



San Diego Ship Modelers' Guild

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

Volume 12, Number 8

August 1987

NEXT MEETING: AUGUST 21, 1987

SPECIAL SESSION THIS TIME: 7:15 p.m.

"Principles of Square-rigged Rigging"

A demonstration with Bob Crawford and Bill Kelly-Fleming

We will go over the rigging of the STAR OF INDIA with attention to the purpose and use of the different lines, the care of lines, the basic principles of pin arrangement, and line handling. Come early and learn the differences between the following: Stay, Shroud, Backstay, Halyard, Sheet, Brace, Clew, Bunt, and Lift.

REGULAR MEETING at 8:00 on the Orlop Deck

After taking care of business

and SHOW AND TELL

We will continue with our topic of the evening and use the STAR training model to demonstrate rigging principles related to sailing operations and sail trim. (Most square rigged models with sails do not demonstrate a proper sail trim! Come and learn why.)



Mate McFarland keeping the Guild members moving.

GUILD NEWS

All of us extend our care and sympathy to Doug and Patty McFarland, whose daughter died recently. A card which several of us were able to sign and a special token of our concern have been sent to them. Some of you asked if you could help out with these remembrances. If you wish to do something, see Herman Boehme, our purser.

There are several developments at the Museum. Bob Crawford has opened the Tuesday classes to become more of a work-shop to which we are all invited. This group will meet every other Tuesday from 7:00 to 9:00 p.m. to work on models and share concerns, problems, and techniques. Each participant should bring a model and should be a member of the Maritime Museum. Our next Tuesday will be August 25 aboard the BERKELEY.

The Saturday after every Guild meeting (August 22 this time) will be power-tool day on the BERKELEY. Bob will be available to open the Museum workshop to us.

Meanwhile, more shop volunteers are needed to join those who have already been helping and whose presence is much appreciated.

While on the subject of volunteers, all we need now to start the MODELER OF THE MONTH display at the museum is a special display case. We could use a builder(s) and funds for materials. Talk to Bob Crawford or Bill K-F to show your enthusiastic interest.

The museum staff is having a picnic at the Model Yacht Pond on October 10. We are invited to join them and put on an informal demonstration of our R/C boats. Set aside the date and plan to join us. We will finalize the details at our meeting.

We have had several additions to our model shop library. Most notably is a wealth of reference material on U.S. warships obtained from Floating Drydock. Included is a complete catalog of photos. Royce Privett donated the gift certificate he won last year to the club and the steering committee decided to obtain these materials for the benefit of the whole club. Thanks Royce. Also thanks to Bob Cunningham who is in the process of preparing an index to the model magazines.

While on the topic of Thank You's... we ran out of space last month to acknowledge the sponsors of our regatta:

MODEL SHIP BUILDER	A.J. FISHER	FLOATING DRYDOCK
U.S. BOAT AND SHIP BUILDER	PRINCESS RESORTS	FUTABA
TAUBMAN PLANS SERVICE	SCALE SHIPYARD	MARITIME MUSEUM ASSOC. OF S.D.

Let them know of your appreciation when doing business with them.



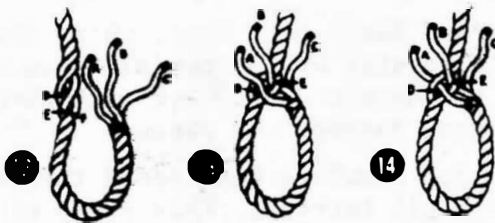
We finally got our membership with the Argonauts updated after an oversight. Al Berger has agreed to be our representative. Concerns about the use of the pond should be directed to Al (/redacted/). Neither the Argonauts nor the Ship Modeler's Guild carry insurance for those operating at the pond. Such insurance is available to members of one of the national organizations, which is required by the Argonauts for participants in any of their events.

There is a new wood store, apparently replacing the Cutting Edge. The WOOD WORKS is at 14007 Midland Road in the Old Poway Center in Poway. Their phone is 748-4363. They have a mailing list, so stop by and get on it if you are interested in such.

