AUG '81

San Diego Ship Modelers' Guild

Notes from the July Meeting

(Bill Kelly-Fleming--Assistant Log Keeper)

Our Log Keeper missed our July 17 meeting due to the launching...ah birth, at 1703 hours that evening of daughter Cynthia. Congratulations Bob and Kathy.

The possible Guild project of completeing the ROBERT E. LEE drew only mild interest from a few individuals. The project has been tabled until a volunteer lader steps forth. However, members are encouraged to check out the model on the BERKELEY before the next meeting.

Doug McFarland gave a good demonstration of a rope walk for making your own lines. This was followed by Bob Pranka's demonstration on how to serve those lines using a device he's put together. A fine presentation given by Doug and Bob! (See an additional article in this newsletter on a cheap rope-making machine.)

Models Present:

Doug McFarland	NORSKI LOVE
Bill Vecera	USS MISSOURI
John McDermott	LOYAL CONVERT (gundplow)
Dick Little	RATTLESNAKE
Bill Kelly-Fleming	CALIFORNIA
Bob Pranka	LEON

San Diego Ship Modelers Guild does well at Long Beach Regatta

The San Diego representitives showed their metal at the Fullerton Clubs first annual (we hope)Radio Controled Regatta by taking first place honors in 3 of the 4 sanctioned events plus 2 thirds. Particapants from San Diego were:

John Woodard	Tug "Brett K.F."	3rd Manuvering
Al L'heureux	Destroyer"Charls Osbourn"	3rd Special Functions
Earl Schwizer	Frieghter"American Scout"	
Phil Hadley	Balao class Submarine	1st Special Functions
Val Peterson	Tug "Arapahoe"	1st Dolard Pull
Bob Crawford	Tug "Brett K. F."	1st Predicted log

Drobo Kudo to all those who could make it and I hope we can do as well at our up-comming event.

Just off the Ways

Keel Laid:	October 1980
Launched:	July 17, 1981 5:03 P.M.
Displacement:	.0034001136 Long Tons
Dimentions (LWL):	21 inches
Maiden voyage to home port:	July 18, 1981
Specifications:	Soon to begin world exploring voyages Leaky bottom Subject to sudden squalls Bottom cleaning frequently required
Name:	Cynthia Marie Crawford

Mother, son, Father, and new daughter all doing extremly well.

AUGUST MODELER OF THE MONTH

* John McDermott *

A few months ago we featured Royce Privett and his CONSTITUTION which took first place in Sail at our 1981 Static Display Model Contest. Very close in second place was another excellent model of a frigate, the U.S.S. FRANKLIN, built by John McDermott. This model went on to take a Blue Ribbon and Trophy for Scratch Built Sail at the MAC Show in Long Beach, one of four trophy winners for ship models.

The FRANKLIN is scratch built, plank on bulkhead on the lower half, plank on frame for the upper decks. It took about five years to build, and is constructed out of basswood with Bluejacket fittings and carronades cast by John Woodard.

John McDermott's shipmodeling days go back to his Cub Scouting years when he took a plastic destroyer hull and made a clipper ship out of it. Many other plastic models were built through his school years. About the time he entered the service the big kits of the CONSTITUTION and the like came out, so he built some of these models. Although an interest in model ships eventually waned, a similar interest in building model railroads persisted. This though proved to be an expensive hobby which was finally set aside when he returned to serious shipmodeling. In 1969, while stationed at China Lake, he picked up a ship model magazine and saw an ad for plans for the Brittish battle Cruiser RELIANT, and with those plans in hand he resumed building models of ships exclusively and seriously. The RELIANT was a fiberglass over balsa construction and was to be the first of many models.

Since 1969, John has never built from a kit. Among the boats he has built or is building are the WWI ship LION, theWWII ships ALASKA and SAN DIEGO (built three times), the FRANKLIN, the side paddlewheeler MISSISSIPPI, the sloop WASP, the ANCHOR HOY, and most recently the gundalow LOYAL CONVERT. Several of his models, including two of his SAN DIEGOs, have fallen victim to those fatal storms embodied in kids and spouse. The three decker PENNSYLVANIA and another SAN DIEGO are possible future models.

