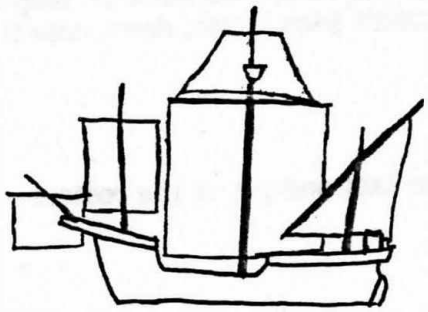
San Diego Ship Modelers' Guild



On September 28, 1542, the Portuguese navigator Joao Rodrigues Cabrilho cautiously entered San Diego Bay while, hopefully, looking for China, and thus became the first white man to set foot on the coast of what we now call California. He named the bay San Miguel.

September, 1982

Log of the August ~~Meeting~~

Our August meeting fell on a very sultry evening, leading to a decision to have most of our meeting topside. Bob Crawford took the opportunity to take us over to the MEDEA and the BERKELEY to investigate some of the restorations not yet open to the public. The MEDEA staterooms have been finely restored, with a lot of oohs and aahs being emitted from our members. Next we investigated the beginning restoration of BERKELEY's boiler room and its unusual layout that made for quite a workout for the boilerman. Then it was back to the STAR to investigate the rigging. Of particular note and discussion were the way deadeys on the shrouds were rigged, how the fairleads were set through the tops and along the shrouds; how halyards were worked, and how lines were not belayed with a final hitch. As to the latter, your logkeeper got a lesson two weeks ago when a wet and swollen brace on the RENDEZVOUS did not want to get unbelayed for a tack, and he almost found himself dangling by his feet from a spreader as a result!! Toward the end of the evening we finally went below for a show-and-tell, with the following models present:

Les Gibbon:	Cutty Sark
John McDermott:	USS San Diego (CL53)
Bill Vecera, Jr.:	Southern Belle, speed control
Bob Wright:	An Antique Four Piper He's going to restore.

September Meeting

At our next meeting on September 17th, We'll take care of the last minute details for our regatta. Roy Nilson will give a demonstration and talk on making railings.

"now hear this. . . All available hands turn to for our Fifth Annual Regatta."

Plans are all set for our R/C Regatta on September 25-26. If you don't have a boat to enter or show, come down anyway and lend a hand. We have a need for monitors, announcers, and registration assistants. Registration begins at 9:30 A.M. and the events begin at 11:00 A.M. each day.

Supper will begin at 6:00 P.M. Ann Oliver (/redacted/) and Patti McFarland (/redacted/) are coordinating this potluck supper. They inform us that this year we will set out the food at 6:00 P.M. so we can all eat together. The Guild will provide charcoal and grills. Everyone should bring their own meat for grilling and own table service, and a salad, side dish, or dessert to share. The complete rules for the Regatta appear elsewhere in this issue.

Ship in Bottle Exhibit Continues.

You shall have a few more weeks to take in the First International Ship in the Bottle exhibit on board the STAR OF INDIA. If you haven't seen it yet, don't miss it. This great exhibition runs until September 30.

Welcome Aboard:

These new members have re-upped since our last posting of the roster:
Steve Tarantino
Arthur Aydelotte
Bob Pranka.

Ed. Note:

The following article appeared in the newsletter of the Shipmodelers Assoc. of Northern New Jersey. Since several of our members are interested in Pacific sailing vessels, maybe we can generate a response to Michael Heinrich's hypothesis.

PURE SPECULATION AND A PLEA FOR CLEAR AND LOGICAL THINKING

What I want to do here is to toss out some ideas that have been rolling around in my head for some time, and collect yeas or nays on them.

I've talked often about my research on the West Coast five-masted schooner INCA with people, and often I've noticed a response something like "Oh? Why a West Coast vessel? It seems there's a sort of offhand belief that the Pacific Coast doesn't have a maritime history, to speak of...and then at the same time we get people like H. I. Chapelle lamenting the lack of information on West Coast shipbilding, and praising the craft and design of West Coast tradition. I feel like something's going on, but I can't guite figure out what it is, or why.

