



San Diego Ship Modelers' Guild

P.O. BOX 6725, SAN DIEGO, CA. 92106

VOLUME 10 NUMBER 8

AUGUST 1986

BILLINGS

A Butler?..possibly, however this Billings refers to the miniature city in Denmark. Mike Rivera and wife visited this model master piece a while back taking many slides of the houses, cars, trains and ships. Mike will "show and tell" us all about it at the next meeting on Friday, Aug. 15.....don't miss it.

SEPTEMBER

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				



A fun time was had by those who attended the July meeting/ and birthday party. Thanks to all who brought food and supplies to make it a gay time...woops, make that a good time. To bad word meanings change over the years. We have started on our 16th year with 97 members onboard....100 before the end of the year? Maybe.



7940

A not so fun time was had by two of our members who had their car broken into while at the party, with a considerable loss. When parking in the County lot across from the "STAR" always park in the middle of the lot and near a light if possible. Never leave valuables in sight. Lock any thing of value in the trunk and don't leave side windows open even a crack. Don't park at the sides of the lot where crooks can hide in the bushes...this makes it easy for them to rip u off. The above suggestions are no guarantee, but will make it more difficult.

Bob Crawford will try to appear at the meeting to give us the latest info on the status of the model shop on the Berkely.

TASK FORCE 96 AND SCALE SHIP MODELER MAGAZINE PROUDLY PRESENTS:

SCALE SHIPS '86

August 31, 1986...Centennial Park...Santa Ana, California

More info on following pages.

WELCOME ABOARD!

ANDREWS, Roger
BERGER, Alfred
BRODA, John
COX, Mark
EICHMAN, Jack

FOX, Dale
LARSEN, Glen
LEPAGE, Daniel
MEDLEY, Richard
THOMPSON, Kenneth
THOMPSON, Paul

ADDRESS CHANGES

ELLOR, Bob/redacted/

WASH, /redacted/

ROSS, Bob./redacted/

SHOW & TELL

by Nilson

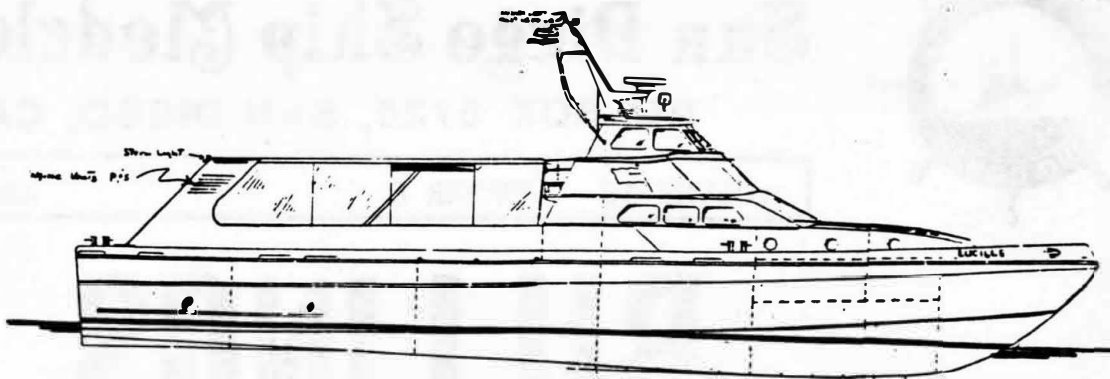


"THE PLAN CALLED FOR FENDERS ON BOTH SIDES"

Continued at bottom of next page



BY BILL KELLY-FLEMING



The waterfront has been fairly quiet this summer with only a few tidbits to report.

MEDEA was hauled out in June for her regular overhaul and the results were not encouraging. The hull is beginning to deteriorate badly and a complete new hull will apparently be needed next time.

Remember that 10-story box with a pointed end called the STARDANCER? Well, it was recently announced she was acquired by Western Cruise Line to become their second vessel, joining the AZURE SEAS. Itinerary for STARDANCER has not been announced. Western C. L. is the West Coast operation of the same company which owns Eastern C. L. and the EMERALD SEAS, which caught fire and had a child murdered aboard earlier this month.

