



San Diego Ship Modelers' Guild

VOLUME 9 NUMBER 8

AUGUST 1985

POST OFFICE BOX 6725

SAN DIEGO, CALIFORNIA 92106

PLANS NIGHT

Bring a favorite plan to share with your fellow modelers. We will discuss enlarging, reducing and plan sources.

A.J. NUBAUER, just back from a cruise in the Western Pacific will give us some information about model clubs and hobby shops in Japan...welcome back "A.J!"

BOB WRIGHT, just back from a trip to China will present a slide show... (not all his slides) of shipping on the rivers as well as his hobby shop exploits in Hong Kong. Sounds like a full night of information...be there hear.

At this writing, we have heard from 51 modelers who will join us for a day of sun and fun at the Fairbanks Ranch. I hope all modelers understood this meet to be a P.R. type of gathering, and not a regatta....no prizes, just lunch.

Butch Harris and Joe Hash just left San Diego, Butch on the USS COOK and J on the USS Ajax, for a splendid cruise to the Western Pacific for 7 months. Good luck and hurry back...we need your dues. (Just kidding)

Last month, I ran out of room before I realized I didn't thank Fred and Al, and all the crew for your thoughtfulness with the surprise gift of Friedmans book on "U.S. Battle Ships". The card and folder with all the signatures is on my bookcase. Fred should have been a greeting card designer..Thanks very much.

PLEASE NOTE BILL KELLY-FLEMING'S ADDRESS IS NOW A BOX NUMBER. Address all correspondence to this new address.

Abe (PLANS) Taubman of N.J. picked up on our Statue of Liberty question and sent us a packet of info on the current state of the statue (pun intended) Yes...Miss Liberty is within the boundaries of of the State of New Jersey (always has been).

Liberty Island (formerly Bedlow) is Federal property, however is administrated by the State of New York. Abe sent newspaper articles regarding the law suits that have been filed. Looks like the lawyers win again.. I will pass the info around at the next meeting for those of you that are interested... I have't heard any gripes, so lets have another quiz...

PISCATOLOGY...what does this word mean? A little clue...ol·o·gy, a suffix, means the study of. The answer will be found elsewhere in this issue.

I must admit I'm felony dumb when it comes to spelling but I learn a lot from the dictionary in search of words I'm trying to spell.....

Believe me, it's tough when your born so good looking instead of smart. (Ed.note)

SHOW & TELL

by Nilson



"AND NOW... A REPORT FROM BILL KELLY-FLEMING, OUR LOGKEEPER"

**FROM
THE**

**CROWS
NEST**



BY BILL KELLY-FLEMING, LOGKEEPER

ATTENTION ON DECK! Twelve Meters have have returned to San Diego. SPIRIT of AMERICA is being refitted, LIBERTY has recently returned, and Denni Connor's new boat is due soon. They will be working out in San Diego Bay until late September.

Mark your calendar now for SEPTEMBER 22 for the big 12 meter race in San Diego Bay between the new boat and SPIRIT. The race will begin at 1 PM off "B" Street pier and finish at Ballast point to be followed by a boat parade. The race will be the highlight of the "Bring home the cup" Festival to take place on the "B" Street Pier from noon to 6 PM.

With the summer season, the cruise line visits are down with only regular stops by Azure Seas and Viking Princess: More ships are using San Diego for

"Re-positioning" or trans canal trips. There will be several such stops in October. Word from a lookout in Florida reports ads being seen for VIKING PRINCESS switching home port to the Palm Beach area later on this fall.