Well, I've turned up several distinctions in East- and West-Coast construction, and I'm beginning to form some rather interesting hypotheses about said distinctions. What I'd like to do is to briefly outline these things, and get some feedback on them: either a "Hey, he's got a point" or "Bosh and scoff, he's all wrong" or "Look at this document that (A) supports or (B) disproves your hypothesis". Here goes:

As I dug into my INCA project, I noticed some interesting disparities between East Coast and West Coast vessels of the type and period, i.e. multi-mast schooners. Briefly put, East Coast vessels of the same number of masts ran substantially larger for the same time period. I wonder why... the greater part of the literature on West Coast vessels treat the big schooners as being built chiefly for the lumber industry, although they carried many other bulk cargos—copra, guano, gravel, grain, etc.—regularly. Writing on the East Coast craft gives the impression that the main trades were in bulk cargoes. But there's something else: an undertone of chauvinism, a 'big-is-better' feel to talk about Eastern craft—most evident in Paul C. Morris' writing (See American sailing Coasters of the North Atlantic) and John P. Parker. How, I wonder if this might be a reflection of the mood of the builders and owners around the turn of the century; is it possible that size became a fashion that overcame discreet disign limits? —Because it has been shown in several sources that the big schooners were considered too large for decent handling

characteristics. Some common complints were that the East coast vessels were too boxy to answer their helm in a broaching sea, that they were slow to point up—indeed, more than a proportionate number went aground stern-first when they couldn't get headway.

Now a few points about Pacific schooners: as I said before, it number of masts is a valid comparison, West Coast vessels ran proportionally smaller. Their models show a easier turn of bilge that the rather square-section East Coast craft, indicating a better windward ability.

Take a look at geographic conditions on the Pacific Coast. This is a rocky, univiting stretch, with high cliffs along most of its length. Prevailing winds are onshore, resulting in a good deal of fog and capricious wind and current. Major ports are mostly at the mouths of rivers and are subject to changing sand bars. Although the type of vessel I'm discussing here is primarily for offshore use, design parameters must take home-port conditions into account.

Offhand references to economic conditions that I've seen indicate a preference for quick turnovers, particularly in the lumber trade to Japan and the Islands. Couple this with a demand for a seakindly, responsive vessel, and a pattern begins to emerge—without going into further nitpicky details here, I'm postulating a situation in West Coast shipping where builders were locked in, economically geograghically, and meteorologically, to design parameters resulting in a type more nearly in line with optimum.

East Coast builders did not have the same limitations; so it might be shown that a 'bigger-better' fashion influenced East Coast Shipbuilding, perhaps beyond limits of seaworthiness, structure, and economy.

So: is this kind of comparison valid? At this pint, I've got only suspicions. I'll be looking at indicators of return-on-investment for both distinct types, to see if I can correlate anything that way. At the same time, I want to track down some kind of comparitive averages for the life of each type, with an eye on building materials.

I'd be interested in any feedback on this wild scheme from our membership. I suppose we all have some silly little question like this, with which to fill our idle thoughts, like why doesn't the toilet paper tear on the dotted line like it's supposed to...well, this is mine.

REGATTA RULES

GENERAL INSTRUCTIONS

There will be a skippers (entrants) meeting at the starting time each morning of the regatta and just prior to the start of each event, to discuss the conduct of the event, course lay out and any questions regarding the rules.

Where applicable, each contestant will be provided a course chart for the event, with a verbal description of the course by the event chairman.

Each contestant shall be responsible for the proper negotiation of the course without assistance from an official, judge or monitor.

A maximum of fifteen (15) minutes will be allowed to complete any event. Any marks not completed within this time limit will be counted as missed marks as described below.

A model which fails to complete the course due to equipment failure shall be allowed one rerun after all other scheduled entrants havbe completed their runs.

Each contestant's entry number, assigned on registration will be the same for the duration of the regatta. All paging, starting sequence and announcements will be made with reference to this number.

The starting sequence for each event will be announced prior to the start of the event. When possible the run order will be posted.

It shall be the responsibility of all entrants to have their model at the starting dock, ready to start prior to the start of the preceding boat. Entrants unable to comply report to the judges stand in order that the next boat may be warned. One reschedule will be permitted.

All marks, sets of two (2) adjacent marks (gates), slips, and docks will be positioned with at least twenty feet of running distance between them.