John uses mostly simple hand tools for his work plus a Dremel tool and a radial arm saw. He did work up a jury rig server using aligator clips, a dowel, and an electric drill, that really saves some time. Much of his time is spent trying to figure out the easiest way to do some thing. Since he has limited space to work in at his home, he bought a Sears utility shed to work in, although spiders tried to help rig FRANKLIN while it was in there.

John attributes much of his skill to careful planning and three books on modeling he uses for guides. We salute John McDermott as out August Modeler of the Month, and wish him smooth sailing on his upcoming West Pac Cruise.

ROPE MAKING MADE SIMPLE

by Bill Kelly-Fleming

While a well machined rope making machine is a tremendous asset, when funds are limited, as they have been for me in the past, a machine can be made out of scrap wood, a coat hanger or heavy wire, and a couple of nails. A few clamps can also be useful for solo operations. The basic concept can be found in the Boy Scout "Pioneering" merit badge book, or in Dick Mansir's books on Ship Models (p. 42) and Rigging (p. 54). I have used a small version of the machine to make lines for several of my models, using sewing thread for my strands. As a Scout camp instructor years ago, I used a slightly larger machine to regularly make rope, including a short sample of 48 strands, and a 12-strand, 100 foot long rope.

To make the machine, take two blocks of wood about ½" thick and at least 3" wide, and two thinner strips of wood at least 2" wide. In one of the blocks (the shorter), drill three holes in an equal-lateral trigalge with its point up. The holes should be at least one inch apart. Drill the same pattern of holes in one end of one of the narrower strips. (See fig. 1)

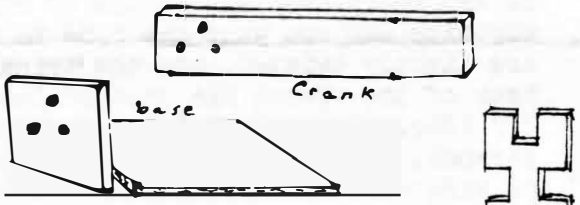
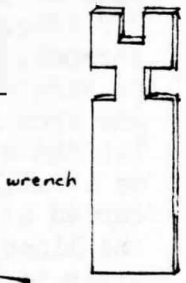


fig. 1



Assemble the two blocks as shown. Into the second strip cut three notches as shown, sanding smooth the notches.

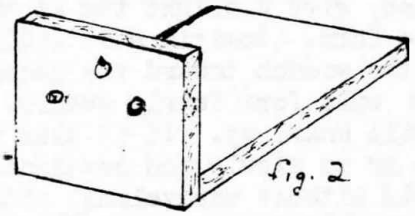


fig. 2

Using wire (coat hangers work well) make three hooks as shown, making the hook, inserting into the board, then bending, being careful that the bent section is no longer than the distance between the holes or else the crank will not be able to turn. Insert handle with its holes onto the wire. All should turn freely. The base can be attached or clamped to a table or work bench as needed.

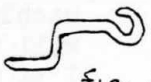
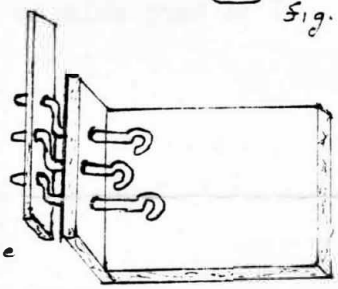


fig. 3



A WAY TO MAKE A ROPE...

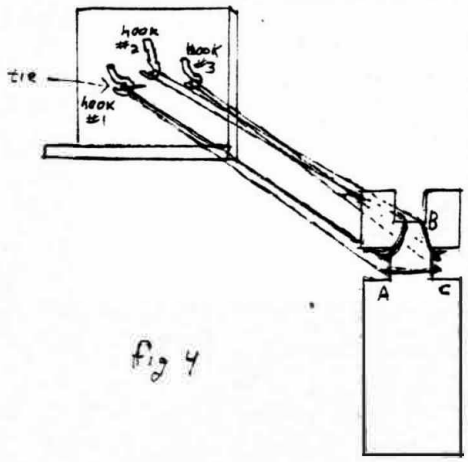


fig 4

Most rope making instructions call for tieing each strand, which can lead to problems when strands are not tied exactly even with each other. A simpler and more efficient method is to start at hook #1 (fig. 4), tieng the end of the thread, then going to the notch A on the wrench, up to notch B, to hook #2 with a bend (do not fasten), back to notch B, over to notch C, to hook #3 with a bend, back to notch C, over to notch A, and finnaly back to hook #1 where the thread is tied off, or the whole process is repeated for a thicker line.