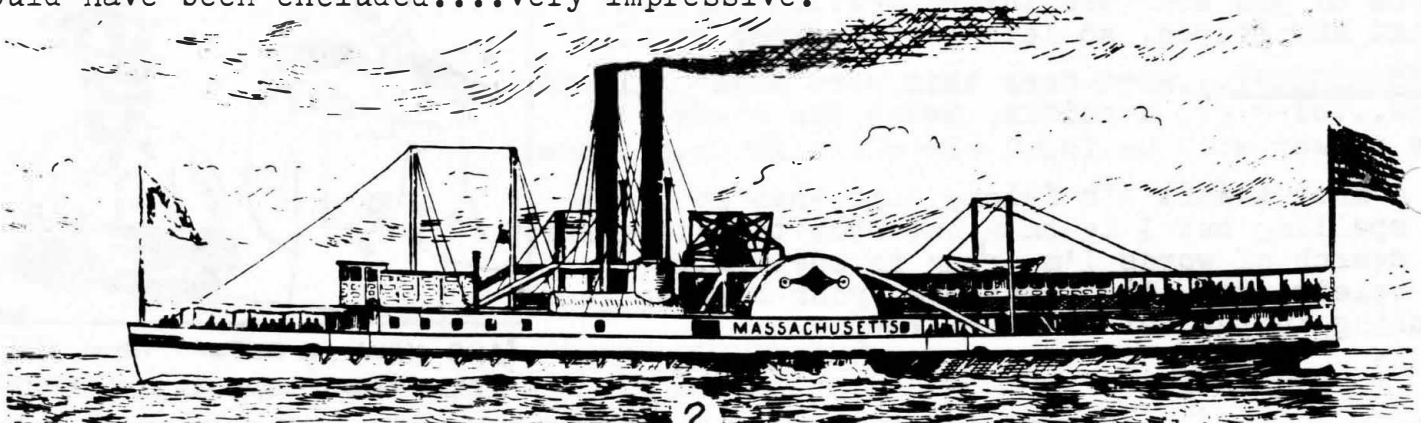
San Diego is now on a regular cargo ship run. The Moana Pacific discharges and loads containers every 4-6 weeks. It leaves here for Long Beach, San Francisco, American Samoa, Tahiti, then back to San Diego. I spotted Toyota Pickups in some recent containers. (Seagulls have been known to do that also Bill. ed note.) Another past frequent visitor will soon be returning. The ENCCNFADCR is expected to have a regular run bringing cement from Mexico. Although this Spanish flag ship is relatively small, she can off load cement through a compressor-linked hose as compared to the messy process of using a crane and scoop. This spring we had five large ships, each bringing 25,000 to 30,000 tons of cement from Japan and taking 6-10 days to unload.

A truce was finally reached in the local battle of tours. Invader Cruises and the 35 year old Harbor Excursions will soon have the same size both standing only 10 feet away from each other with limits on where signs are placed. The agreement ended the free rides on Invader and Show Boat which were offered for about 6 weeks in the spring. A new structure has been added to the stern of Show Boat, and there has been a strong rumor that Invader Cruises has ordered a new larger schooner to be built and added to their fleet.

Party Night on the Star was a success with over 40 attending. Twas a warm night and nobody fell over the side...next party night will be in December.

This months QUIZ answer; PISCATOLOGY (Pis.ca.tol.o.gy) your analysis should have led you to the answer which is the art or science of fishing...gee, I thought every one knew that.

Howard Bailey, Cdr of Task Force 96 sent me a list of winners from their 4 th of July Regatta which appears on these pages in this issue. Last month I mentioned that this was the most entries for any regatta, East or West coast should have been included....very impressive.





Junior Home Workshop Special—14 Pieces—\$375

Consists of high-grade polishing stand with adjustable split bearings; 3 jaw $\frac{1}{2}$ " capacity drill chuck; 4" diam. grinding wheel; 4" wire scratch wheel; 4" circular saw; buffing wheel; 3"-3 row bristle brush; set of 9 drills; 5 ft. leather belt and hook; saw table; mitre gauge; 2-speed pulley; polishing compound; tapering spindle. All for only \$375. \$1.00 with order, balance C. O. D. Money refunded if not satisfied.

ELECTRIC MOTOR APPLIANCE CORP.
2150 South Union St. CHICAGO, ILL.

When writing to advertisers please mention Popular Mechanics (1933)



BUILD MODEL CHRIS-CRAFT Speedboats

28" Cruisers, etc.
Complete kits \$12.50 up.
Send 10 cents for list.
HOWE-CRAFT CO.
2305 East 12th St.
Cleveland, Ohio, U. S. A.



BUILD THIS Ocean Cargo Steamer

Popular scale model of old time tramp steamer, from shipbuilder's plans. Only one of many models covered in our new 32-page catalog of blueprints, construction sets and fittings. Send 15c for this catalog today. A. J. Fisher, 1002-1 Etowah Ave., Royal Oak, Mich.

