



San Diego Ship Modelers' Guild

2960 Chicago Street, San Diego, Calif. 92117

Volume 13

Number 1

January Meeting: Friday, January 20, 1989

7:30 Social - 8:00 Meeting

Orlop Deck of the *Star of India*

Bring a model !

McFarland elected Master

It's official. Doug McFarland has been elected Master of the Guild for the next year. Runner up John Fluck will be First Mate. For the time being at least, the other officers will remain the same. Voting was done either by mail-in ballot or by casting ballots at the Christmas party. Votes were counted at the party and Doug was declared the winner. If memory serves me, this will be Dougs third term as our guild Master.

January Program

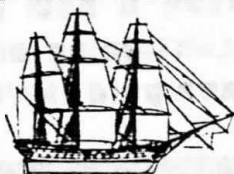
Many of you will no doubt remember the very entertaining presentation given by Stuart Malkin last February on kit bashing the whaleboat from the *Charles W. Morgan*. Stuarts talents as a professional speaker were clearly evident in that presentation, as he mixed humor with his insights into building a quality model of the *Morgans* whaleboat. Well, he's back, and we've got him for our January meeting, only this time Stuarts model is a tad more ambitious than a whaleboat. This time he's tackling *HMS Victory*. Unfortunately Stuarts model is too large to be transported conveniently, but he will be bringing a number of photographs as well as a video tape of the prototype *Victory* shot during a recent visit he made to the ship while traveling in the U.K. As I understand it, National Geographic was doing a piece on the *Victory* at the same time stuart was there. Somehow Stuart became a part of the film and was able to get a print of the video. I'm sure Stuart will explain all of this during his presentation. Don't miss it!

Final Notice

For those of you who still have not paid your 1989 dues, this will be your last issue of the newsletter. Following distribution of this issue a new mailing list will be made up containing only the names of those who have paid their dues.

Notes from the December "meeting"

If you were unable to make it to the Guilds annual Christmas party, you missed a very entertaining evening. There was plenty of good food, good drink and good cheer. It was especially nice to see so many of the wives attend this years party. A number of very interesting conversations were going on in different parts of the room, and your editor was able to participate in , or at least eves drop on several of these. One topic which was being energetically discussed was the idea that we need to incourage an increased level of participation in the guild by the various members. Several suggestions were put forward, and these will probably be explored further in the coming months, but the general idea was to request (and "request" is the operable word) each member to participate in some tangible way. It was clearly recognized that no one can be required to participate, but on the theory that what a person gets out of an organization is generally related to what he puts in, we would like to see each member contribute something during the course of the year. This could be in the form of a contribution to the newsletter (Yea !), or a presentation at a meeting, or helping with the annual regatta, or being part of a work party for the museum, etc. Speaking of this years' regatta, it was another hot topic. I think in the coming months Bob Crawford or Doug McFarland will have quite a lot to say on next Junes' event. Bob has already made quite a lot of progress on lining up some top notch judges. As a general statement, I think it would be safe to say that we will be seeing some very high standards for the next regatta. Also on the subject of regattas, many of you may recall the regatta that was held December 5, 1987 at Chollas Lake. Ralph Arruda orchestrated that event. Ralph brought Ranger Dick Whitmore to the Christmas party to discuss the possibility of a repeat of the regatta which proved to be so thoroughly enjoyable the last time. For anyone who missed it, the west end of the lake, near the dam was set up for the regatta. This end of the lake is generally well sheltered from the wind, the water is calm and free from debris, and it is possible to park just a short distance from the waters edge. This year Ralph will again be in charge of the event, which he says will be a "low pressure, FUN outing". Picknic tables are close at hand and everyone is invited to bring along the family for a picnic. The date is Saturday, Feb. 25, a date on which the pond in Mission Bay will be reserved for an Argonauts event, so why not come on out to Chollas? It would be nice to see a good turn out for what should be a very enjoyable meet. Ranger Dick and the park service people who operate Chollas Lake have gone out of their way to acomodate model boaters, and the facilities are first rate. Further information will be available in the February issue of the newsletter.



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By Howard Chappelle

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News from around
the waterfront and
ship-modeling world

by Bill Fleming, Jr.

Ahoy me harties! The best for the new year to one and all. As I work away on my models, be they new constructions or repair jobs, I cannot help but think of the seafarers who worked on the original vessel. We know that in the days of old it was no picnic to go to sea. As I have finished giving out Christmas gifts to today's seafarers, I can see that while some things have improved, it is still not all that great.

Shipping today is bringing about a number of changes. More countries are becoming flags of convenience nations in order to attract revenue. Less than a year ago I could board a Norwegian ship or a British ship and know that the crew would be Scandinavian or British (or her 'colonies') respectively. In the past weeks I boarded a Norwegian ship with all Filipino crew and a British ship with half the crew Filipino. Seafarers from traditional maritime nations are finding it harder and harder to get jobs.

