San Diego Ship Modelers' Guild

VOLUME 9 NUMBER 6 JUNE 1985

REGATTA

All volunteers please be at the pond at 6:30 AM.....should be enough time to get the stand set up as well as the stanchions and bouys. Lets make this the best Regatta we have had yet.

This newsletter is a few days early in order to give the members time to send in the enclosed entry form for the 4 th of July regatta sponsored by Task Force 96 and the Ship Modelers Association. Lets make a good showing at this event which will be held at Tri-Cities Regional Park, Placentia, Ca.

ENTRY FORMS must be in by June 23. You could save 22¢ by giving your entry form and $5 to Howard Bailey who will be at our regatta.

Whose backs were on the front page of the Evening Trib on Saturday a w weeks back...Fred Fraas and your editor were caught at the Confederate ..r Force show at Brown Field...toured the B 17 and visited with Art Aydelotte, one of our members who is a CAF member.

In last months issue I mentioned calling Loren Perry.....you know, reach out and touch some one....just got my phone bill, the phone company reached out and put the touch on me...It'll be back to smoke signals soon.

Our ball cap type hats are in..36 blue and white with our logo in blue. We sold 10 at the pond on Saturday at $5 each. An added suprise, the hats were donated to the club so it's clear profit for us.. Thank to Bob and Rick, my sons. They also help me screen print our trophys and bumper stickers.

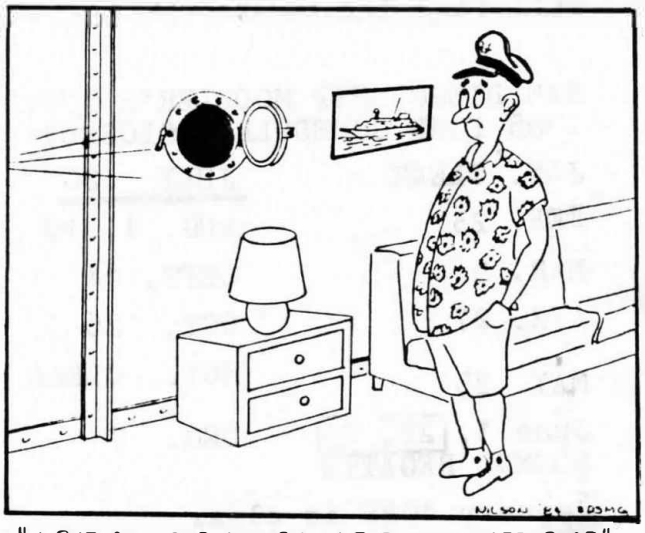
I donated air craft spotter training films to the Air Museum a few months back. They acknowledged with a thank you as well as a form to sign Regarding gifts to the museum. I though this would be of interest as I have had a few of our members ask "what do I have to do to donate models (with tax advantages)". Page 6 of this issue deals with all the questions you may have about donating to museums.

Our member Bill Benson can also fill you in on this score as he is one of the few quilifed appraisers for model ships.

Bob Wright will miss our regatta again as he is of to Japan and China. Can you just imagine missing our regatta just to visit those countrys...well he promissed a full re..rt on the hobby shops he encounters.

We picked up a few more members in the last couple of months puttings us up to 71 at this writing.

SHOW & TELL **by Nilson**



"I PUT ALL OUR MONEY IN THE WALL SAFE, DEAR"

FROM THE CROWS NEST

Log of the May 1985 meeting.....Bill Kelly-Fleming

Guild Master Roy Nilson called the 30 modelers present to order and asked for visitors to introduce themselves. Welcomed were Jon Andersor Dave Young, Bob Ellor, Jim Arford and Gerald La Flouer. Hope to see all of you again....

Business focused on our upcoming regatta and related matters. Most details are squared away, and two items were presented for consideration. Special bumper stickers were made, and the membership approved ordering blue and white baseball caps with our logo. The caps will sell for $5.

Reports from members informed us of upcoming ship visits in the port, Disappointment of the MAC show in Long Beach, sharing of newsletters from other clubs, and Albert reporting progress in locating plans for his next project, The PACIFIC PRINCESS.