Old Ship Mined for Gold Dust Lost in Cracks



Left, the Old Ship "Humboldt," Which Brought Thousands of Miners Out of the Alaskan Gold Fields in Its Fifty Years of Passenger Service; Right, Prying Up Deck in Hunt for Gold Dust



Gold dust that filtered into cracks for a half-century is being removed by shipyard workers who are "mining" the old wooden steamer "Humboldt." For fifty years, the vessel was operated between Alaska and Seattle, Wash. In that time, careless passengers returning from the gold fields lost flakes of gold dust that were dropped or swept into deck crevices.

The timbers are expected to yield ten times the commercial value of the hull, since it is estimated that more than 100 pounds of gold dust awaits the treasure hunters. One hiding place in particular is sought as the workers rip apart the ship's timbers. An absconding purser is known to have deposited part of the gold dust from the safe in some part of the vessel.

KNOTS HITCHES & SPLICES

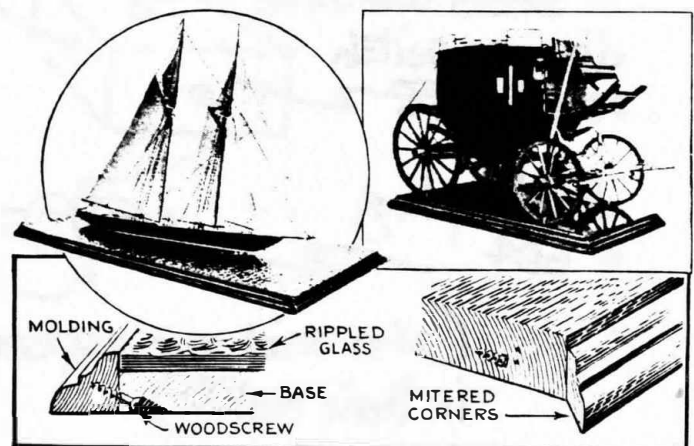


Fisherman's Bend: An important knot because of its strength and simplicity. Used for making the end of a rope fast to a ring, spar or anchor, or for bending a line to a bucket. It is easily cast adrift, even after being subject to severe strain. More secure when the end is seized as shown.

Bowline: A favorite knot with sailors and one of the best known and widely used of all knots. It is easily constructed and used whenever a loop is required that will not slip, jam or fail.

Inexpensive Bases for Your Models

Modelmakers will find the following method handy for making attractive bases for their models. First, a suitable piece of wood is squared and then molding is screwed to the edges, carefully mitering and gluing the corners. The screws are driven into the molding at an angle from the bottom of the work, as shown in the lower left-hand detail. After the base has been sanded and finished, it has the appearance of one that was carved from one solid piece. The drawing also shows how a piece of rippled glass can be used to resemble water, part of it being cut out to enable the ship to be attached.



Attractive Built-Up Bases for Model Work Are Neatly Finished with Molding Carefully Mitered at the Corners

BOB CORNELL IS AN OLD MODEL BOATER BUT A NEW MEMBER OF THE GUILD. LESS THAN ONE MONTH ON BOARD AND HE HAS SUPPLIED ME WITH AN ARTICAL FOR OUR NEWSLETTER....SHAME..SHAME...ON ALL YOU OLDER GUILD MEMBERS. THANKS BOB, I NEED ALL THE HELP I CAN GET.

The below drawing is a reprint, rereprinted from the SMA May 1985 Newslette
 Thanks SMA, you always have an interesting newsletter.

