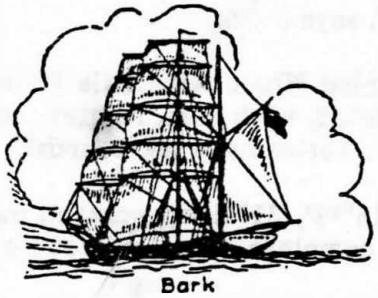
DEC 82

San Diego Ship Modelers Guild


Bark

When the trades arrived, the barque was thirty days out of New York. They squared her off and let her run, watch after watch, into the south with stars at night so hard and clear a man was tempted to climb a truck and reach out and touch one.

STERLING HAYDEN, VOYAGE

HOLIDAY PARTY -DECEMBER 16

Our annual Holiday party will be held on the 'Tween Deck of the STAR OF INDIA, on our normal meeting night, Friday, December 16, at 8:00 PM. Bring your favorite holiday goodie to munch on. We'll have our usual bar with a kitty to cover our costs. We may have some video tapes of MEDEA and of setting the sails on the STAR.

Book Signing Party Held

Several of our members showed up for the debut of Dick Mansir's new book THE ART OF SHIP MODELING. A book signing party on December 8th aboard the ferryboat BERKELEY brought out a nice group, with book sales benefiting the Museum. Also on display were Dick's other books, including his latest in the series, this one an excellent handbook on planking.

The ART OF SHIP MODELING is and excellent book, with good organization, fine writing and fantastic photographs. The cost of the book is worth it just in the photographs and drawings. Some of the featured models are by Ted Pugh, Bob Crawford, John McDermott, and Bob Pranka of our Guild. The forward was written by our own Bill Benson. And we can all take note of the message of appreciation to the San Diego Ship Modeler's Guild that appears in the introduction. Dick informed me he hopes to be at our Holiday party, probably with copies of the book.

Logkeepers Log:

Season's Greetings to all; Happy Chanukah, Merry Christmas, and a Good New Year. Ted Pugh has returned from Idaho for the winter and was at the book signing party. He gave me an article before he left last spring that we haven't had the space to run, so I figure I better use it this month, especially since it is very helpful information.

On the water front Calendar, several events are coming up. MEDEA will lead the Christmas Boat Parade again this year on December 19th. We'll have an ocean liner visiting regularly at Broadway Pier, every Tuesday beginning Jan 19, the AZURE SEA will make San Diego a port-of-call. The Royal yacht BRITANNIA will bring Queen Elizabeth and Prince Phillip to San Diego on February 26.

Congratulations to John McDermott who just retired from the Navy!

Log of the November Meeting

It was announced that we can now use the fly casting pond at Morley Field in Balboa Park as long as the fly casters are not wanting to use it. The fly casters mostly use the pond on Sundays from 9-1. It is quite shallow with the deepest end being only 18" deep, so sail won't work, and gas powered motors are not allowed in the park.

Albert L'Heureux demonstrated the firing of one of his cannons for RATTLESNAKE. Lew Harmeling brought a carpenter's vise.

Models Present

John McDermott, HMS Severn	A Brazilian River Monitor in 1/32"=1', scratch built solid hull, 9" long disply model that is 25% done. "smallness of scale makes it hard", says John.
Egon Muehlner, Dory	A 3/4"=1' POF Larghing Whale Kit. It is 9" long; the hull and rigging is completed, with oars, lobster trap and stand still to be done. "Did dories have lee-boards?"
Roy "Hull a Month" Nilson, PC (Sub Chaser)	A 3/16"=1', 31" long, scratch built POF for radio control. 1/4 complete made of wood and plastic— NO BONDO (yet)!
Vic Crosby, WWI Laker	Replica of a 1919 Laker, prototype was 261' long 44' beam, and 28' draft. — in a bottle of course!

SANTEE LAKES REGATTA

The informal Regatta at Santee Lakes on Dec. 4 was a great success. In spite of the park losing 150 of its trees in the storm the week before, the setting was nice and the pond had plenty of room to operate. There were 21 models present, including 2 submarines to enjoy the fresh water. George Oliver reports that everyone enjoyed the day and look forward to being invited back some day.