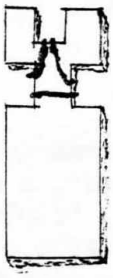


fig. 5

Once strung and tied off, the lines can be easily evened out so that there is equality in length and tension. The back of the wrench, if strung correctly should show a triangle as in fig. 5.

For single person operation I like to clamp down my wrench with the machime being able to move along a table as I wind the strands. When the rope is ready to form , I'll clamp down the machine to the table. However, having a second person assisting, one person at the wrench, the other at the machine, ia extremely helpful. Crank or wind the machine, twisting the strands the opposite way you want the rope to be laid. Continue winding until the strands are tightly twisted, and the 'trinagle' on the back of the wrench has changed into an inverted "Y" (fig. 6); while maintaining tension on the strands. For long lengths, an additional wrench, or wire bent to keep the three strands separate and from foul ng may be needed. However, don't let the strands rest or get caught on the devise as it will impair the full and even twisting of the lines. When the "Y" is formed at the wrench, the rope is ready to be made. Still keeping tension on the lines, give a slight tug at the intersection of he "Y" and the rope will begin to form. (Some times it will even begin to form itself) By gradually moving the wrench toward the machine and assiting the natural turning of the line the rope will form fairly evenly. The free end must be kept free to turn or it will knarl up. It is also helpful to either occasionally crank the machine or to slowly and continually crank it. Once completed, the line will hold without unraveling, although whipping the machine end is advisable. I've been able to make many fine and even lined using this method.

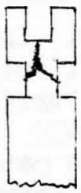


fig. 6

1981 Regatta

The San Diego Ship Modeler's Guild Annual Regatta is scheduled for the weekend of the 26 and 27 September, 1981. Plans are underway to make this the best ever regatta. We are going to make this a two day outing with seven events and trophies. The regatta will be open to all non-internal combustion models, scale and non-scale, with a little something for everyone. You don't have to have the museum quality, scale aircraft carrier with operating catapults, flying aircraft and elevators to win a trophy. The seven events will be: On Saturday; Blind Conning, Can you give the proper orders to someone else who is oprating you controls? Predicted Log, Can you estimate the time it will take to run a given course? Straight Steering, How long will your model run in the direction you started it when you don't touch your controller? Salvage, Can you send your boat out, recover a derelict, and return in a minimum amount of time? Bollard Pull, How much will your tug really Pull when dead in the water? Test it against the machine. A new event for which we will be giving a trophy this year will be the Night Steaming, Who has the most authentic and best lighted vessel. We will be having a pot luck Bar-B-Q and picnic saturday evening. Last years night run was very pretty to watch so I hope you will all attend what should be a most enjoyable day and evening. And on Sunday the event for the master model maker and seaman. Scale Precision Steering and Docking. This event will be the ne-plus-ultra of model contests. The winner will be that entry which most closely opproaches the museum quality reproduction of its prototype and most closely represents the actual operation of its prototype and is operated most closely to the manner in which its prototype would be expected to be operated. The ultimate test of modeling and seamanship.