The landbased business world has been full of news of buy-outs and takeovers. Shipping, especially the cruise ship industry has been in the thick of it as well. The dust is yet to settle, but the attempts and successful takeovers have been startling. One of the first attempts was by Carnival Cruises trying to acquire Royal Admiral which itself was a recent merger of Royal Caribbean (SOVEREIGN OF THE SEAS) and Admiral Cruises (AZURE SEAS and STARDANCER). Minority owners of Admiral were able to block the buyout of these two largest lines. There was much anxiety on the part of Admiral personnel, because Carnival was the worst reputation for how it treats their crew. I have heard a few horror stories and for myself would never take a cruise on a Carnival line slave ship. Royal and Admiral on the other hand have had remarkably good reputations, given the highly competitive nature of the industry. About the time all this was breaking, it was announced that well known P&O Princess Cruises had bought Sitmar (FAIRSKY, FAIRWIND, etc). Not to be outdone, prestigious Holland America (ROTTERDAM and the other "DAM" ships) had bought the HOMERIC and OCEANIC from Home Lines. Both of these are new ships.

Now just when we thought most of this had settled down, word has just been released that Holland America has been bought by Carnival, except the Holland America side will keep its identity because of the prestige they have.

I may be a few miles away... but I do have San Diego Cruise ship information. In the winter there will be ships in on Tuesdays, Wednesdays, and Saturdays, with the AZURE SEAS, SOUTHWARD, BERMUDA STAR, and POLARIS. Also scheduled for one time stops in this season are:

January 3	-ROYAL VIKING SUN on maiden trips...36,000 grt,	740 passengers
January 18	-CROWN ODYSSEY new June 1988, 40,000grt,	1,000 passengers
January 28	-VISTAFJORD	
February 27	CROWN ODYSSEY	
May 7	-NORTH STAR	NOTE THAT FOUR OF THESE ARE LESS THAN
May 15	-EXPLORER STARSHIP	THREE YEARS OLD!
May 21	-WESTERDAM (ex.HOMERIC)	

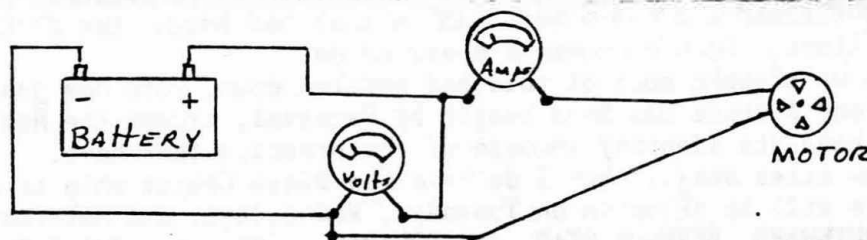
KEEP YOUR EYES OPEN ON FEBRUARY 19, there may be a QUEEN in port you won't want to miss!

On the modeling front, we have the truth on what is happening with a major supplier to the ship modeling community. George Kaiser in Boston has confirmed that Model Expo is very much in business and are in the process of relocating their facilities to Pennsylvania. They have just gone through some problems after a too rapid expansion. Things are under control now and a new computer has been acquired to expedite mail orders. Their warehouse, executive offices, and retail store will be located at: Model Expo, Inc. Pocono Industrial Park, Sect. 10, Bldg. # 2, P.O. Box 1000, Mt. Pocono, PA 18344. The Model Shipways manufacturing plant will be located in a separate facility about 15 miles away.

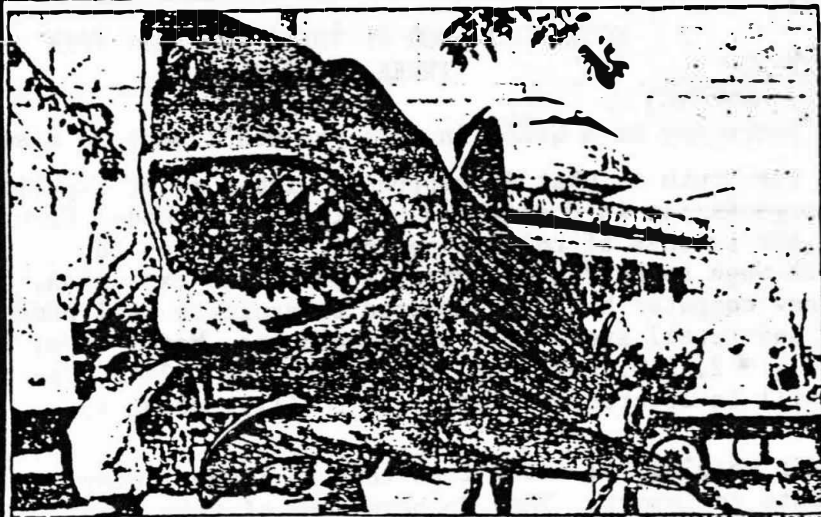
Dromedary has just released their catalog. I noted that they no longer carry Sirmar fittings due to increasing costs to import. They do have some of this line left, but you need check with them.