This splice is used on stays to create loops to go around the mast at the tops.

The EYE or SIDE SPLICE

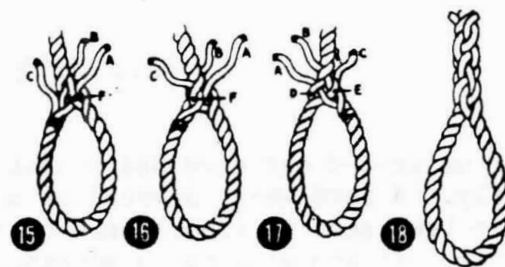
The Side Splice is also called the Eye Splice because it is used to form an eye or loop in the end of a rope by splicing the end back into its own side. This splice is made like the Short Splice except that only one rope is used.



1. Start by seizing the working end of the rope. Unlay the three strands, A, B and C, to the seizing and whip the end of each strand. Then twist the rope slightly to open up strands D, E and F of the standing part of the rope, as indicated in Fig. 12.

2. The first tuck is shown in Fig. 13. The middle strand is always tucked first, so Strand B is tucked under Strand E, the middle strand of the standing part.

3. The second tuck is now made, as shown in Fig. 14. Left Strand A of the working end is tucked under Strand D, passing over Strand E.



4. Fig. 15 shows how the third tuck is made. In order to make Strand F easy to get at, the rope is turned over. Strand C now appears on the left side.

5. Strand C is then passed to the right of and tucked under Strand F, as shown in Fig. 16. This completes the first round of tucks.

6. Fig. 17 shows the second round of tucks started, with the rope reversed again for ease in handling. Strand B is passed over Strand D and tucked under the next strand to the left. Continue with strands A and C, tucking over one strand and then under one to the left. To complete the splice, tuck each strand once more.

7. The finished Eye Splice is shown in Fig. 18. Remove the temporary seizing and cut off the strand ends, leaving at least 1/2" on each end. Roll the splice back and forth under your foot to even up and smooth out the strands.



BY BILL KELLY-FLEMING

It appears to be a relatively quiet summer as I scan around from this lofty perch. But then I haven't cleaned these lenses recently either. Ah, that's better. As I look south to the National City docks, I see we finally have an empty berth. Thanks to two vessels being at the scrap metal pier down there for over 25 days each, followed by a ten day stay of a ship at Tenth Avenue, we set some kind of recent record in our port by continuously having at least one ship in port from June 22 until August 10. I've also been keeping my eyes open for icebergs, since the large ice breaker POLAR STAR has been in and out of port since the middle of June. She was at Broadway pier the last week-end of June and I took the opportunity to take a facinating tour.

I have a set of photos of her, should anyone be considering a model. Several of the plans services carry an excellent set of plans of the POLAR STAR and SEA.

I have also spotted a fast moving sloop with a gunsmoke blue hull on our bay quite a few times. STARS AND STRIPES '86 now belongs to Kona Kai club and they like to take her out for a spin in the early afternoon. Another familiar sight now is a classic working coastal schooner in the form of the RED WITCH. This recently built schooner is based on a 1934 Alden design. The Coast Guard recently approved her setting a topsail, which makes for an impressive sight as she sails almost every Wednesday to Sunday afternoon and evening. I recently was able to take a sail on her. She moves well through the water, but is slow to come about, not quite having the agility that the RENDEZVOUS had when she was here. I recently had the priviledge of constructing a half hull of her.

For you cruise ship buffs, 1988 should be a good year for you. It will start off with three ships here for Super Bowl Sunday with a minimum of two ships in port each week there-after. Some weeks will see four or five ships. There will be two or three more announcements in the next month or so, thus I will wait until I have a complete schedule before passing it along. Until then, both SOCIETY EXPLORER and SEA GODESS I will be at the cruise terminal on September 4.

In our mailbag, I have sale announcements from Micromark and Model Expo. The latter is running a contest to "Win a Trip to a Ship". Models for each are on sale, and all you have to do is build the model, send in photos, and if you win you get a trip for two to see the ship of which you built the model. The ships are USS CONSTITUTION, KING OF THE MISSISSIPPI, BLUENOSE II, HMS VICTORY, HMS BOUNTY, and CHARLES W. MORGAN.