DECEMBER MODELER OF THE MONTH
*** George Oliver ***

Each year our regatta has gotten better and better, thanks to the efforts of several of our members. However, it takes one person, a Regatta Commodore if you will to keep us all in line and to make sure everything is taken care of. This year our Commodore was not only experienced on past regattas, but was one of the original developers of our Model Yacht Pond at Vacation Village. He grew up in San Diego, and he has worked on regattas for full size boats. After a few months delay, we salute as our Modeler of the Month, "Commodore" George Oliver.

As a kid, George spent a lot of time around sailboats in San Diego Bay. Ship Modeling was begun at an early age, with a 6"-8" scratch built CONSTITUTION winning a Sea Scouts competition honoring the CONSITUTION'S visit to San Diego in 1934. The prize was a piece of OLD IRONSIDES original mizzen mast. Our kid sailor was in Sea Scouts until age 18, during which time meetings and activities were held on the STAR OF INDIA. That was when the STAR was birthed where Lubach's Restaurant now stands on Harbor Drive (near Solar). As a junior high student, he got involved in the annual Model Sailboat Regatta sponsored by the San Diego Yacht Club.

Ship modeling must be a generic trait for George, as his dad was a modeler. A fine example of his father's work is a model of the steamship CALIFORNIA. This model was built in the mid 30's and is on permanent display on the BERKELEY.

We have our Regatta Commodore to thank for having a yacht pond in which to sail our models, since he is one of several individuals responsible for developing the pond. In the late 40's, he raced class MX and A boats he built. In those days, all models were plank on frame, as it was "B.F." (before fiberglass).

A lifelong sailor and a sail racer, George gave in to power boats for about five years, owning an Owens 28' cabin cruiser called DeNADA. It is a highly detailed 1½"=1' model of his boat that he has just completed and which he will be entering in the regatta this month. The only purchased, non-scratch built part on the model is a JWC prop. All of his modeling work has been totally from scratch. Since the Owens Company went out of business in 1964, he had to make his own plans from measurements he took off the prototype. A look at his DeNADA will attest to his skill as a fine modeler and ingenuous craftsman.

Commodore Oliver is used to organizing regattas from his racing duty with the Mission Bay Yacht Club. He has worked with everything from local races to Olympic sailing trials. In past years he has been an active leader in our own regatta, including several major responsibilities last year. He became active in our Guild around four years ago when he happened to stop by the pond on a Saturday morning and saw some of the nice scale models present. As a result, he renewed his interest in modeling and got involved in the Guild.

Being a scratch builder with almost any woodworking tool conceivable in his shop, George has developed several tricks to his craft. One recent discovery to simulate non-skid fiberglass surfaces is to get 3M non-clogging fabric sand paper and to paint it with flat white paint until the amount of deck desired is achieved. The sand paper comes in different grits to fit most scale needs. George also likes using plexiglass whenever possible, especially when it comes to blocks and deadeyes. Plexiglass doesn't split like wood, it paints well, is soft to carve and turn, comes in varying thicknesses, and glues well (he has been using Dupont's Ducco cement for over 50 years with excellent results).

George Oliver likes playing with both the models and the "big boats." He says that his next model will be an auxillary powered sailboat, but he's undecided as to exactly which boat he will build. Whatever it is, good luck George!

A FOOTPOWERED JIGSAW FOR DELICATE WORK

Construction

Begin with a rigid sawframe. The best style of sawframe has a square shaft for a back member; its blade is tensioned by a thumbscrew. A jewelers saw-frame works best and is easily attainable, as are blades of various sizes.

The tang of the saw-frame is mounted in a 5/8 in. cold-rolled steel shaft. The shaft slides up and down in a pair of bearings attached to a hardwood upright. Lignum Vitae works beautifully for these low-speed bearings. It is easily sawed and drilled, it is hard and resistant to abrasion and is naturally oily. Saw the outside dimensions carefully to minimize the need to true up the lignum by hand; it will dull all but the toughest edge tools. Seal freshly cut surfaces immediately with tung oil or wax to prevent checking that will ruin the part.