BENCH SPEED/HEAT CONTROL

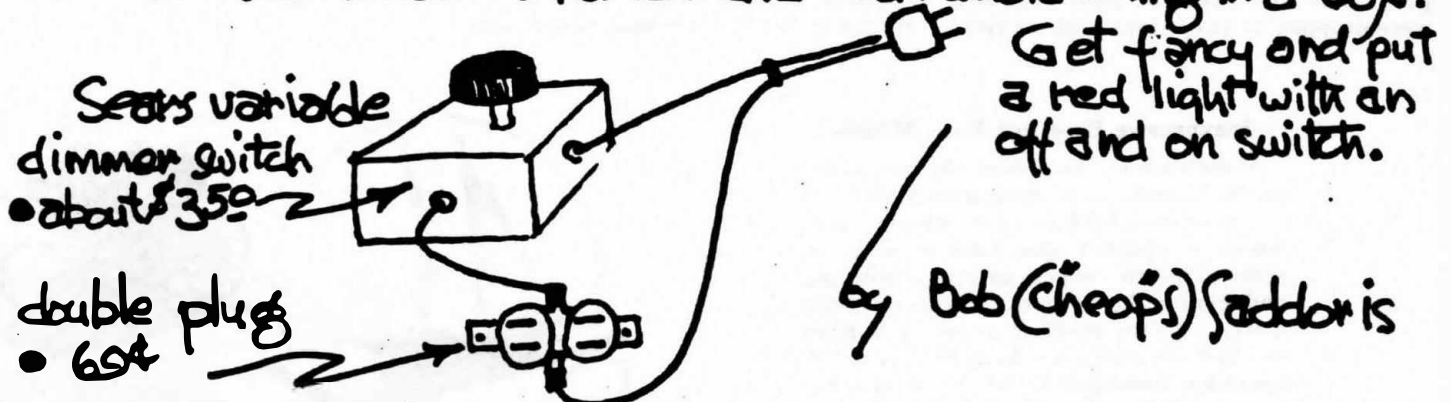
by
 BOB CORNELL

Your thirty year old electric drill works good but at times you wish you could slow it down for some jobs like starting a hole. But, you just can't bring yourself to part with the thirty or so dollars to get a new one with built-in speed control and reversing. Here's how I did it for nothing but you can for about six bucks. I had a light dimmer with a bad on-off switch that I was about to scrap when it ocured to me that I might just have a free speed control. After mounting it in a switch box and connecting to one outlet it worked fine for a number of uses. Even though these are designed for resistive loads up to 600 Watts it has given no trouble for at least three years running small drills, Dremel-type tools with brush-type motors, soldering irons, etc.

My biggest surprise has been in using it for my soldering iron for delicate work where the iron is normally too hot. I just dial-in whatever heat I need. When the soldering job is interrupted I dial it down to an "idle" heat. Then when I'm ready to resume the iron comes up to operating heat quickly. Neat, eh? The other use has been to provide compact infra-red heat. I use an extension cord with a 40-60 watt bulb at low voltage. This is nice for localized drying of paint or glues. Any hobbyist will find a number of other uses for this gadget.



Great idea for a variable speed control for any brush motor • Dremel etc • Put whole thing in a box.



by Bob (cheaps) Sadoris

(Who said our officers just sit around with their fingers in their ear?)
 (Sketch by "Happy-Jack" Elem)

The dimmer switch and double plug could be mounted in an electrically insulated box. Prices may not be current, no pun intended. - Ed.

Reprinted from an old SMA newsletter.

Grooming the Golden Gate

Meet a crew that never tires of the view

by Michael Robertson

The color of San Francisco's Golden Gate Bridge is world famous—"Golden Gate International Orange"—though bridge manager Robert Warren describes it as "more like a brick red." According to local legend, that distinctive red was the color of the bridge's original primer coat, but San Francisco's citizens liked it so much they insisted the bridge stay that shade. Warren says the legend isn't true: bridge designer Joseph Strauss actually chose International Orange when the Golden Gate, one of the world's tallest and longest suspension bridges, was built in the 1930s.

Another local myth is that the bridge, which measures over a mile and a half from anchor to anchor, is completely repainted every year or so. Ross "Sal" Salazar, paint superintendent, smiles at that one. He has a huge chart of the bridge on his office wall, indicating which parts are to be painted and when. One end of the bridge hasn't been painted since 1970, he says, when the most recent repainting began.

Golden Gate Glow

Keeping the Golden Gate glowing is a full-time job for the six painters who make up the bridge painting crew. Since 1970 they have spent most of their time sandblasting the surface of the bridge, preparing it for the special primer (inorganic zinc silicate) and vinyl topcoat that protect the bridge from corrosion.

Once the bridge is completely sandblasted, primed, and painted—a task that should be completed by the middle of 1987—repainting, at least for the foreseeable future, will just be a matter of putting on a new topcoat, since the primer should be good for 20 to 30 years.

After the primer has cured, the actual painting goes quickly, says Warren. A 50-foot-by-90-foot section that might take 13 days to sandblast can be sprayed with two coats in two hours.

One of the problems the Golden Gate crew faces is paint falling on the cars that are crossing the bridge. "They pull in here," says Salazar, pointing to the administrative building at the San Francisco end of the bridge, "and we clean 'em off. But they don't like it falling on them in the first place."

The crew faces other challenges as well. For example, on one out of four days it is usually too wet or too windy for painting. In bad weather the crew paints under the roadway, where they are protected from the wind, or they move inside to paint the interiors.

