



San Diego Ship Modelers' Guild

2960 Chicago Street, San Diego, Calif. 92117

Volume 12

October 1988

Number 10

October Meeting: Friday, October 21, 1988

7:30 P.M. Social 8:00 P.M. Meeting

Orlop Deck of the *Star of India*

Bring a Model !!

Notes from the Sept. Meeting

Discussion at the Sept. meeting centered around two major items, as commented on in the Aug. newsletter. The first involved the destruction by a city parks employee of a display case belonging to Roger Smith, and the second involved the dilemma of models powered by internal combustion engines operating on the pond at the same time as "scale" models powered by electric motors, steam or sail. With regard to the first issue, Roger stated that as a result of the discussion in the newsletter he felt that he was being victimized a second time. Assurances were given that this was not the intention of the articles in question, but rather that there was a concern that if the appropriate channels for redress of Rogers loss were not followed with the Parks and Recreation Dept., that the department could, rightly or wrongly come to the conclusion that their employee had been mistreated or not dealt with fairly, and this could at some point come back to haunt us. Roger agreed to look into the departments insurance claims procedures. With regard to the second issue, after considerable discussion it was decided that a committee should be formed to try to come up with some new guidelines that would reconcile all the various concerns. The committees recommendations would then be submitted to the full membership for further discussion.

Three members of the crew of the *Golden Hind* were guests at the meeting and gave a very entertaining and enlightening discription of the ship and how it was operated.

It was announced that the first guild working party would be on Oct. 22 onboard the *Medea* Ships work will commence at 0900.

There were three models on display at the meeting. Doug MacFarland brought in *Hotspur* which, believe it or not, is nearing completion! And what a beauty she is! Many comments were heard about the fact the Doug will soon have to turn the model over to its owners and will suffer the pangs of Post Partem blues. (Cheer up Doug, theres always the *Norske Love* to complete.) Bud Bailey showed another of his matchstick models, this time of a boyhood boat that he and some friends had built and christened *Woeful*, because of its appearance. Jay Macmaster brought the partially completed hull of the three masted brigantine *Dolphin* that he is building under contract for the ships owner, Jim Malloy of San Diego. It should also be noted that Jay made an extremely generous contribution to the guild. Thanks Jay !!

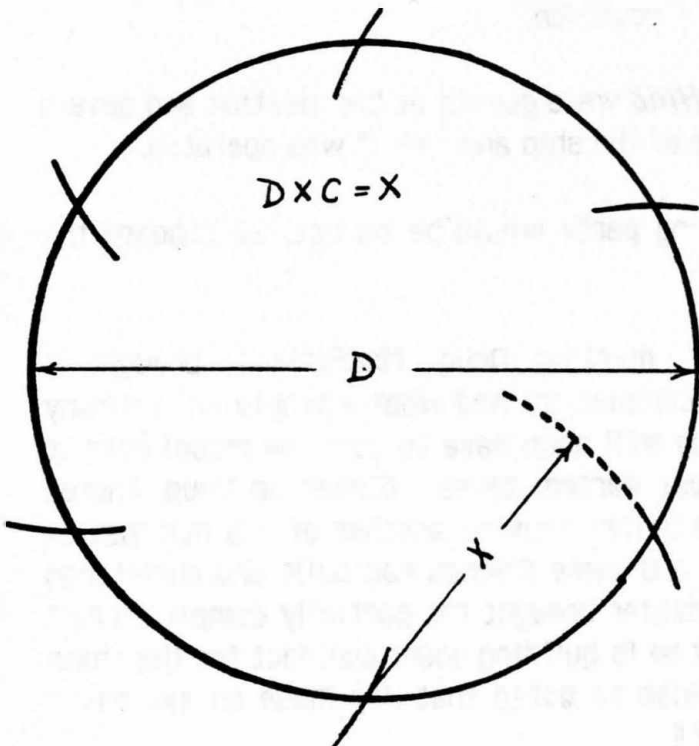
Hint of the Month

Mike Rivera's hint of the month is a nifty little table which is useful for dividing a circle into equal parts. This comes in handy for example in the equal spacing of spokes when one wants to build a ship's wheel.