A special run for R/C boats will be held on August 11 at Fairbanks Ranch. The exact time will be known later, but it will enclude a lunch and I hope we have a good turnout. This is on a Sunday.

SHOW AND TELL

DOUG MCFARLAND.....Norske Love...Billings kit.

JAY MCMASTER.....San Fillipe...Spanish Galleon of 1710. Jay demonstrated special effects lighting which flickers like kerosene lamps. Lights are in cabin as well as on the stern...outstanding Jay.

GEORGE OLIVER.....Vi Le Hi...Gaff rigged Ketch built to 9/16"= 1'-0". Scratch-POF for radio control. Hull planking in process.

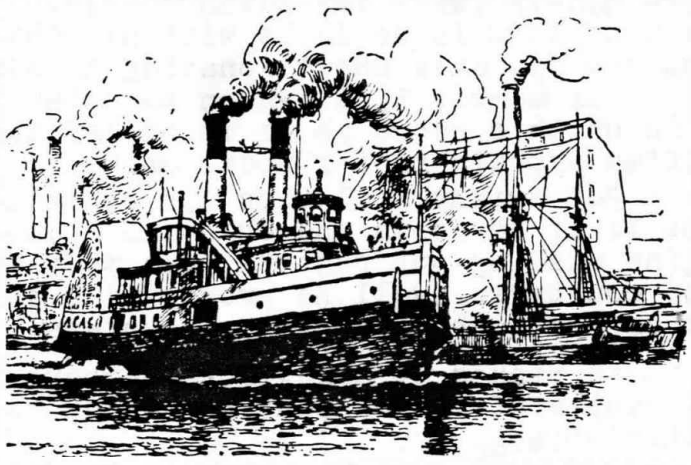
Looking at the above turnout of models, it would appear that we have all quit building ships...I hope this is not true.)ed note)

Fred Fraas continued with the second part of his session on modeling with plastic. He uses Weldon #4 for most of his work. He buys it by the pint and keeps it in the frig to preserve it. He suggested two books.."Working in Acrilic" available in plastic supply shops for about $1.60, and "Hints and Tips for working plastics" which he found at the Command Post (next door to West Coast Hobbies). Fred passed around examples of several types of plastic. Thanks for all of the above Bill, pasting is my long suit so I will fill the below space with something.See you at the next meeting.

SAN DIEGO SHIP MODELER'S GUILD
1985 POND SCHEDULE (CLOSED)

JAN. CLEAR	JULY 20
FEB. 23	AUG. 1, 10
MAR. 9	SEPT. 14
APR. 27	OCT. 26
MAY 25	NOV. CLEAR
June 1, 22, 23 SDSMG REGATTA	DEC. 7

January 1986 is clear



The Chicago of 1874 was one of many paddlewheelers that served the rapidly-growing Great Lakes industrial cities.

Adds from the May 1933 issue of Popular Science.

What is a chip log?

A log is an instrument that measures the speed of a ship. The six most important kinds are the chip, or common log; the taffrail log; the harpoon log; the ground log; the Forbes log; and the pitometer log.

The chip log is a piece of board about a half-inch thick and shaped like a quarter of a circle, about 6 inches long on the two straight sides. The curved edge is weighted with lead, so that the log floats upright with the curved edge down.

A sailor throws the log into the water behind the ship, and a line attached to it unreels as the ship moves. By noting the amount of line that runs out in a given time, a sailor can determine the ship's speed.

The taffrail log works on the principle of the automobile speedometer. It consists of a rotator with spiral fins that cause it to turn as a ship pulls it through the water. The rotator is connected by means of the towline to a recording device that looks like a clock. The recorder, attached to the stern of a ship, shows only the distance traveled. Because of this, a sailor must make two readings, with a known interval of time between them, to obtain the speed of the ship.

The harpoon log resembles the taffrail log, but its register is towed in the water with the rotator and must be hauled in to be read.

The ground log is used in shallow water when a ship is moving slowly. It has a lead weight on the end of the lead line. A sailor throws the lead overboard and it sinks to the bottom. A known amount of line is paid out and the time noted, as in the case of the chip log.

The Forbes log consists of a small rotator in a tube that projects through the ship's bottom. The speed of rotation varies with the ship's speed. The pitometer log, like the Forbes log, records both speed and distance, but it operates by the action of water pressure.

