San Diego Ship Modelers' Guild

VOLUME 14 NUMBER 2

NEW BOOK AT THE BERKLEY BOOK STORE

BOTTLING SHIPS AND HOUSES

BY BROWN RUSH AND BOTTLE SHIP SECTION
BY OUR OWN VIC CROSBY.

WHO INFORMS ME THAT HIS PORTION OF THE BOOK ROYALITIES GO TO THE SAN DIEGO MARITIME MUSEUM. WE HAVE LONG ADMIRED VIC'S WORK, THIS IS ONE WAY TO HAVE A LOOK SEE OF HIS WORK AND LEARN SOME OF HIS CLOSE GUARDED SECRETS IN OUR HOMES.....THE BOOK SALES FOR $17.95 PLUS TAX.

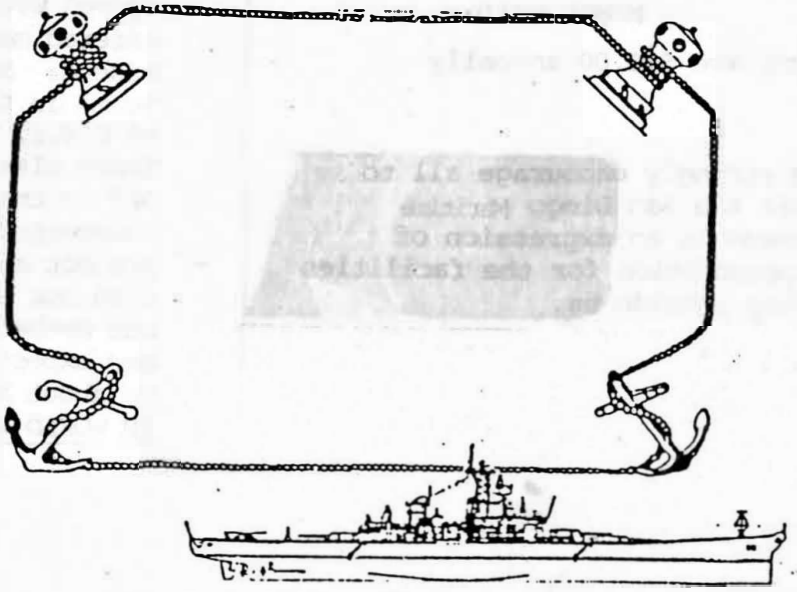
MIKE

DON"T FORGET TO BRING A MODEL TO OUR NEXT MEET FEBUARY 16TH!!!

San Diego Ship Modelers Guild
MIKE RIVERA
/redacted/

ARIZONA IS THE PLACE
AND TEMPE WILL BE
HOSTING THEIR
REGATTA ON FEB 17,18TH
—SAT. 17th NITE RUN/
SUN. 18TH MAIN EVENT—
SEE YOU THERE!

SCHOONER REGATTA, SUN.
APRIL 1ST—SEE DETAILS
ELSE WHERE IN THIS
NEWSLETTER..



SAN DIEGO SHIP MODELERS GUILD

OFFICERS FOR 1989

MASTER

Doug McFarland/redacted/

MATE

John Fluck /redacted/

PURSER

Bob Willis

LOGKEEPER

Doug Smay /redacted/

NEWSLETTER EDITOR

Mike Rivera /redacted/

STEERING COMMITTEE

Ed White

Bob Crawford /redacted/

Ralph Aruda /redacted/

Roy Nilson /redacted/

SCHEDULE OF ACTIVITIES

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

STATIC WORKSHOP-Every other Tues. 7:00 to 9:00PM aboard the ferry Berkeley

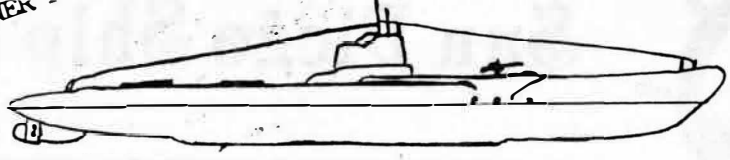
R/C Operations-Saturday mornings Model Yacht Pond

ANNUAL REGATTA-Third weekend in June

MEMBERSHIP

Dues are $10.00 annually

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



The morning of May Nineteenth found me aboard an American Airlines flight bound for San Antonio, Texas. From there, I would drive 80 miles north to the small community of Fredricksburg. A town that retains the strong character of it's German founders, Fredrickburg is the home town of Admiral Chester Nimitz and the present home of the Nimitz Museum of the Pacific War. The occassion for my visit was a two day symposium on U.S. submarine operations in World War II to be called 'Up Periscope".

As a member of the U.S. Naval Institute, I had recieved notice of the event in an issue of the monthly magazine, 'Proceedings'. Like most of us; my first reaction was "I can't go ...work...too expensive"; but after examining the notice more closely, I realized that this might be the last time to meet some of the last surviving American sub commanders of WWII. Scheduled guests were to include the last four surviving Medal of Honor winning skippers, as well as author Edward L. Beach and Admiral Chester Nimitz Jr. Having made the decision to go; and completing all arrangements, I began to eagerly look forward to finally meeting some of the men whose exploits I had read about over and over again.

Upon my arrival in San Antonio, I was having difficulty locating the pre-arranged transportation to Fredrickburg, when I was approached by a gentleman who called me by name. He turned out to be Mr. John Alden, author of the book; 'THE FLEET SUBMARINE IN THE U.S. NAVY. He had spoken with the museum upon his arrival, and offered me a ride with he and his wife to the museum. Mr. Alden's book has been invaluable to me in the building of my 1/48th scale mode of U.S.S. Tirante, a fleet submarine of the Tench class. This trip was certainly getting off on the right foot with this pleasant and unexpected surpise. We spoke about my model project and I explained to him the orgainzation our Guild and some of the different ships our members have built. We also discussed our expectations of thee symposium and he told me about his new book, U.S.SUBMARINE ATTACKS IN WORLD WAR II.