The job is not without hazards: over the years two painters have been killed in falls from the bridge, the highest point of which is some 746 feet above the entrance to San Francisco Bay.

Still, Salazar thinks it's the best painting job in the country. He's been on the bridge for 27 years, working his way up from apprentice to his present job. "You never get tired of the view," he says. "Maybe the fleet is coming in. Maybe it's just the sailboats on the water. Even when the fog is in, it's like looking down on top of clouds from an airplane." He smiles. "Twice a day I go out and walk the bridge—just checking things out."

Warner Spray Tech Corporation Commercial Division, 1770 Fernbrook Lane, Menlo Park, CA 94041

Since we did the Statue of Liberty a few issues back, I thought you might like to read about our Golden Gate Bridge....wonder what kind of paint they use?..Pactra, Testors or maybe Floquil.

You have to have a set of plans before you start. Where do I find the plan of that favorite ship? Scale model Warships, Issue no. 1 lists about 50 companys who deal in plans, photographs and kits. I also have a list which I will make available at the next meeting. Now what do I do with these plans that are not in the scale I want to build? The best way to handle this is to have them enlarged. If you have drafting experance you can do it easy, however it will take a lot of time. I contact a friend of mine at Engineers Service, 822 6 th Ave, San Diego. Phone 232 6327. He gave me the following information. To enlarge on Bond paper, the cost is 90¢ a sq ft. To enlarge on tracing paper, was \$1.10 a sq ft. An enlargement on bond paper 2 ft x 8 ft = 16 sq ft for a price of \$14.40...this can not be reproduced. The same size plan on tracing paper would cost \$17.60 and can then be run thru an ozlid blue print machine to make as many copies as you like. Ozlid copies run about 20¢ to 30¢ a sq ft.

An example, the CVE on the next page is 10 3/16" long and I want to enlarge it to 1:72, or 81 3/8". (a good size, kit planes are available all over) Anyway, a quick check of my Sons proportional scale (a little plastic circle computer) which tells me enlarge to 790%. If I have a plan 40" long and I want it reduced to 32"....this works out to 77%....more at the meeting.

Stopped by at The Whistle Stop, 3834 4th Ave (a train store) and found some H.O. gauge 1/87 figures of sailors and officers. The sailor is in blues and the Officer or Chief is in kakies...well thats close enough. Cost \$1.59 each.

I also bought a package of plastic bridge girders for \$7.95. I've seen this type holding up flight decks on some carriers...I'll squirrel it away for the future...also picked up a package of H.O. steps and ladders..very useful for our projects. None of this is ever a total loss as I have an H.O. R.R. in the basement. When youmates run into items such as this, let me know so I can print this info for the rest of the crew. More at next meeting.

4 JULY 1985 REGATTA WINNERS

UTILITY CLASS

First Place	Val Peterson	English Tug	San Diego, Ca
Second Place	Sam Bompensiero	Dusseldorf	San Diego, Ca.
Third Place	Butch Plake	Happy Hunter	Gardena, Ca.

Submarine Class

First Place	Skip Asay	German Type 23	Ocean, New Jersey
Second Place	Dave Wick	HMS Urchin	San Jose, Ca.
Third Place	Mike Dory	USS Gato	Poway, Ca.

Sail Class

First Place	Roy Luehsenhop	Emmy C Berry	Yorba Linda, Ca.
Second Place	Phil Millet	Traumerei	Cerritos, Ca.
Third Place	Charles Engel	12 Meter Sail	Van Nuys, Ca.

Static Class

First Place	Eric Dodson	Swift Schooner	Anaheim, Ca.
Second Place	Leo Milowicki	Gun Boat	Orange, Ca.
Third Place	Dick Roos	Bonnie J. Tug	Tustin, Ca.

Pleasure Class

First Place	Will Oudmayer	Marada	Chino, Ca.
Second Place	Jim Cumming	Steam Launch	R. Palos Verdes, Ca.
Third Place	Eric Oudmayer	Capri	Chino, Ca.