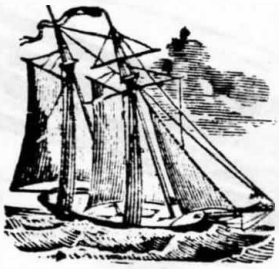
The basic part of a pitometer log is a Pitot tube, which forms part of a rod meter that extends from 24 to 30 inches below the bottom of the ship. The Pitot tube has an opening on the side facing the bow of the vessel. Another tube surrounding the Pitot tube has an opening that faces toward one side of the ship.

When the ship is at rest, the water pressure at the opening of the Pitot tube and the surrounding tube is the same. This is known as static pressure. As the ship moves, the speed of the vessel increases the water pressure on the opening of the Pitot tube. This is known as dynamic pressure.

The total pressure on the Pitot tube equals the sum of the static and dynamic pressures. But the opening in the outer tube receives only static pressure, whether the ship is at rest or in motion. Various devices inside the ship measure the difference in pressure between the two tubes and translate this into speed and distance.

Large, modern steamships measure speed by counting the revolutions of the ship's propeller. The accuracy of this method is affected by the weather, the shape of the ship and the ship's bottom.

THE TRIBUNE



* It has been said that if the ground log stickes his head above the water, and doesn't see his shadow, there will be one more month of winter. (ED. NOTE)

The only rodent that will eat onions is the groundhog.

KNOTS

CLOVE HITCH

BLACKWALL HITCH

A few laughs with Henny Youngman

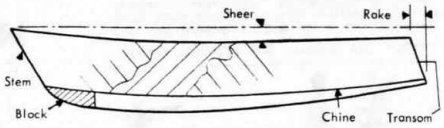
Youngman said that for years he didn't fly "because of religion. I was a devout coward. One time I was on this plane that was going up and down and sideways. A little old lady got nervous. She shouted, 'Everybody on the plane pray!' The man in the seat next to her told her he didn't know how to pray. She said, 'Well do something religious.' So he started a bingo game."

Since overcoming his fear of flying, the comedian said he found that airlines pose another problem.

"They make it tough to keep your act together," he said. "After a recent show in Miami Beach I went to the airport to fly home. I had three pieces of luggage. I told the ticket agent to send one bag to New York, one to Denver and one to Los Angeles. 'We can't do that,' the agent said. 'Why not?' I said. 'You did it last week.'"

Hull Construction

BOAT HULLS are divided into two primary categories which refer to their actual cross-sections. The first and simplest of the two is the hard chine hull, where definite "corners" exist between the sides and bottom panels; in such a boat the sides and bottom panels are virtually flat for all or most of the length, although varying in angle throughout. The **round bilge hull**, on the other hand, curves gently from gunwale to keel, with no suggestion of a "corner", and calls for rather different constructional methods.



HARD CHINE HULLS

This type of hull is most often built on permanent frames or bulkheads which remain part of the finished hull. Occasionally, however, "shadows" are used, removable after completion, especially where light weight is desirable. The frames or shadows are shaped and fitted to a jig which, in-power boats especially, may be the actual keel. Longitudinal strips are then affixed to form the inwale and chine, and sometimes additional stringers are added as stiffeners. The planking is then fitted to these strips. The planking is frequently sheets of ply, etc., which cover the whole side or half the bottom in one piece; sometimes diagonal planking is used, when narrow strips of ply,etc., are fitted along the sides and bottom at an angle of 45 deg to the centre line. In the latter case, double diagonal planking is frequently specified; this means that a second skin of narrow strips is laid over the first, sloping at 45 deg in the opposite direction. At the bow, a block or blocks may be called for, to simplify construction by obviating that part of the skinning which would need a very sharp change in angle. The transom, or stern end, is usually a flat plate built in as a bulkhead. Skinning is carried out with the hull upside down, and on completion the hull is strong enough to be removed from the jig (if an external one is used) and the shadows (if any) knocked out. Interior details and deck, etc. are then added.

Most modelling materials lend themselves to this type of hull, and balsa, obeche, spruce, or birch are often used. The most frequent material specified, however, especially for skinning, is resin-bonded plywood, which is available in all sizes from 1/32 in. (.8mm) thickness upward.