How to divide a circle

The table below will simplify dividing a circle into equal spaces. Instead of working out a complicated formula, simply find the code number and multiply it by the circle's diameter. For example: For 12 equal divisions the number 12 is found in column "d" and its code number, 0.2588 is found in column "C". Multiplying the code number by the diameter of the circle will give you dimension "X", which is the setting for your dividers.

d	C	d	C	d	C
3	0.8660	13	0.2393	23	0.1362
4	0.7071	14	0.2223	24	0.1305
5	0.5878	15	0.2079	25	0.1253
6	0.5000	16	0.1951	26	0.1205
7	0.4339	17	0.1838	27	0.1161
8	0.3827	18	0.1735	28	0.1120
9	0.3420	19	0.1646	29	0.1081
10	0.3090	20	0.1560	30	0.1045
11	0.2817	21	0.1490	31	0.1012
12	0.2588	22	0.1423	32	0.0980



Maritime Research Society Meeting

Bob Wright announces the next meeting of the Maritime Research Society will be held aboard the *Star of India* on Friday October 28. Cocktails will be served at 6:30 followed by dinner at 7:00 PM. The cost for dinner and drinks will be "approximately" \$6.00, depending upon the number of people who attend. Reservations are required in order to let the caterer know how many meals to provide. Anyone who plans to attend should call Bob Eberhart to make a reservation. Bobs number is 283-7561

The guest speaker for the evening will be Frank Dinero, who will speak on his experiences as one of the first American sailors to board the captured German U-boat, U-505. The capture of U-505 by Task Group 22.3, commanded by Capt. (now Admiral) Daniel V. Gallery in June of 1944 off the west coast of Africa during the Second Battle of the Atlantic was the first time an enemy warship had been captured by the U.S. Navy since 1815. The adventures of Task Force 22.3 (consisting of *USS Guadalcanal*, CVE-60 with VC Squadron 8 embarked, and Escort Destroyer Division 4, which included *USS Pillsbury*, DE-133; *USS Pope*, DE-134; *USS Flaherty*, DE-135; *USS Chatelain* DE-149 and *USS Jenks*, DE-665), are described in Gallery's book, U-505. Now you have an opportunity to hear a first hand account of what it was really like to capture a German U-boat on the high seas! (U-505 is now on permanent display in the Museum of Science and Industry in Chicago.)

A Real Bargain

Mr. Earl J. Beller, a modeler in Sacramento is leaving the hobby due to failing vision and has the following books and other items he wishes to dispose of.

<u>Item/Title</u>	<u>Condition</u>	<u>Original Cost</u>
Anatomy of Nelsons Ships	Mint	\$24.95
Ship Modelers Shop Notes	Excellent	19.95
Naval Architecture (Mancir)	Excellent	10.95
Planking (Mancir)	Excellent	4.95
Essex (Portia Takakjian)	Mint	9.95
Ship Modelers Handbook (Lusci)	Excellent	?
Jackstay	Excellent	?
How to make Old Time Ship Models (Edward Hobbs)	Excellent	?
Modeling Tudor Ships (Battson)	Excellent	?
Period Ship Modelling (Battson)	Excellent	?
1 keel clamp		
1 plank tapering tool		
1 plank bender ("not worth a darn")		

Mr. Beller would like to sell the lot for \$40.00 plus shipping. He may be reached at 28 /redacted/, or by telephone at /redacted/.

Modeler of the Quarter

by John Turner

It takes a special kind of individual to build models of fully rigged ships. Requiring patience, dexterity and imagination, these ships can frustrate the most accomplished modeler. One builder who has overcome these frustrations to create some of the most beautiful and finely detailed sailing ship models around, is our modeler of the quarter, Jay MacMaster.

As those of you who were at our last regatta will recall, Jay's *Sovereign of the Seas* took the award for Best in Show. This is the second time that the model has won this award, and so at our last monthly meeting Jay officially retired the model from guild competition. He told me, "--- it's important to me that other builders have a chance to experience the same feeling of gratification that I have." Motivated by his feeling that open competition is a good thing, he expressed his hope that other members will do all they can to preserve and encourage a spirit of fairness that enables all of our members to realize their highest potential. Jay's *Sovereign of the Seas* certainly sets a standard that other builders can aspire to.

As Jay took me on a tour of his magnificent galleon, my first impression was one of amazement at the intricate web that is the ships rigging. Pointing out how time consuming the rigging process is, he said, "You can spend four or five hours running just one set of blocks and tackle." Organizing the work process that leads to the job of rigging is critical with placement of spars, blocks and related equipment being of particular importance. Twisting of the blocks as the installed lines are tensioned is a specific problem the modeler has to deal with. It became easy for me to understand why it took Jay nearly seven years to complete this stunningly beautiful model.