Spade bits are convenient for drilling the 5/8 in. holes because they can be filed to size. Test drill a piece of scrap lignum, coat the inside of the hole with mineral oil and see if you still have enough clearence. The oil will cause the wood to swell and make the hole minutely smaller. To get a clean cut, clamp the work and use high speed and slow feed. Once you have a good fit in a test block, prepare the two bearing blocks for drilling by stacking and gluing them together with a dab of epoxy (weak) or paper and white glue between; assembly and alignment will go smoothly if the blocks have been squared, drilled and slotted precisely. Drill the 5/8 in and 1/4 in. holes and saw the slots. Cross holes for the mounting bolts may also be drilled at this time before splitting the blocks apart. Do not drill the 1/8 in. hole in the upper block at this time; it will be more precise to drill and pin the block after it is mounted on the upright. Be sure to witness-mark the blocks to preserve alignment.

For the upright use a piece of stable straight-grained hardwood. Warping here can impede the saw's action. Thickness the stock and square the edges and ends accurately. Spacer blocks are added later as shown in the drawing, to provide clearance for moving parts when the saw is gripped in the bench vise.

To mount the saw-frame in the 5/8 in. cold-rolled steel shaft, first

remove the saw-frame handle and determine the diameter and depth of the hole that will accomodate the tang. If in doubt, drill oversize because the tang will be fixed with epoxy which will fill any voids. Cross-drill the shaft for the stop pin thta will slide in the brass track on the upright's back edge. The stop pin may be retained by a setscrew epoxied in place or; if a bolt is used, locked in place with nuts. Notch the bottom of the shaft using a hacksaw, and file a notch to fit a brass or aluminum plate. The plate, bolted in place, serves to transmit the drive and return forces to the shaft.

Now make the brass track, which keeps the shaft from rotating, limits travel and houses rubber pads for absorbing shock at the end of travel. You can mill the track from solid stock or build it from strips. Alternately you can mill the slot in the edge of the upright, although the brass plate allows you to set up the saw with a blade and determine where the stops should be. Travel will be the slot length minus the stop-pin diameter and the thickness of the rubber pads.

Make the table of 3/16 in. aluminum plate. You can very the size to suit the work. Drill holes in the table for mounting, for passing the blade through and for attaching the spring.

Assembly

Hold the saw sideways during the assembly. Mark positions for the bearing blocks and clamp them to the upright, shimming them out with thin card stock so that as the bearings wear they can be angled to take up the slop. Get the shaft to move smoothly and drill through the upright for the mounting bolts, Insert bolts, washers and nuts; tighten and make sure the shaft is still free. Drill the 1/8 in. hole through the upper bearing, pin it in place and remove the cardboard shims. Slide the threaded spacer rod, with washers and nuts, through the bearings, and lock it in place in the upper bearing. Adjust the lower nuts to bring the lower bearing in line, confirmed by the easy movement of the shaft. Position the brass track on the edge of the upright and test the stroke to be sure the top teeth can be brought into the work. The track may be pinned, screwed or epoxied into place. Insert the stop pin in the shaft, and see that the shaft runs freely without rotation.

To mount the sawframe in proper alignment on the shaft install a blade on center in the saw-frame clamps, fill the hole in the top of the shaft with epoxy and slip the saw-frame tang in. Slide the shaft up and down and observe the blade travel using a square on the table. Align the