ROUND BILGE HULLS

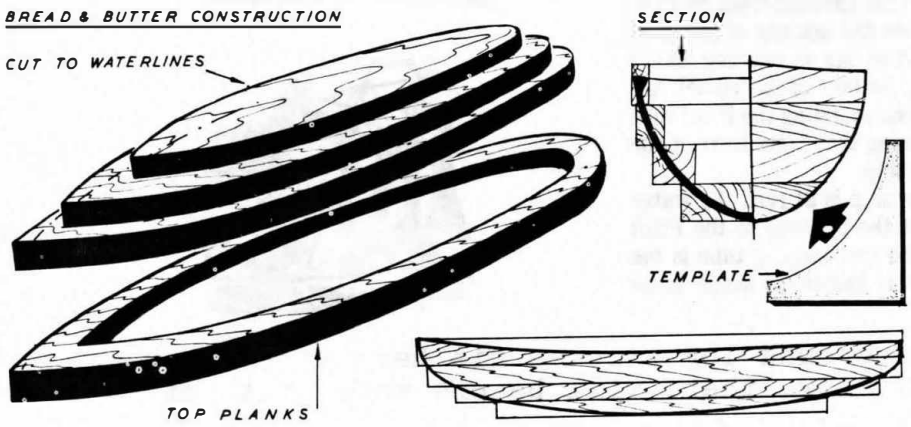
The simplest form of construction for hulls of this type is to carve the whole unit from the solid, using a timber such as pear, holly,lime, yellow pine or obeche. This is an expensive and wasteful means, apart from the difficulty of obtaining good quality material in sufficiently large sizes, and as a result "bread-and-butter" building is employed. In this system the "bread" is the timber and the "butter" the glue used to bond the planks together. It has the advantage of being less wasteful and of rendering hollowing much easier. The hull profile and cross-section are first divided off on the plan into slices of the thickness of the planks available, and the top line of each division is used to mark off the outline for each slice on the timber — there is, after all, little point in making a low "slice" the same size as the top one when it will have to be carved down anyway. Inside the outline a second shape is drawn and this shape is also sawn out and removed, thus considerably reducing the amount of internal hollowing to be done. After glueing the planks together, the outside is carved to its finished contours, using templates traced from the drawing, before completing the internal hollowing. Ribs, bulkheads and other interior details are added after the hull shell is completely finished.

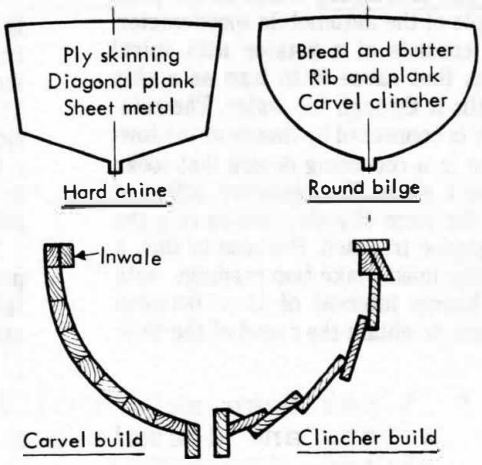
An alternative system is "bread-and-buttering on the buttock lines," which entails the use of vertical planks.

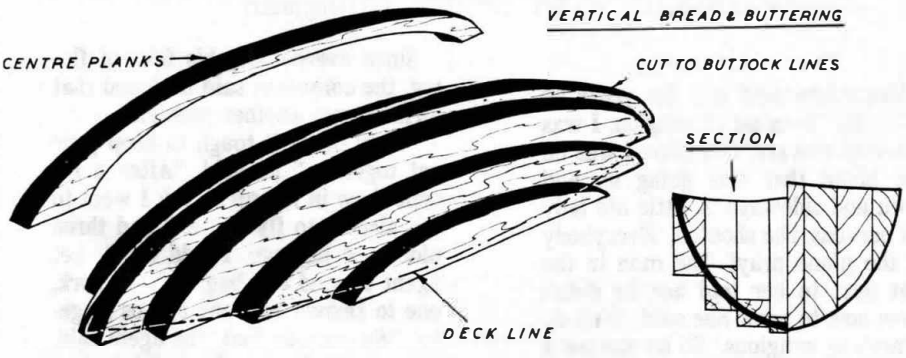
The most common material for bread-and-butter construction is obeche, which can be found in many timber yards and model shops. Sugar pine, yellow pine, mahogany and red cedar are also excellent timbers for the job, though more difficult to obtain.