National Rivers Hall of Fame is looking for photographs of contemporary images of the rivers of America for a special exhibit. See me for details.

Finally, here is a reminder and additions to various modeling events around the country to go with listings in last month's newsletter.

September 6, TASK FORCE 96 and SCALE SHIP MODELER regatta in Centennial park in Santa Ana. I have only heard of a few of you planning to attend. It would be nice to have a good representation since so many of them come down here in June.

September 12-13. SAN FRANCISCO MODEL YACHT CLUB GOLDEN GATE COCOURS

October 2-4, R/C exhibit at Los Angeles Maritime Museum. Call Jim Cummings to exhibit a model (213) 377-1779 day or eve.

October 23-24 Ship in a Bottle exhibit - USS CONSTITUTION Museum, Boston.



PROPER SOUND SIGNALS

After all that work to make an accurate R/C model, the accuracy goes askew when it comes to noises emanating from these vessels. A vessel will be going full speed ahead and we will hear three short blasts on its horn. In such a situation, the skipper doesn't know his bow from his stern since he has just said his engines were going astern! So captains, here is a short course in official signals according to the new unified rules of the road.

short blast • =1 second
 prolonged blast — =5 seconds

In all cases except where noted, Inland and International rules are the same.

"I am Changing Course..."

to starboard •
 to port • •
 astern • • •

In inland waters these are made before the maneuver.

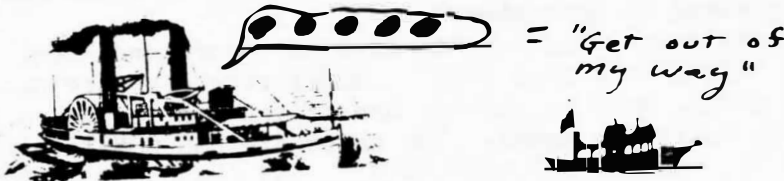
Obscured bend, leaving berth ———
 answer by obscured vessel ———

Doubt or danger • • • • •

This includes a "Vessel of privilege" restricted to a channel to a smaller vessel in danger of collision.

Overtaking	International	Inland waters
to starboard	— — •	•
to port	— — • •	• •
answer if OK	— — •	same as above

A vessel signaling passengers to life boat stations will use • • • • • ———



M A S T E R ' S M E S S A G E

(a.k.a. "Logkeeper's Log," "Padre's Soapbox," and other titles that can't be sent through the mails)

There has been a flurry of activity nationally on the part of static wooden ship modelers. While trying to address the resurgence of interest in the traditional craft of ship modeling, there has been a growing dissatisfaction with the support for the individual modeler.

The focus of the vocalizations has been over the Nautical Research Guild. This "cooperative non-profit membership organization" has done some fine work in the past in its Journal, conferences, and publications. Their SHIP MODELER'S SHOP NOTES is one of the best basic resources around. In the past few years their publication of the Journal has been delinquent and on an annual basis rather than the announced quarterly schedule. Many of the members have grown restless while the management has been asking for patience. Recent developments in the Board of Directors have appeared to add fuel to the fire. I am not in a position to fully comment, only to report the growing concerns. I have been short on funds, and hearing of the growing discontent have elected to wait and see before joining the NRG myself.

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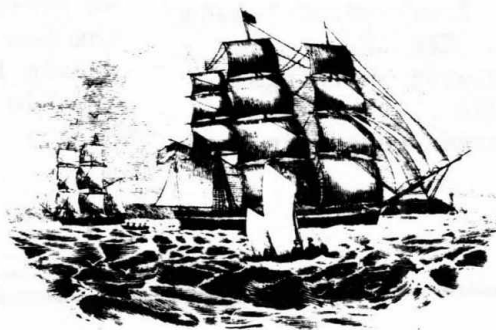
"MESSAGE" (continued)

