therefore should be obtained. If a stronger metal is required, use silver or monel. Brass has too low a melting temperature for hard soldering

To straighten metal strip, having cut it from sheet with a pair of snips: Anneal by heating to red heat in torch flame, and allow to cool. Put one end in vise, grasp other with pliers, and pull until metal stretches.

To make a band for a withe:

Cut a strip, straighten, and bend to rough shape, making sure that the ends touch. (No overlap)

Dip in flux, place on hearth, drop small piece of solder against butt. Apply flame gently. This will make borax bubble up white. As heat is continued, borax will disappear and just before red heat is reached, the solder will melt and run up into the joint.

Slip the band on the small end of your mandrel and force it up the taper, stretching it until the desired diameter has been obtained

If band refuses to stretch further, slip it off and anneal. If it gets stuck on mandrel, loosen by tapping lightly with hammer.

To put eyes on a withe:

Bend two strips into a C shape, and lay them against band on hearth as shown (left). Solder all four joints, drill, and snip off excess metal, as at right.

File the eyes into shape. It is convenient to jam the work on the mandrel while finishing. The completed work has a most professional appearance.

If only one eye is required, use this setup: Give the strip a sharp bend so that it will lay edgewise. As an alternate, bend the strip in the shape of the figure "6", solder the butt, stretch on the mandrel, bend eye at right angles and finish

When you have to make a number of bands the same size, cut the strip and anneal:

wind it around the shank of a twist drill of desired diameter,

slip it off and saw or snip off each turn

bend enough to make a butt joint,

solder, straighten on mandrel.

To make a bowsprit cap, form a band the size of the bowsprit

and one the diameter of jibboom.

Solder the two together,

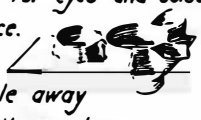
noting that one of the useful characteristics of silver soldering is that once a joint is soldered, it is unlikely to become unstuck during subsequent soldering operations. Next, solder reinforcing strips along sides

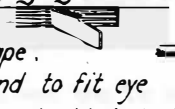
and lugs for eyes:

Drill or punch holes in lugs, and file to the finished form.

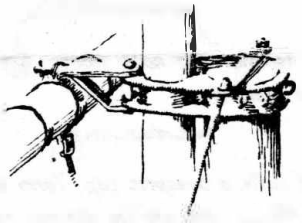
To make a topmast cap, turn out one round band the diameter of the topgallant mast  and another square one to fit topmast head, using square sectioned mandrel for latter  Solder the two together  and then solder a reinforcing strap to each side, turning out the after end for an eye.  Drill holes in lugs for eyes, and finish by filing.

To make a lower yard truss band, bend a strip to fit the lower mast, and solder a U-shaped clip to it.  After shaping on mandrel, solder to a flat piece of metal,  then fix another to it to make a sort of sandwich with the band in the middle. Drill and file out the hole, and complete as below:

A lower mast cap is fabricated in much the same way. Make a band the size of the lower mast, another the diameter of the topmast, and solder the two together  Next affix lugs for eyes and solder to a flat piece. Solder another piece on top, and  cut out holes. File away excess metal until you have

Make a lower topsail yard crane out of two strips cut from rather heavy guage metal  Bevel an edge and solder.  Bend, drill, and file to shape, and round off forward end to fit eye

The assembled fitting should look like this

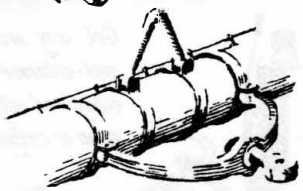


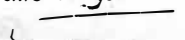
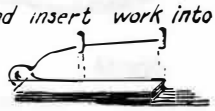
To make a topsail tye gin block, make a band of appropriate size  and flatten in vise.  Bend a U-shaped strip of same width and solder two pieces at right angles.  Drill for sheave pin and hook. Turn out a sheave  and a hook,  and assemble.

Note: After each soldering operation, some borax will be found glazed to the work. It can be removed by wire brushing or by soaking piece in fresh water for a day or so.

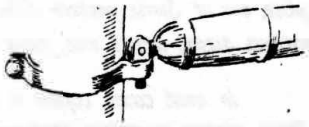
A lower yard truss assembly:

From a piece of heavy guage sheet copper, saw and file the cranse iron, and bend to shape. Make a sling yoke  and four  bands to fit the middle of the yard with a jam fit. On each band solder lugs to take above fittings. File out a bolt  and assemble.



The usual gooseneck fitting on the end of a boom consists of a forked iron inletted into the wood. In order to make the work easier, try this dodge: Saw a cut in the end of the boom.   Take a slip of metal the thickness of the saw kerf, slot the end and solder in a piece at right angles. Drill and file this piece to form an eye  and insert work into saw cut Drill  holes, and drive through two pins, and file piece to shape of boom. Fashion two bands to fit and drive on so as to cover ends of pins

Solder a U-shaped clip to the end of a rod, drill to take the goose neck pin, and finish:  Next make a mast band with a fitting on its after side to take the gooseneck, and a clamp on its forward side



The foregoing shows only a few of the many fittings needed in ship model work whose construction is facilitated by the use of hard, or silver, solder. The finished fittings can be improved in appearance by silver plating, but if they are to be painted over, they need only be smooth filed.

If further information on silver soldering is desired, the reader is referred to C. N. Longridge's classic book "The 'Cutty Sark'", a study of which will help the beginner not only in the art of silver-soldering, but in most phases of ship model building

J. W. Schmidt, USN.