Planked hulls, either clincher (overlapping) or carvel (flush) built, are constructed in two ways, depending on whether permanent frames are fitted. Procedure is much the same, except that permanent frames are cut to the cross-section of the hull less the thickness of the planking, while in the other case, the temporary frames ("moulds" or "shadows") are cut to finished cross-section less the thickness of the planking and the ribs. The cut frames can be fitted with a square piece of timber running along one side of their top edges and screws passed through the jig plank into these fillets, or slots can be cut in the jig to accept the top edges of the frames. Where the deck has "sheer" the frames or shadows must be made up so that their top edges form a straight line. When set up (upside down), the keel, inwales, stem, and transom are fitted to the frames, and the ribs (if any) lightly pinned in place. Planking is carried out, usually starting with the garboard strakes (next to the keel). After completion and sanding of the planking, the jig is removed and the shadows or other building aids knocked out before adding the internal timbers, etc. With permanent frames little internal timbering is necessary of course.

Materials for such a hull are normally ply, ¼ in. for shadows, 1/16 in. for ribs, etc., and spruce, obeche, or mahogany sheet for planking, up to ⅛ in. or sometimes 3/16th in. thick. Cedar and some pines are also suitable for planking.

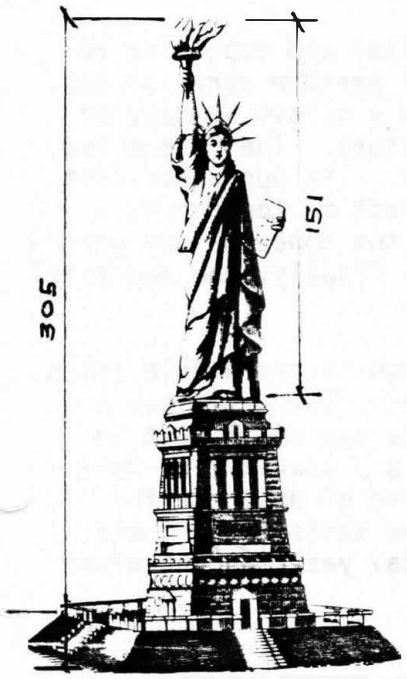






The above add is a good deal for those of us who build ships in a bottle. Guess the wives wont gripe to much if you should by a bottle, its for a good cause. Now some of us could'nt build a ship in a bottle, so the next best would be a bag. This cartoon submitted by Fred Fraas.....tnx.

"What decline in craftsmanship?"



The Statue of Liberty was given to us by France in 1884. It was delivered to the U.S. on July 4, 1886. The statue stands on Liberty Island which was Bedloe's Island in New York Harbor.

Frederic Auguste Bartholdi designed the statue over a frame work designed by Gustave Eiffel of Eiffel tower fame. The cost at that time was $250,000.

The statue is 151 feet high and weighs 450,000 lbs. The tourch is 305 feet above the base of the pedestal. 300 sheets of copper were hammered over the frame work to form the figure. The copper weighs 100 tons. Now for the big question....what State do you think she lives in?..bet Abe Taubman knows.

CONDITIONS UNDER WHICH OBJECTS ARE RECEIVED

WHEN OFFERED AS GIFTS - The Board of Directors of the San Diego Aero-Space Museum, Inc. will consider the objects in this receipt as an unrestricted gift, offered without limiting conditions, for the purpose of the Museum, unless the offer already submitted in writing has definitely stated otherwise.

WHEN OFFERED AS LOANS - Objects, artifacts, exhibits, memorabilia which are received as loans will be delivered upon the surrender of this receipt, or a written order of the lender or of his duly authorized agent or legal representative. In the case of the death of the lender, the legal representative of the deceased is requested to notify the Executive Director of the San Diego Aero-Space Museum forthwith, giving full name and address in writing and disposition of article (s).