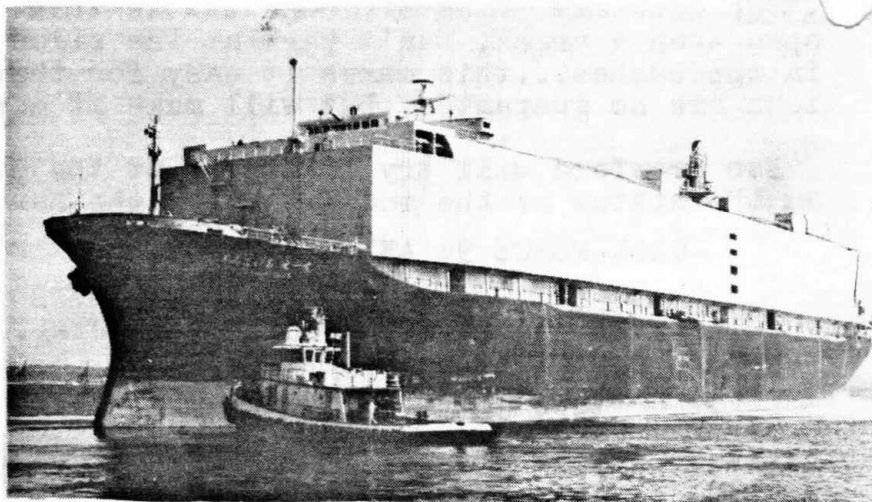
At our party meeting in July we watched as the LUCILLE, (ex AMERICAN ENTERPRISE) returned from her inaugural trip to Ensenada. I was invited to offer the dedicatory prayer at the ceremonies that morning. A drawing of her new profile appears above.

What will vessels looking like this be bringing into San Diego in the near future? Answer elsewhere in this issue.

Note: Tug in the picture is the SHELLY FOSS.

I have information on the Nautical Research Guild Modeler's meeting in Boston in Mid-September, if anyone is interested.

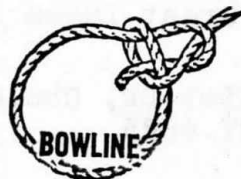
Also, in our Mailbag: Phoenix Publications (Model Ship Builder) announces that they will be releasing this Fall a book on building the FAIR AMERICAN by Clayton Feldman. It will join Portia Takajain's book on the ESSEX in their current releases.



Address changes continued from front page.

SMITH, Steve./redacted/
HARRIS, Butch./redacted/

KNOTS HITCHES & SPLICES



TYPES OF DAVITS

RADIAL DAVITS, sometimes called round-bar davits, usually are used for motor whaleboats. When the boat is stowed, the davit arms point inboard. To get the boat out to the lowering position, it is necessary to hoist the boat high enough for the keel to clear the forward davit. Next, it must be swung out, forward, and then aft to the lowering position.

QUADRANTAL DAVITS are chiefly used on merchant vessels. The boat rest on the chocks under the davits. Outboard sections of the chocks usually are hinged so that, once the weight of the boat is off them, they can be laid flat on the deck, making it unnecessary to raise the boat high enough to clear them in their normal positions. Turning the crank that operates the worm gear raises the boat high enough to clear the flattened chocks. Continued cranking racks the boat out to the lowering position. The boat is lowered away, as with the radial davit.

CRESCENT DAVITS and other makes of hinged-out davits (which have largely superseded radial and quadrantal mechanical davits) have been used in all classes of Navy vessels, including combatant ships. They generally handle boats that are 26 to 30 feet long and weigh up to 13,500 pounds. In this type of davit, the arms usually crescent-shaped and are racked in and out by means of a sheath screw.

GRAVITY DAVITS are usually found on newer ships. They are the trackway pivoted boom or the double-linked pivoted type. Gravity davits that handle larger boats such as LCPLs and LCVPs are generally equipped with a strongback between the davit arms. An electric-powered two-drum winch, located near the davits, provides power to hoist the boats. Cranks can be attached to the winch for manual hoisting. Power is not required to lower the boats. The boat lowers by gravity as it is suspended from the falls, and the descent speed is controlled with the boat davit winch manual brake.