Schedule of Events

Saturday

0830 - 0930	Registration for Saturday events
1000 - 1130	Predicted Log
1200 - 1300	Bollard pull and lunch
1300 - 1400	Blind conning
1430 -	Salvage
1700 -	Light fires and comence Happy hour
2000 -	Night running

Sunday

0900 - 0945	Registration for sunday event
1000 -	Scale Precision Steering and Docking
On Completion	Awards

Entry Fees

Individual saturday events	$1.00 each
Saturday package	$4.50 for all six events
Scale Precision and Docking	$3.50
Regatta package	$7.00 for all seven events

Notes:

Power will be available for charging batteries
The Pond is salt water so steamers bring your own feedwater
If you have any questions call John Woodard - /redacted/ or
Bob Crawford - /redacted/
Soft Drinks will be sold at the Regatta
Pot Luck picnic will be finalized on Saturday
1st place trophies and ribbons for second and third will be awarded for each event with the exception of the night running which will have a trophy only.

SAN DIEGO SHIP MODELERS GUILD REGATTA

(Regatta Entries are limited to those models not powered by Internal Combustion Engines)

DEFINITIONS

Scale and Stand-off Scale: Models which are miniatures of life-size vessels/ships/boats or typical classes of vessels which may have existed and that can operate at approximate scale speed.

A. Scale - A model which is a well detailed miniature of a life-size vessel, ship, or boat, typical of a class of vessel which does or may have existed.

B. Stand-off Scale - Same as above but cannot stand the scruitiny of examination closer than 10 feet.

C. Freelance - A model not representing a specific ship/vessel/boat or class of vessel, but representing the builder's conception of a possible vessel.

D. Working - A model which will float properly, will move under it's own power, will answer it's helm and can be sailed (if sail).

E. Remote Control - A model which can be controlled by radio, sound waves or light beams after being released.

1. Rudder Only - Answering to left, right and straight rudder.

2. Full - A model which will respond to left and right rudder signals as well as straight running and whose engine(s) will respond to both forward and reverse.

GENERAL INSTRUCTIONS AND SCORING

There are color coded clips for each of the available R/C Frequencies on a board at the Judges Stand - At any time your transmitter is turned on you must have the color coded clip removed from the board. As soon as you have completed your operation in the event, return the color coded clip to the board to allow the next person with your frequency to operate.

There will be a Contestant Skippers Meeting at the official starting time on each morning of the Regatta duration:

Each contestant shall be provided with a verbal and illustrative display of the course chart for each event at the Skippers Meeting or at a special meeting prior to each event.

Each contestant shall be responsible for the proper negotiation of the course, with no assistance from an Official Judge or Monitor.

There shall be no bonus points for completing the event course in the quickest time as this is a test of seamanship skills and piloting capabilities; not speed.

A maximum of fifteen (15) minutes will be allowed to complete any event course. Any marks not completed within the maximum time limit will have points deducted as missed marks as outlined below.

A model that fails to complete the course due to mechanical and/or equipment failure (not including maximum 15 minute time limit) shall be considered as aborting the course and will be rescheduled to the end of the event for a return of the course - (Only one (1) rerun per event allowed).

Each contestants entry number, assigned when registering will be the same for the entire duration of the Regatta. All paging, starting sequence and announcement will be made referring to the contestants entry number.

The starting sequence of all contestants for each event shall be announced prior to starting the event.

It shall be the responsibility of all contestants to maintain surveillance of the starting order and have their boat at the starting dock and ready to get underway prior to the preceding boat leaving the dock. This rule must be adhered to in order to maintain an orderly schedule of events for the entire day.

All marks, sets of two (2) adjacent marks, slips and docks will be positioned a minimum of twenty (20) feet of running distance between them.

A set of two (2) marks (red and green or black and green) within no more than six (6) feet of each other constitutes a channel and shall be negotiated in the direction noted on the course chart.

Each contestant will start each seperate event with 100 points. The highest total point score shall be declared the winner in each event - All activity will have points deducted for deficiencies. Five (5) points shall be deducted for each mark hit; ten (10) points shall be deducted for the missing of two (2) marks indicating a channel the boat must pass between.

A missed set of marks, event or sequence of events that the contestant elects to abort, (to meet time allowance); a total of fifteen (15) points shall be deducted for each.

The straight channel portion of specific events does not allow second attempts. If the mark is completely missed, a score of fifteen (15) points shall be deducted. (Grounding would occur outside of channel) - proceed to next set of marks.