Military Class

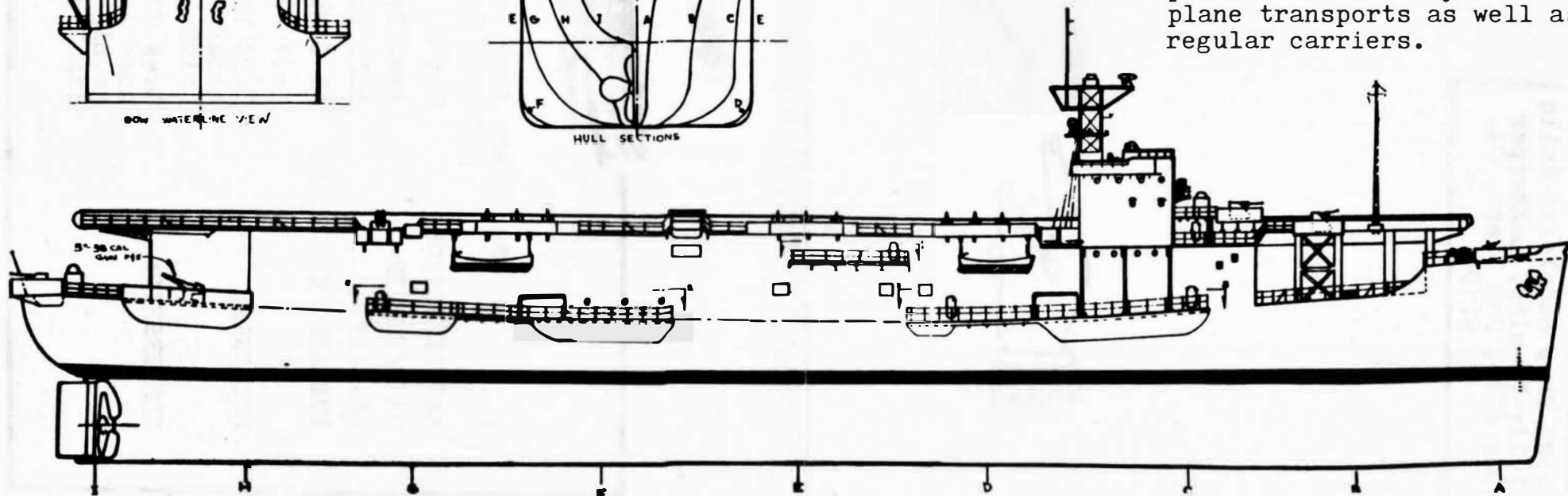
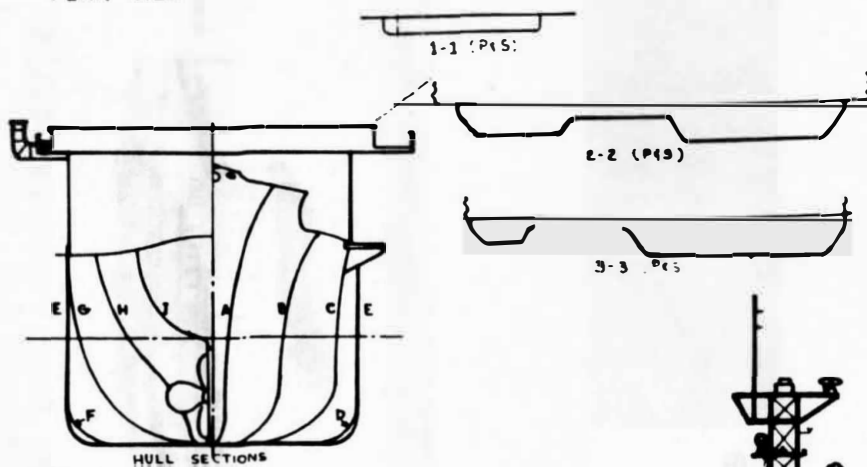
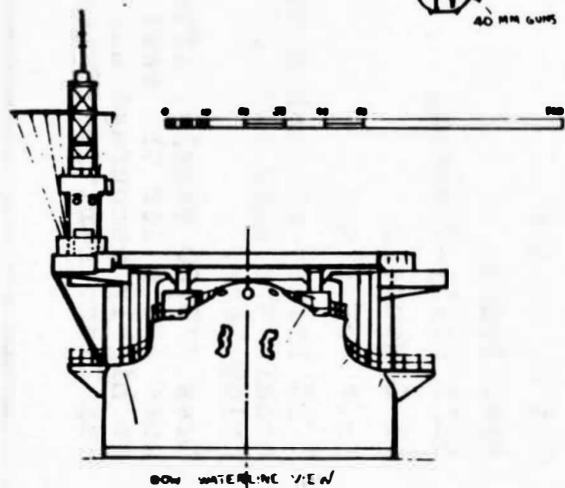
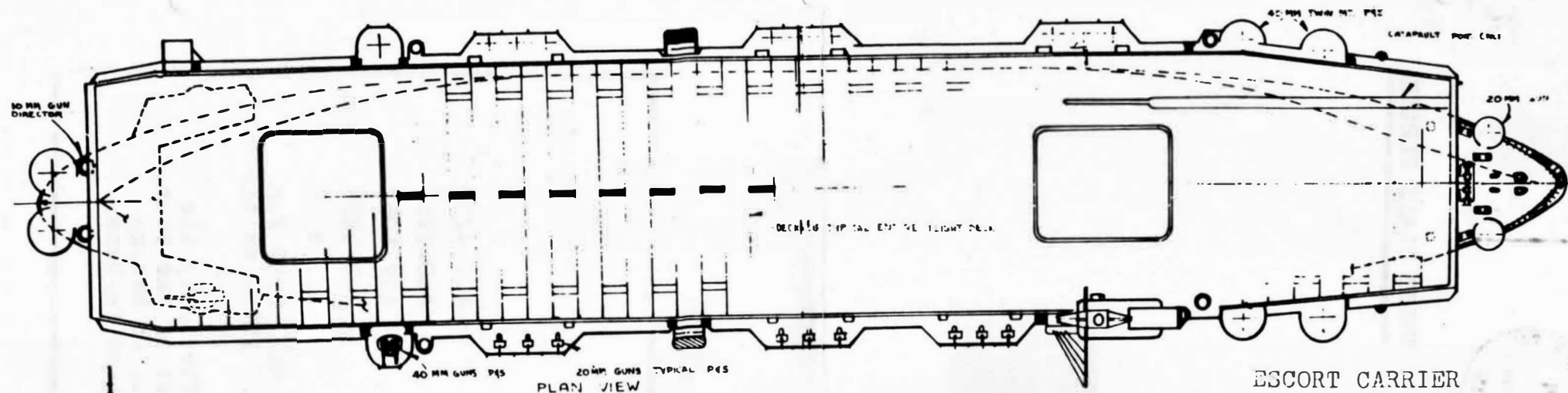
First Place	Loren Perry	Vogelgesang	Garden Grove, Ca.
Second Place	Victor Baca	Intrepid	Huntington Ech, Ca.
Third Place	Steve Anderson	PC 497	Los Osos, Ca.