Several types of davits are used. Depending on design, a pair of modified davits may handle one to four boats and are designated as single-, double-, or quadruple-bank davits. These are mainly use with amphibious craft.

A single-arm gravity davit, being introduced on DD, CGM and FFG type ships, will allow superior boat-handling operations. It also allows rescue boat handling in higher sea states than are considered safe with conventional double-arm davits.

Regulations require that a ship have at least one boat rigged and ready to be lowered for use as a lifeboat. The ship's boat bill states the exact specifications which the life boat must meet, and the equipment that must be in it.

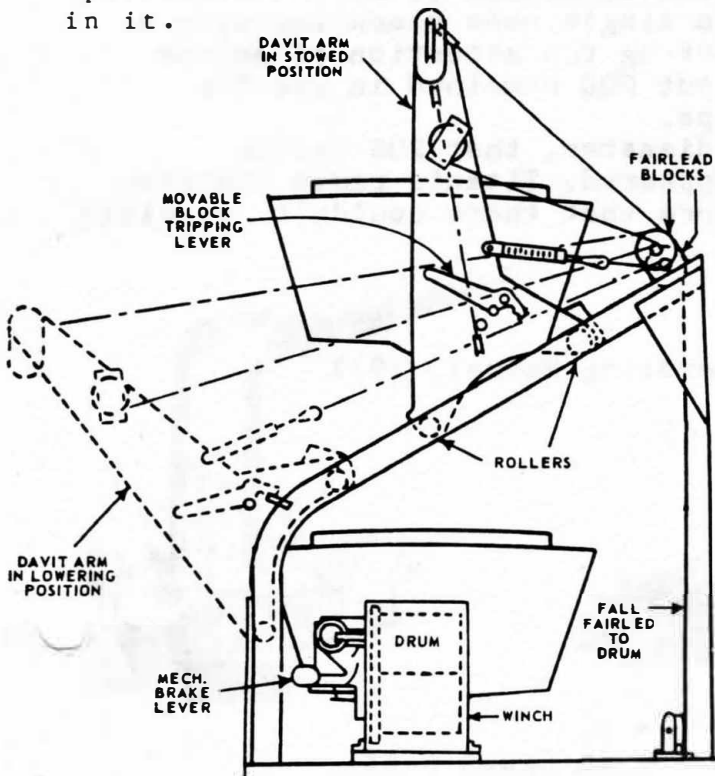


Figure 22-9 The Welin trackway gravity davit.

Figure 22-8 The crescent davit.