Marks, slips and docks (excluding straight channel) to be negotiated for the event course shall be allowed two (2) attempts only. If a specific portion is not completed in two (2) attempts, continue to next portion of event. A total of fifteen (15) points will be deducted for the missed portion.

Docking will consist of a boat coming along side the dock, stop within a scale line throwing distance of the dock and then pull away.

Docking will be judged by awarding points based on the contestants ability to perform normal standards of good seamanship practices for the prototype vessel.

One (1) individual will judge all docking in each event with Ø points being awarded for perfect and a maximum of ten (10) points awarded for the most deficient seamanship.

Slip entering and leaving event will be judged by awarding points based on the contestants ability to preform normal good seamanship practices.

The entire boat shall enter the slip assuring that the stern is past the green painted end of the entrance of the slip.

The slip will be adjusted for each model based on 1.5 time the beam of the model.

One (1) individual shall judge all ship portion of each event with Ø points being awarded for perfect and a maximum of ten (10) points awarded for the most deficient seamanship.

EVENTS

Predicted Log and Measured Mile events will be run as one (1) event. Based on the actual speeds of original full size vessel as stated in the Registration Sheet, the scale cruise speed will be calculated and points deducted by percentage missed.

The Measured Mile portion of the event will be conducted thru the straight channel and timed from when the bow clears the first set of marks until the bow clears the last set of marks. The channel is set at 100 feet total length and the scale speed time will be calculated for the given scale of each model. Boats operating at more than 25% above or below the speed established on the entry form shall have a total of twenty-five (25) points deducted.

The Predicted Log portion of the event will include the Measured Mile plus negotiation of the entire course shown on the course chart with time recorded from when the model leaves the dock until stopping alongside the finishing dock. Total time will calculated the same as for the Measures Mile. Course charts will indicate distances between marks and the total overall distance. Boats operating at more than 25% above or below the speed established on the entry form shall have a total of twenty-five (25) points deducted - all calculations will be based on cruise speed only (not top end speed).

The Straight Steering event shall consist of one (1) set of two (2) marks approx 5 feet apart and 50 feet from the beach. A second set of ten (10) marks will be approx 150 feet from the two (2) starting marks - each contestant shall hands off controls when passing thru the first set of 2 marks and be judged on the closest to the center of the ten (10) finishing marks the boat goes thru.