Currently Jay is working on a model of the brigantine *Dolphin*. The model is being built for the owner of the prototype, and may lead to further commissions upon its completion. Although he's enjoyed the project so far, Jay expressed some concern about getting into the role of a semi-professional model builder, saying; "To me model building is just a relaxing enjoyment and I don't want it to become drudgery". Like most of us, Jay works at a full time job, and his work on *Dolphin* is being done on time that he would normally spend with his family. "If I can't just sit and work on something at my own leisure, it makes it pretty rough", he said. The building of a ship of this type, on commission, obviously demands a real commitment. This model, by the way, is Jays first scratchbuilt ship; his previous efforts being the result of kit bashing.

Jay MacMaster has demonstrated by his work, a commitment to our hobby; and by his actions, a commitment to our guild. It's our privilege to name him our modeler of the quarter.

(Ed. Note. John Turner has graciously consented to conduct interviews and prepare "Bio's" on each of our Modellers of the Quarter.)

Editorial

Jay MacMasters' comments regarding the retiring of his model *Sovereign of the Seas* from competition in future Guild regattas, brings up a point that I have been pondering for some time. I think Jays action is highly commendable and in general in furtherance of Guild objectives. Current regatta rules, I'm told, require that the previous years winner in any given category must sit out a year before re-entering. There is no limit to how many times a given model may be re-entered as long as the model is withdrawn for one year between first place awards. It appears to me that there are several problems with this method. First, a truly outstanding model could be entered every other year, and on those years any other contenders might as well stay home - and possibly would, thus reducing the number of models at the regatta. Conversely, it might be that another modeler with another excellent model might want to test his skills against the best possible competition, but if that modeler entered his model on the year that the previously mentioned model was sitting out, these two might never meet head on. Worse, between the two of them they could monopolize the competition virtually indefinitely in their category. The worst aspect of this of course would be as Jay pointed out; it would not allow other modelers to savor the thrill of placing first. It could have the effect of stifling interest in regattas. Jays noble solution is to move over and make room for others by retiring his model from competition. But even though this is a fine display of "sportsmanship" on Jays part, it also presents problems. In the first place it deprives the regatta of a truly great model. Spectators who come to see fine ship models will be missing one of our finest and the regatta can only be the worse for that loss. Further, for those who would like to measure up against the best, one of the best has just disappeared from the scene. So, whats to be done?

An answer that I have discussed with several other members is the creation of a "Masters" category at future regattas. This category would be restricted to models that have won a first place award at previous regattas. At the same time, these models would not be allowed to re-enter the regatta in any other category except the Masters category. In this way it would be guaranteed that there would be a new first place winner every year in every category except possibly the Masters category. At the same time, these models and modelers who have proved their excellence by having placed first in previous regattas could still be entered, and at a higher level of competition. In other words for those modelers it would provide an opportunity to test their skills against others who have already demonstrated their commitment to excellence.

Clearly this complicates matters a little by adding another category and another trophy. Also some work would be required to more adequately define who could or must enter this new category. What does one do for example, with a model that took "Best of Show", but was not first in its category? And if there is just one Masters category, how does one judge a fine static sailing vessel like Jays *Sovereign of the Seas* against one of Mike Dory's radio controlled submarines? These issues would require some additional thought, but I think they could be worked out. Club records are complete enough that an accurate listing of previous first place winners could be compiled. Anybody out there got any thoughts on this? How about if we call it the "MacMaster" category? Does anyone agree? Does anyone disagree? Does anyone want a mint??

The Role of U.S. Fleet Submarines in World War Two

by John Turner

On September 2, 1945, aboard the battleship *Missouri*, representatives of the Japanese government signed the articles of surrender that ended World War II. Although many elements of allied power helped bring about this defeat, the single most decisive factor in the victory over Japan was the role played by the fleet submarines of the United States Navy. Japan's defeat was directly attributable to its inability to supply and support its far-flung military force, and the strangulation of its industrial output. In achieving these ends, the fleet submarines were unbeaten.

The term "fleet submarine" was coined in the early part of the twentieth century. It described a ship that had the speed, range, and powerful armament required to allow it to be an integral part of the battle fleets which were the basis of sea power at the time. Unfortunately for the admirals, the technology to build such a ship did not then exist. The submarine ships of the day were of crude construction, questionable design, and limited usefulness. These early 'boats' used gasoline engines which, aside from their volatility, created an ever present danger of poisoning the crew with fumes within the sealed hull. The hull itself was constructed of riveted mild steel plates which were prone to numerous leaks, and which effectively limited the depths to which the ships could safely travel. These hull leaks also robbed the submarine of its primary defense: the ability to travel undetected while submerged. Oil seepage through the riveted joints created an oil 'slick' aircraft and surface ships were able to use to locate the submarine. By the middle of the nineteen thirties, however; much of this had begun to change.