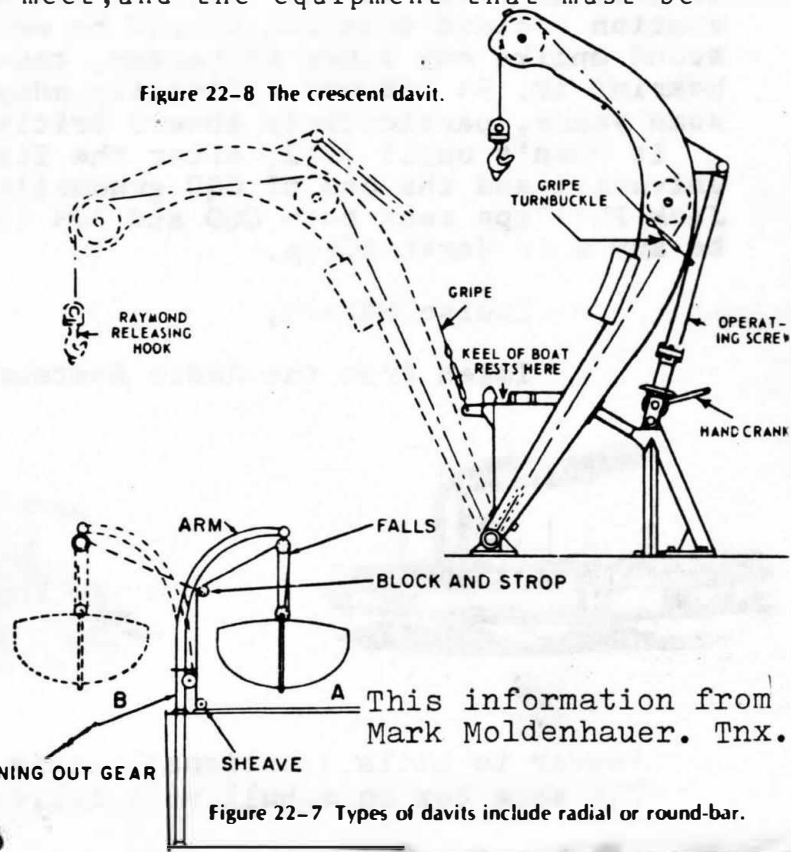


Figure 22-7 Types of davits include radial or round-bar.

S.O.S.

- SAVE OUR SHIP
- SAVE OUR SOULS
- SCOURING PADS
- NONE OF THE ABOVE



Read the following information supplied by member Bob ELLOR for the answer to this question....tnx Bob.

THE DISTRESS CALL

The now-discarded amateur distress call, QRRR, grew from the purpose of the first organized amateur emergency nets. They were set up in cities along the Pennsylvania Railroad to aid the "Pennsy" (and later other railroads) with train communications in the event of failure of the railroad telegraph landlines-which were frequent. The signal QRR came to be used to indicate that the calling station had railroad traffic related to some emergency.

One of the first distress calls was CQD, coined by the Marconi Company about 1904 from the "general call" CQ and the letter D for "distress."

The main problem with CQD was that it was supposed to be used only by ships which subscribed to the Marconi radio system and ships of one system were discouraged from communicating with ships or shore stations of other, competing, companies. The problem got so bad that it was taken up in the international radio conference in 1906 where a new universal distress call was proposed.

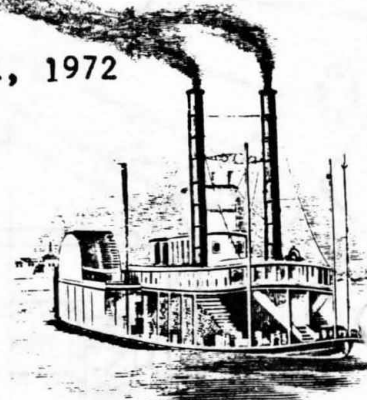
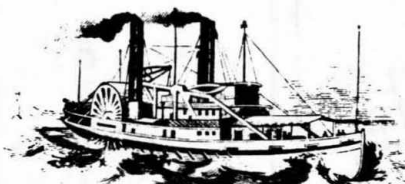
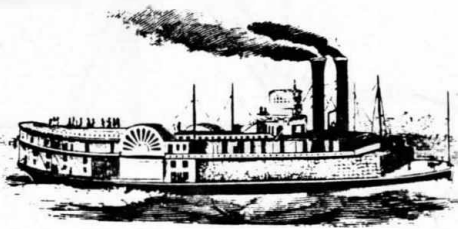
The American delegation suggested the letters NC which were already recognized in the International Signal Code for Visual Signalling. The German delegation proposed its own SOE which was already in use on German ships as a general inquiry signal similar to CQ (which was then only used by the Marconi system). The British delegation, of course, wanted to stick to the Marconi signal CQD.

The convention found SOE acceptable except that the final E could easily be lost in noise so the letter S was substituted, making it SOS. The convention decided that SOS should be sent as a single code character with a sound unlike any other character, thus arresting the attention of anyone hearing it. So SOS was officially adopted, but CQD remained in use for some years, particularly aboard British ships.

It wasn't until 1912, after the Titanic disaster, that SOS became universal and the use of CQD gradually disappeared. Titanic radio operator Jack Phillips sent both CQD and SOS to be sure that there couldn't possibly be any misunderstanding.