Scoring for the Elind Conning, and Precision Steering and Docking will include the following penalty standards to be subtracted from a starting point value described in that events rules.

5 Point penalty for each course marker touched.

9 point penalty for each course marker not negotiated in the direction prescribed by the course chart.

13 point penalty for each mark or gate completely missed.

15 point penalty for going outside the straight channel (grounding).

15 point penaslty for each grounding.

Bonus points will be awarded at the bonus gate to be described at the skippers meeting.

No more than two attempts will be allowed for tyhe negotiation of any course obstacle, mark gate, or dock. Failure to negotiate on the second attempt will constitute a completely missed mark and penalized accordingly.

Docking will consist of approaching the designated pier to within a scale line throwing distance and stopping dead in the water. The model will then get under way using good seamanship techniques.

PREDICTED LOG

The predicted log event will commence when all entries have submitted their predicted time to run the course. The course chart will be distributed at the skippers meeting prior to the start. The difference in time between the entries predicted time and the actual time will be increased by 5 sec. for each bouy or mark touched, and 10 sec. for each gate or mark not negotiated. The operator may not have access to the elapsed time during the running of this event. The winner of this event will be the entrant with the least difference between predicted and actual elapsed time.

BLIND CONNING

This event will be conducted on the same course as the Predicted Log. This event requires a conning officer and helmsman. The helmsman shall control the motion of the model on the direction of the conning officer. The helmsman will face away from the model at all times. The conning team need not be stationary. Each entrant will be awarded 100 points at the start of the event. Penalty points will be awarded as described in the general rules. The winner of this event will be the entry with the most points remaining at the conclusion. Ties for 1st and 2nd place will be run off.

BOLLARD PULL

The bollard pull event will measure the ability of a tug or tow type boat to pull against a static load. The entry will take aboard a towing line which is connected to a scale, and commence pulling. The maximum continuous value reached and held for five (5) seconds will be the recorded value for bollard pull. The recorded value will be handicapped based on waterline length of the tow boat. The winner will be that boat which pulls the greatest handicapped force. Entrants will be allowed a maximum of two attempts. An attempt shall not exceed 5 minutes and shall commence on agreement of the entrant and the judge.

STRAIGHT STEERING

The straight steering event will measure the ability of the contestant to adjust for the vagaries of his boat and the elements in order to direct his boat over a 100 ft. straight course without changing rudder position. The course will consist of a starting gate 100 ft. from a line of eleven buoys perpendicular to the course. The entrant will direct his model through the starting gate toward the target buoys. On passing the starting gate the operator will not touch the rudder control until the model has passed the target buoys. The winner is that model which passes the target buoys closest to the center of the line. Ties for 1st and 2nd place will be run off. There is no speed requirement for this event.

DERELICT SALVAGE

The derelict salvage event will test the entrants ability to control his model from a starting area, to a designated derelict and return to the starting area. The method used will be at the discretion of the entrant. The winner will be that model which accomplishes this task in the least amount of time.

SCALE PRECISION STEERING AND DOCKING

This event will evaluate the entry on how closely it represents the prototype in visual reproduction and operation, in addition to evaluating the operators ability in seamanship.

The operating phase will consist of operation of the model thru a designated channel marked by buoys, docks and slips. It will include a timed run through a measured distance to determine the models deviation from the scale full speed of the prototype. The mark for the operating phase will consist of 50 points to be penalized in accordance with the general rules, 30 points to be awarded for seamanship, 30 points awarded for ability of the model to represent the physical action of the prototype in the water, (roll, trim, turn, list, heel, etc.) and 10 points for operating at scale full speed. Seamanship and physical action will be judged by a qualified and experienced mariner to be selected by the guild.

The static phase will be judged in accordance with the evaluation criteria of the SDSMG for static scale contests.

San Diego Ship Modelers' Guild
Bill Kelly-Flemming -
Logkeeper /redacted/

TO:

Fred Fraas
/redacted/

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San Diego Ship Modelers' Guild
Officers for 1982

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

Meetings: 3rd Friday of each month, 8:00 pm aboard the Bard 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, 1982 dues are 1/2 for the remainder of the year.

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