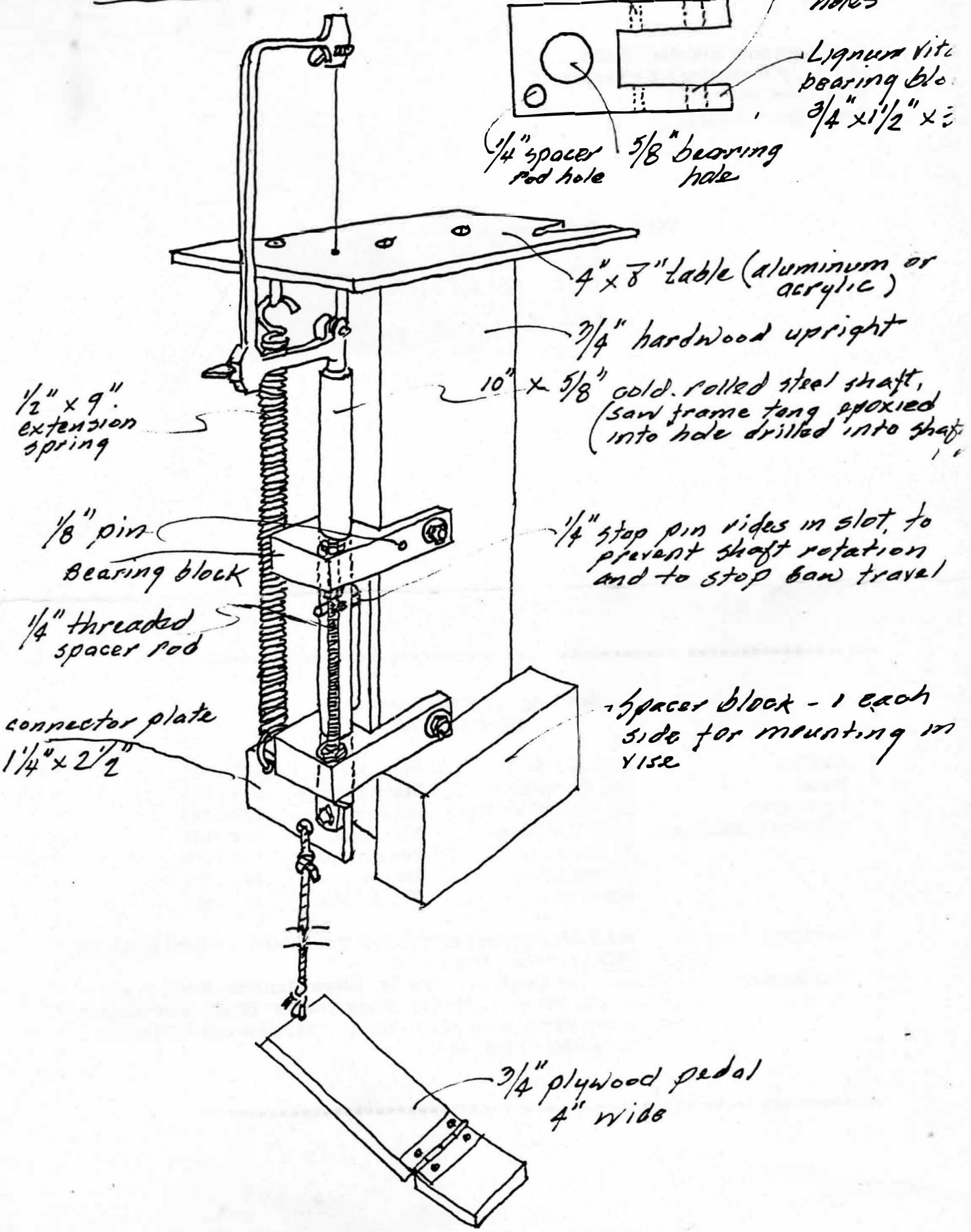
saw-frame accordingly and hold or support it in place while the epoxy sets up. If you need to reset the tang, heat the shaft end with a torch; most epoxies give up before 300 degrees F.

Position the table so the blade passes through and mark and drill for shankless woodscrews in the endgrain of the upright. Screw the table into place, making sure it is perfectly square with the blade.

Bolt the connecting plate in the bottom of the shaft and attach the spring from it to the table. The cord from the pedal also attaches to the plate. With the heel of the pedal screwed to the floor and the upright clamped in your vise, you are ready to saw.

The above was abridged from an article by guitar maker Ken Parker in FINE WOODWORKING, March/April 1981.

FOOT POWERED - SPRING RETURN JIGSAW



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

TO: La Mesa, CA 92041

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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