Hint of the Month

Given that last month was the Christmas party, we were deprived of Mikes usual hint of the month. (Actually, Mikes' hint for December was, "Drink up !", but most of the membership seemed to already have well developed drinking skills!) Anyway, here is an idea I have been toying around with. Run time has always been a matter of curiosity (and frequently of disappointment) to me, and I've always wondered how I could arrive at a better prediction of how long my models could be expected to run on a given battery. Lately I've been using gell cell batteries in my models, because they are now readily available, rechargeable, spill proof, and not too expensive if you buy them from Industrial Liquidators! Most of these batteries list the capacity in terms of amp-hours. Similarly, I have some data on the amp draw of various motors that I have used in my models. One would think that from these two pieces of information it should be possible to figure out run time. The problem is that the amperage drain of the motors is given at "no load rpm". I need to know what the amp drain is under loaded conditions. My idea is to buy or borrow a small voltmeter with a range of 1 to 15 volts DC and a small ammeter with a range of 1 to 10 amps. These would be hooked into the motor circuit as shown below. Next the model is placed in the water, but tethered to the shore so that even when the motors are switched on it will not be able to go anywhere. The motors of course will still be required to work under the same load as if the model were under way. By following this procedure it should be possible to read the amperage draw of the motors under operating conditions directly from the ammeter, thus allowing decisions to be made on battery size relative to desired run time. I haven't actually tried this yet, but intuitively it seems like it should work.

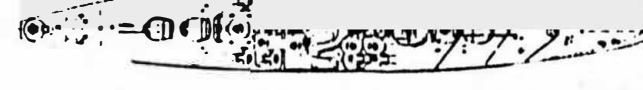
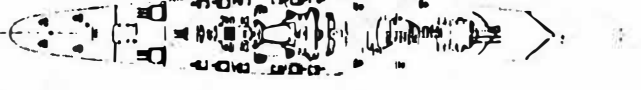


NEWS SUMMARY



Shown at left is Mike Rivera just prior to the maiden voyage of his fabulous new model of a great white shark. The model is over 30 feet long and required more than five years to construct. It is not only one of the largest, but also one of the most complex R/C models ever created. The shark did indeed perform in a very lifelike manner. By 11:00 AM it had eaten a dog, two teenagers and a little old lady. When it was pointed out to Mike that his new model was a vicious killer, he was heard to remark, "Well, now they know how the sushi feel"

(Borrowed without the permission, or even the knowledge of, The Propwash; newsletter of the West Coast Model Boat Club, Vancouver, BC. Thanks guys!)



A Comparison of WW II Era Battleships

	<u>Vittorio Veneto</u>	<u>Vanguard</u>	<u>Jean Bart</u>	<u>Bismarck</u>	<u>Missouri</u>	<u>Yamato</u>
Length (O.A):	780 ft.	815 ft.	813 ft.	823 ft.	888 ft.	863 ft.
Beam:	108 ft.	108 ft.	108 ft.	118 ft.	108 ft.	127 ft.
Draft (Mean):	32 ft.	36 ft.	32 ft.	31 ft.	29 ft.	36 ft.
Displacement (Std.)	43,624 tons	44,500 tons	46,300 tons	41,700 tons	57,000 tons	69,500 tons
Guns: Number	9	8	8	8	9	9
Calibre	15"/50 Cal	15"/42 Cal	15"/45 Cal	15"/47 Cal	16"/50 Cal	18"/45 Cal
Range	39,130 yds.	29,260 yds.	39,870 yds.	39,800 yds.	40,800 yds.	45,540 yds.
Wt. of Shell (A.P)	1944 lbs.	1929 lbs.	1962 lbs.	1756 lbs.	2693 lbs.	3220 lbs.
Wt. of Broadside	17,496 lbs.	15,432 lbs.	15,697 lbs.	14,048 lbs.	24,237 lbs.	28,980 lbs.
Armor: Main Belt	13.8 in.	15.0 in.	15.0 in.	12.6 in.	12.2 in.	16.1 in.
Deck - Upper	4.1 in.		3.9 in.	2.0 in.	1.5 in.	2.0 in.
Deck - Armored	6.4 in.	6.0 in.	6.7 in.	4.0 in.	6.3 in.	7.9 in.
Turret Face	11.4 in.	13.0 in.	16.9 in.	14.2 in.	19.5 in.	25.6 in.
Barbettes	13.8 in.	16.0 in.	16.0 in.	8.7 in.	17.3 in.	22.0 in.
Conn. Tower	10.2 in.		13.4 in.	13.8 in.	17.5 in.	20.1 in.
Speed	30.0 kts.	29.5 kts.	30.0 kts.	30.8 kts.	33.0 kts.	27.0 kts.
Horsepower	140,000	130,000	150,000	150,000	212,000	150,000





FRED FRAAS
/redacted/

**San Diego Ship Modelers Guild
Officers for 1989**

Master
Mate
Purser
Logkeeper
Newsletter Editor
Steering Committee

Doug McFarland	/redacted/
John Fluck	
Bob Hanley	/redacted/
Doug Smay	/redacted/
Norm Hiatt	/redacted/
Doug McFarland	/redacted/
Roy Nilson	/redacted/
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.**