At issue appears to be an arrogant disregard for the "membership" in general (who are treated more like subscribers than members), and to those north and west of Washington, D.C. in particular. George Kaiser of Boston fired the first volley after years of pleading for patience. In an editorial in the USS CONSTITUTION MODEL SHIPWRIGHT GUILD Newsletter, he openly criticized the apparent disregard of the membership on the part of the Directors. This was followed by immediate responses from Jean Eckert in the Bay area and Llyod Warner of the Fullerton group. Ken Manske of Oregon and myself were brought into the conversations by phone. I currently have about a dozen pages of editorials and correspondence which spell out the grievances. In addition to complaints over the Journal and the nature of "membership" in the NRG there is growing disappointment in the site and manner of operation of the annual conference which usually takes place in an east coast city. I should mention that part of the "membership" issue is the total lack of representation from the three largest and active areas of ship modeling, the Northeast, Louisiana, and the West Coast. Those of you who are or have been members of the NRG are asked to express your views to George Kaiser, 23 Mermaid Ave., Winthrop, Mass. 02152, or to the new editor of the NRG Journal, Charles O. McDonald, 112 No. High Street, Rising Sun, Indiana 47040. I will be happy to share a copy of the materials I have received with those concerned. I would also like to know who you are.

The first response from those mentioned above is to try and get the NRG to respond to its membership. There have been two specific proposals put forth to those of us who are interested in furthering our craft. The first is from Lloyd Warner of the Fullerton based Ship Modeler's Association who is seeking to find out if there is enough interest in forming a new organization. Some of you may receive a letter outlining his proposal, or I will have a copy of the letter at the meeting. Secondly, Lloyd, Jean Eckert, and I have talked about a West Coast regional conference or modeling event similar to what transpires on the East Coast. Our initial plan, which has been receiving enthusiastic support, is to have a two day (or so) event in January or February of 1989, to be hosted by the San Diego Maritime Museum and our Guild. What do you think? What are your preferences? Please let me know, especially if you are a past, present, or would-be member of the NRG.

While I am at it, let me share a few observations on our local situation. Our Guild started as primarily a static model group. Unfortunately in the past few years some of our better static modelers and static would-be members have been turned off and away by "too much talk about electronics, frequencies, motors, and fabricating plastic." Part of this is inherent in being one of the few clubs which includes both static and operational modelers. A "guild" by definition is for the preservation and advancement of a craft. Hopefully the Tuesday sessions announced in the news section of this newsletter will help to satisfy past complaints. I'd like to suggest that Saturday mornings continue to serve a similar important function for the operational side of the hobby. Our monthly meetings will try to blend the two special interests by addressing the broader concerns of ship modeling and the lore of ships as they pertain to the modeler. With over 110 members we have a big task to meet everyone's needs. I have revised our information box on the back page to reflect all of the opportunities available to our members.

Now, I'm going to get back to actually working on my models!



SAN DIEGO SHIP MODELERS' GUILD
Bill Kelly-Fleming, Logkeeper
/redacted/



SAN DIEGO SHIP MODELER'S GUILD
OFFICERS FOR 1987

MASTER - LOGKEEPER	Bill Kelly-Fleming	/redacted/
MATE	Doug McFarland	/redacted/
PURSER	Herman Boehme	/redacted/
NEWSLETTER EDITOR	Aurora Joan Selenian	/redacted/
STEERING COMMITTEE:	Al L'Heureux/redacted/	Fred Fraas /redacted/
	Al Berger/redacted/	Roy Nilson /redacted/

SCHEDULE OF ACTIVITIES

MEETINGS: Third Friday STAR OF INDIA
7:30 p.m. social, 8:00 meeting
STATIC WORKSHOPS: Every other Tuesday
7:00-9:00 p.m. BERKELEY
R/C OPERATIONS: Saturday mornings
MODEL YACHT POND
ANNUAL REGATTA: Third weekend in June

MEMBERSHIP

Dues are \$10 yearly, \$5 after July
We strongly encourage all to join
the San Diego Maritime Museum in
return for the facilities they
provide for us.