Louise Moreau,

Taken from the Radio Amateur's Operating Manual, 1972



Answer to Bills questionable ship appearing in Crows Nest:
The shoe box on a hull will deliver automobiles to San Diego

TASK FORCE 96 AND SCALE SHIP MODELER MAGAZINE

PROUDLY PRESENTS:



SCALE SHIPS '86



AMERICA'S LARGEST GATHERING OF
MODEL SHIPS AND BOATS

AUGUST 31, 1986

CENTENNIAL PARK

IN SANTA ANA, CALIFORNIA

ADVANCE REGISTRATION- \$5.00 PER OPERATIONAL MODEL \$3.00 FOR JUNIORS

LATE REGISTRATION FROM 0700 HRS. TO 0900 HRS.

FEES: \$8.00 FOR EACH OPERATIONAL MODEL

STATIC MODEL ENTRY FEE: \$5.00 FOR ADULTS, \$3.00 FOR JUNIORS

NO LIMIT ON NUMBERS OF ENTRIES.

SPECIAL FEATURES:

- REALISTIC NAVIGATIONAL SITUATIONS
- STATIC JUDGING
- TRANSMITTER IMPOUND
- NIGHT RUNNING AVAILABLE
- COMP. BREAKFAST FOR COMPETITORS
- PRE-JUDGING FOR LARGE MODELS
- DRAWING FOR PRIZES

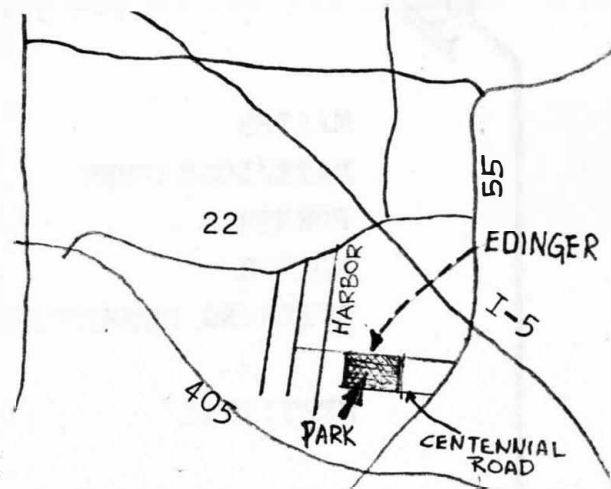
STEVE ALLEN

3138 West 154th. Street

Gardena, Ca. 90249

FOR MORE INFORMATION SEND SASE TO:

- * Make checks payable to Steve Allen. Mail entry forms and entry fees to address listed.
- * Each pre-registered entrant will receive a complimentary lunch. One serving per entrant. XXXXXXXXXX lunches are \$3.00 each.
- * Registrators on day of event are not entitled to meals.
- * Larger ships, seven foot, and longer will be judged first.



Name & Type of Ship	Frequency (Color)	Indicate		Entry Fee
		Static	Operating	

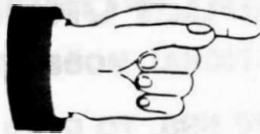
1.	-----	-----	-----	-----
2.	-----	-----	-----	-----
3.	-----	-----	-----	-----
4.	-----	-----	-----	-----

Adult	-----	Junior	-----	XXXXXXXXXX	Lunch(s)	-----
				Total	-----	

Entrants Name and Address

DEADLINE 8-17-86

SAN DIEGO SHIP MODELERS' GUILD
BILL KELLY-FLEMING
/redacted/



Fred Fraas
/redacted/



SAN DIEGO SHIP MODELERS' GUILD
OFFICERS FOR 1986

MASTER	Doug McFarland	/redacted/
MATE/LOGKEEPER	Bill Kelly-Fleming	/redacted/
PURSER	Herman Boehme	/
EDITOR	Roy Nilson	redacted
STEERING COMMITTEE	Al L'Heureux	/
	Fred Fraas	/redacted/
MEETINGS:	3 rd Friday of each month, 8:00 P.M. aboard the bark STAR OF INDIA on the Orlop Deck.	
MEMBERSHIP:	Dues are \$10.00 yearly. After July the dues are ½ for the rest of the year. We highly encourage all to join the S.D. Maritime Museum.	