With the development of the diesel engine in 1911, and the lessons learned from German undersea warfare in World War I, American submarine development had surged ahead in the period between the wars. Through the efforts of James W. Owens, and in the face of stiff opposition from the shipyards, all-welded hull construction was finally introduced in 1935. Equally important advances in fire control electronics, as well as engine and storage battery design, had led to the construction of new classes of submarines that could truthfully wear the sobriquet of 'fleet boat'.

From the moment of its victory over the Russian fleet in 1907, Japan had been viewed with apprehension by American naval strategists. As its military and industrial might grew, and with its acquisition of former German territories in the Pacific at the end of World War I, conflict with American interests seemed assured. With the surprise attack at Pearl Harbor on December 7, 1941, Japan declared its intention to become the supreme power in the Pacific. Although the attack was, tactically, a surprise; its possibility was suspected. Theodore Roscoe said:

Washington strategists...had long forseen the possibility of a two-ocean war with the axis nations, and had determined on a concentration of effort to defeat Nazi Germany while the Japanese offensive was contained by a holding operation in the Pacific.

Whatever offense could be mounted, would be in the hands of the submarine force; for although the Japanese attack had dealt a crippling blow to the surface fleet, they had left the submarines virtually untouched. The Japanese view, as expressed by Foreign Minister Kijuro Shigihara was, "The number of submarines possessed by the United States is of no concern to the Japanese in as much as Japan can never be attacked by American submarines". The officers and men of the submarine force would prove the folly and arrogance embodied in this statement. On Dec. 11, *Gudgeon* and *Plunger* were the first submarines to leave Pearl Harbor on war patrols. Destination: the Japanese home islands.

Next month, the conclusion of John Turners paper on U.S. Fleet Submarines.

Third Order Intermodulation

The following information is reprinted from the June/July issue of the San Diego Argonauts newsletter. The material was originally provided by Bobby Tom of K&B.

A potential exists for interference to occur in the new 75 MHZ band when two frequencies are operated too close together on the beach. The particular pair of frequencies mix to cause interference on a third, entirely different frequency. An example of how this can occur is as follows:

First Transmitter	Channel 62	75.430 MHZ
Second Transmitter	Channel 64	75.470 MHZ
Third Transmitter	Channel 66	75.510 MHZ

$$75.470 \times 2 \text{ (2nd harmonic)} = 150.940 \text{ MHZ}$$

$$150.940 - 75.510 = 75.430$$

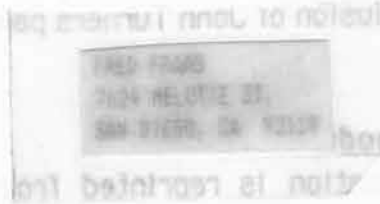
Therefore, the third transmitter gets "hit", or interfered with by the resulting "created" frequency.

The dangerous frequency "couples" are:

Channel May be interfered with by the following pairs of channels

62	64/66	66/70	74/68	70/78
64	66/68	70/76		
66	68/70	70/74	64/62	
68	66/64	74/80		
70	66/52	68/66	74/78	
74	68/62	70/66		
76	70/64			
78	70/62	74/70	76/74	
80	74/68	78/76	82/84	
82	74/66	76/70	78/74	80/78
84	74/64	76/68	80/76	82/80

San Diego Ship Modelers Guild
Doug Smay, Editor
/redacted/



**San Diego Ship Modelers Guild
Officers for 1988**

Master
Mate
Purser
Logkeeper
Newsletter Editor
Steering Committee

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Roger Smith
Bob Hanley /redacted/
Tim Pettit /redacted/
Doug Smay /redacted/
Norm Hiatt /redacted/
Doug McFarland /redacted/
Roy Nilson 4redacted/
Fred Fraas /redacted/

Schedule of Activities

Meetings - Third Friday of the month
7:30 PM social, 8:00 PM meeting

Static Workshops - Every other Tues.
7:00 to 9:00 PM aboard the ferry Berkeley

R/C Operations - Saturday mornings
Model Yacht Pond

Annual Regatta - Third weekend in June

Membership

Dues are \$10 annually

We strongly encourage all to join the San Diego Maritime Museum as an expression of appreciation for the facilities they provide us.