Any objects, memorabilia or exhibits loaned to the Museum will be returned to the lender upon reasonable notice being given.

OTHER CONDITIONS - Permission to copy or photograph artifacts, exhibits or memorabilia which are loaned or donated is granted.

The donor or lender hereby grants, without reservation or restriction, to the officers and members of the San Diego Aero-Space Museum, Inc., a non-profit corporation, the rights to use names and/or materials in a creditable and dignified manner; FURTHER, in the event names, artifacts, memorabilia or other materials are utilized for radio, television or publication of articles, magazines or books, the officers of the Museum may contract with second or third parties for said use subject to final review and approval for content, accuracy and acceptable standards by the Board of Directors of the San Diego Aero-Space Museum; and FURTHER, all royalties or income which may accrue from said use will belong to the San Diego Aero-Space Museum, Inc. for the purpose of promoting the objectives of the Museum.

The Museum will exercise the same precautions in respect to loans that it does for the safekeeping of its own property; but it does not insure objects loaned to the Museum against loss by fire, theft or breakage.

The San Diego Aero-Space Museum is not responsible for the safekeeping of objects entrusted to it beyond the exercise of such precautions as are in force for the keeping and preservation of the property of the Museum itself.

The Museum agrees that materials displayed will be exhibited with dignity and propriety, and to maintain said objects in good condition.

APPRAISAL REQUIREMENTS - The 1984 Tax Reform Act imposed new appraisal and reporting requirements upon individuals, closely held corporations and personal service corporations. The donor must obtain a qualified written appraisal and must attach a signed summary of the appraisal to the tax return prior to the due date of the tax return. The Museum recommends that more than one appraisal be obtained if at all possible. The appraiser must be qualified to appraise the type of property being donated and cannot be the donor, a party to the transaction in which the donor acquired the property, the donee or any person related to or regularly employed by any of the preceding persons. Finally, the appraisal fee cannot be based on a percentage of the value.