Ladies Powder Puff

First Place	Joan Dutton	Platinum	Mission Viejo, Ca.
Second Place	Billie Branson	Billie B	Santa Ana, Ca.
Third Place	Mary Jane Aschettino	Pinky	Ocean, New Jersey

Junior Class

First Place	Ron Burchett	USS Sentry	Garden Grove, Ca.
Second Place	Kevin Wiest	6 Billie B	Anaheim Ca



ESCORT CARRIER

Built on a C3 hull, length varied from 473' to 492'. Approx. 140 were built or converted from other projects.

Some escort carriers were built on light cruiser hulls, and others on tankers. They were conceived for convoy protection but they served as plane transports as well as regular carriers.

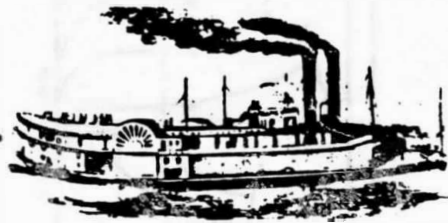
San Diego Ship Modelers' Guild
Bill Kelly-Fleming, Logkeeper
/redacted/



FRIST CLASS PLEASE



FRED FRAAS
/redacted/



San Diego Ship Modelers' Guild
Officers for 1985

MASTER/EDITOR	Roy T. Nilson	/redacted/
MATE/PURSER	Fred Fraas	/redacted/
LOGKEEPER	Bill Kelly-Flemming	/redacted/
STEERING COMMITTEE	Al L'Heureux	/redacted/
	Doug McFarland	/redacted/
MEETINGS:	3 rd Friday of each month, 8:00 P.M. aboard the bark STAR OF INDIA on the Crlop Deck.	
MEMBERSHIP:	Dues \$10.00 yearly. After July the dues are $\frac{1}{2}$ for the rest of the year. We highly encourage all to become San Diego Maritime Museum Members.	