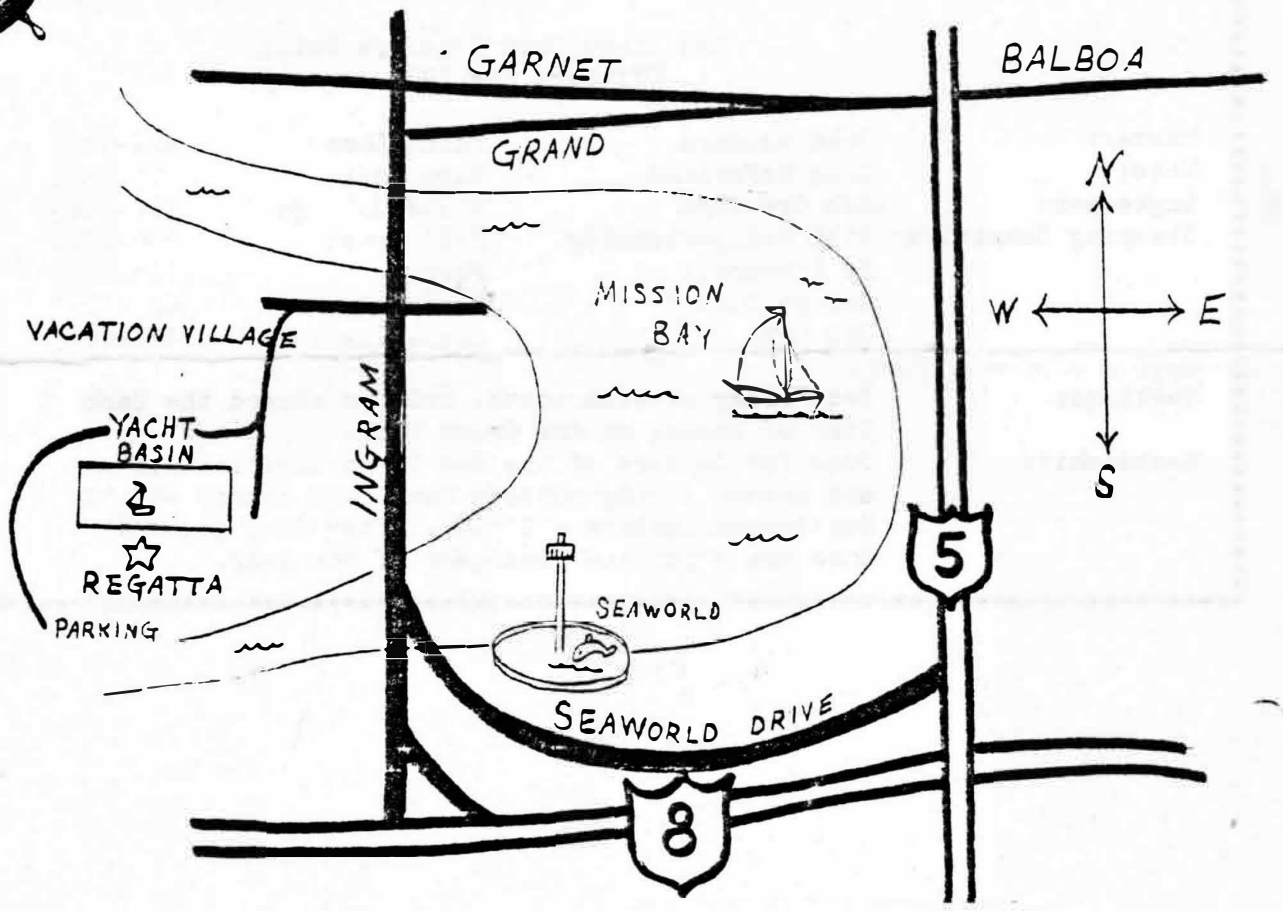
The Blind Conning event requires a pilot and a navigator - the pilot controlling the steering and speed of the model shall face 180 degrees opposite the model underway at all times for the entire event - The navigator shall visually watch the progress of the model and continuously verbally direct the pilot an all model steering and control for the entire course of the event - All point judging will be as stated in General Instructions and the maximum time allowance will be adhered too - .

The Salvage event will be judged on total time only from when the model leaves the beach until the salvaged model has been returned to the beach - This event consists of attaching a six (6) foot line to the model with the trailing end bouyed with a float - Any method of attaching or snagging the salvage model is acceptable.

The Bollard Pull event will consist of the Measured Pull of a model at full power based on the waterline length and corrected by a calculated percentage.

The Scale Precision Steering and Docking event is limited to those models which meet the requirements of scale and stand-off scale as outlined under definitions - The course shall be navigated as shown in the course chart for this event and will be scored as described under General Instructions. In addition to the operating portion of this event each model will be judged in accordance with the San Diego Ship Modelers Guild (SDSMG) Static Criteria as promulgated in the regular news letter - The scoring for both the operational and scale portions of this event will determine the overall winner.

San Diego Ship Modelers' Guild



San Diego Ship
Modelers Guild Bob Crawford -
Logkeeper
/redacted/

TO: Fred Frass
/redacted/

San Diego Ship Modelers Guild
Officers for 1981

Master:	John Woodard	Point Loma	/redacted/
Mate:	Doug McFarland	Mira Mesa	/redacted/
Logkeeper:	Bob Crawford	State College	/redacted/
Stearing Committee:	Bill Kelly-Flemming	Hill Crest	/redacted/
	Al L'heureux	Poway	/redacted/
	George Oliver	Santee	/redacted/
	Bob Ross	Chula Vista	

Meetings: 3rd Friday of each month, 8:00 pm aboard the Bark Star of India, on the Orlop Deck.

Membership: Dues for Members of the San Diego Maritime Museum and anyone living outside San Diego County -$7.50 Non-Museum Members - $15.00. After July 31, 1981 dues are ½ for the remainder of the year.