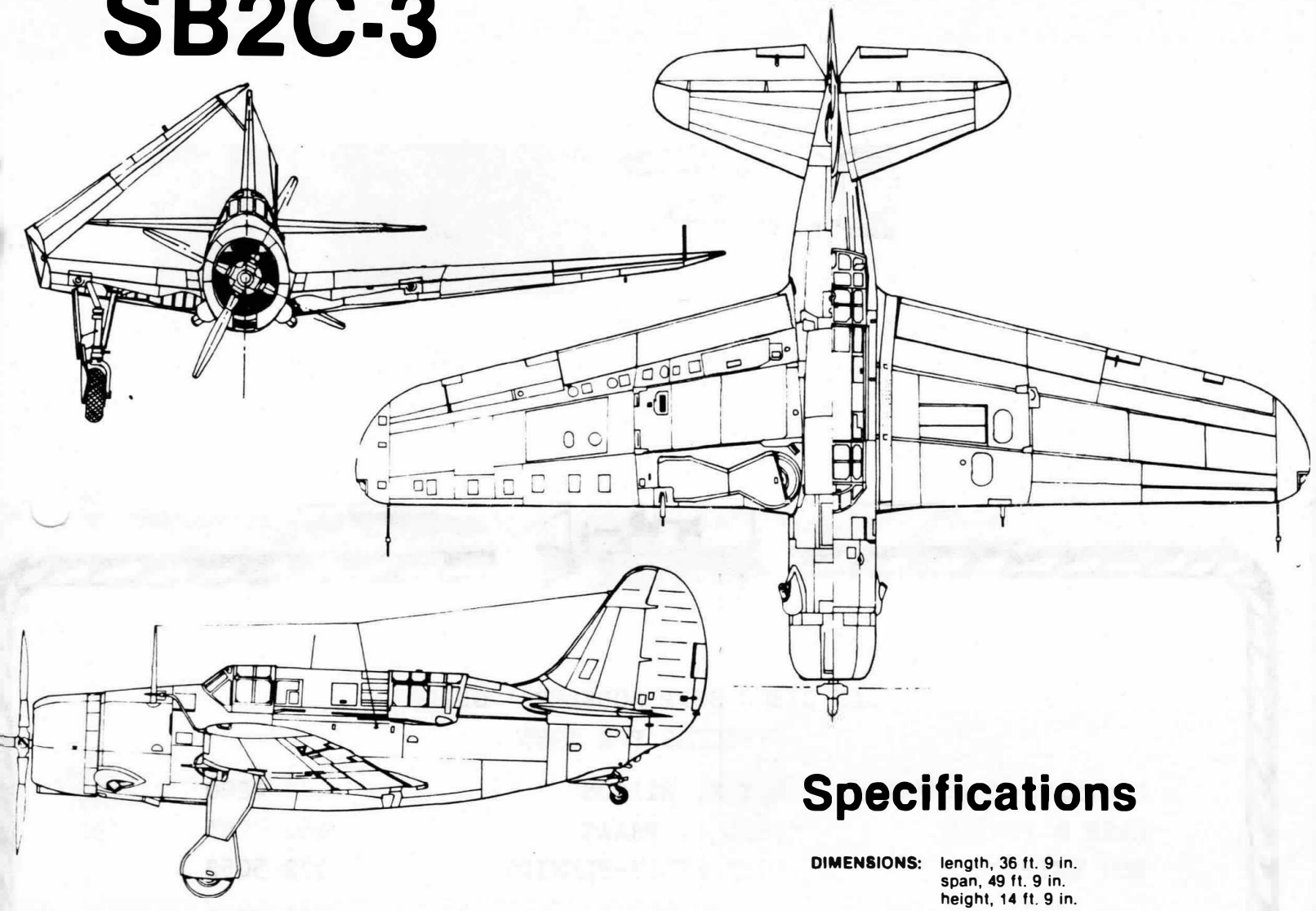
The appraisal must include the specific basis for the valuation, such as comparable sales, and must state that the appraisal is being prepared for tax purposes. The appraiser's qualifications and tax identification number must be listed, and the appraisal must be signed. The donor must also include information on the cost basis and acquisition date of the property. A deduction is no longer allowed for a contribution of property for which an appraisal is required unless the appraisal requirements are satisfied. These new rules apply to contributions made after December 31, 1984, in tax years ending after that same date.

DATE

DONOR - LENDER

PLANES OF THE PAST

SB2C-3



7,200 CURTISS "Helldivers" were produced. The design was started in 1938, however all bugs were worked out by 1943 when thay were assigned to the fleet. This scout-dive bomber had its ups and downs thru out its career and was not liked to well by its crews. Squadron/signal publications (no.54) contain excellen color pictures of this plane. If you are building a carrier you may want to enclude this one.

Specifications

DIMENSIONS: length, 36 ft. 9 in.
span, 49 ft. 9 in.
height, 14 ft. 9 in.

WEIGHTS: gross weight, 13,674 lbs.
max takeoff weight, 16,800 lbs.
empty weight, 10,114 lbs.

PERFORMANCE: max speed at 12,400 ft., 294 mph
rate of climb, 1,750 f/m
range, 1,200 miles
ceiling, 25,000 ft.

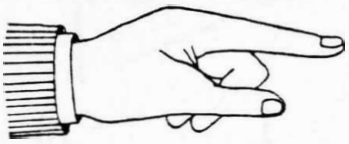
POWERPLANT: Wright R-2600-20 Cyclone of 1,900 hp takeoff power.

ARMAMENT: 2x20 cannon w/800 rpg,
2x.30 cal mgs w/2,000 rpg.

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

SAN DIEGO PM JUN 13 4 1985 CALIF.

FIRST CLASS PLEASE



FRED FRAAS
/redacted/

SAN DIEGO SHIP MODELERS' GUILD
OFFICERS FOR 1985

MASTER & EDITOR	ROY T. NILSON	/redacted/
MATE & PURSER	FRED A. FRAAS	/redacted/
LOG KEEPER	BILL KELLY-FLEMING	/redacted/
STEERING COMMITTE	AL L'HEUREUX	/redacted/
	DOUG McFARLAND	/redacted/

MEETINGS: 3 rd 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 of San Diego County- $10.00. Non Museum members $ 20.00. After July 31, dues are ½ for the remaining year.