CONT. PG. 3

The most complete compilation of data on this subject to date, he told me it was to be released in the following weeks. We arrived at about 2p.m. and the Aldens dropped me at my hotel. We arranged to meet again at the museum for the cocktail reception scheduled for that evening. After a cool, refreshing shower; I set out into the sweltering Texas heat to find out more about this intriguing little town.

Founded in the early 1870's Fredricksburg still retains the character fo it's first settlers, German homeland. With an abundance fo German restaurants as well as numerous outdoor beer gardens it is a mix of old world charm and small town America. Most of the surrounding countryside is ranchland; a region of softly rolling hills and woodlands. It was in this setting that the young Chester Nimitz was born and raised. His parents owned the only hotel in town and it is this hotel that has been converted into the Nimitz Museum. A grand old building of spires and winding hallways, it brings to life the human element of the men whose stories are told here.

That evening, as I arrived for the outdoor cocktail reception, I entered onto the green, eagerly anticipating the opportunity to finally meet some of America's greatest naval heroes.

END OF PART I

ALERT!!!!

From our modeling friends in the U.K. I pass this note of information we all do many things in our shops---and SAFETY should be one of our principle practices.

Arc Welding and Contact Lenses

John Bond of Stroud sent in the following information:-

Now that more people are wearing contact lenses more hazards peculiar to their use are being discovered, according to the C.E.G.B. In one case a shipyard worker, who was wearing safety glasses over his contact lenses, opened a 440 volt supply box to connect welding cables. When the circuit breaker was opened the breaker arced and a flash occurred. When the wearer later tried to take out his contact lenses large areas of dried cornea came off his eyes with the lenses.

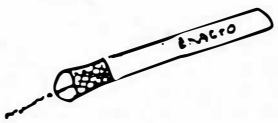
Doctors were unable to save his sight, they found that the contact lenses had served to concentrate the heat of the arc flash into the cornea of the eye which was subsequently damaged.

It would seem therefore that in conditions of high electrical flashover, such as arc welding a special hazard occurs to users of contact lenses. It is recommended that persons who normally wear contact lenses should change over to normal spectacles in conditions where electrical arcing is likely to occur. If while wearing contact lenses a person is exposed to electrical or other flashes, the lenses should be removed as soon as possible and a doctor consulted before they are worn again.

IT WORKS FOR ME !

A) I dye the color of automobile body filler (BONDO) to just about any shade by using fibreglass resin color pigment—just add a few drops, and presto, green, black, blue, red, yellow Bondo. This I use for caulking decks, making figures, doors, etc. try it.....

B) When hand drilling those tiny holes 075 and up I use my Exacto knife handle—it makes a perfect pin vise.



OUR THANKS TO REEDS HOBBY SHOP SPEAKER, LEE SPERRY. THROUGH HIS EXPERTISE IN MODEL PAINTING AND DETAILING, HELPED US TO UNDERSTAND THE FUNDAMENTALS OF SPRAY PAINTING AND ANSWERED ALL OUR QUESTIONS TO OUR SATISFACTION.

How to build a half-model

with a set of plans, some lumber and a little spare time

By J. R. Watson

Did you ever walk into an old yacht club and see lovely half-models gracing the walls; stunning shapes of mahogany, maple or pine with names like *Infinity, Vanity* and *Swan* etched on a small brass plate. They really make a yacht club feel like a yacht club, and have always had great appeal as decorative accents reminiscent of the old days.

A half-model is intended to accurately represent the three dimensional shape of a particular boat. In the past, designers began by carving a half-model to a shape that fit his intuition, and then would build the full-sized boat from the model.

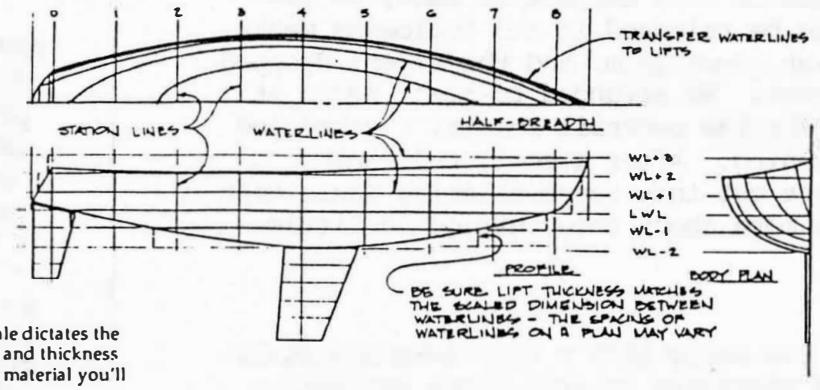
Half-models played an important role for designers. Before the age of computer-generated graphics and designer-assistance programs, models were doweled together so they could be disassembled and their waterlines traced. These were the drawings from which the boat would be built. The scaled dimensions were then used for measurement when lofting the full-sized version.

What makes a model unique is that it renders the three dimensions of the boat and permits observation of the graceful blend of lines that make the ship what it is.

The model is comprised of layers called lifts. Each lift surface graphically represents the craft's waterlines, or imaginary planes that slice the boat's shape into horizontal segments.

On or near one particular waterline, the boat will float when resting in a normally-loaded condition. Sometimes the load waterline or designed waterline (abbreviated LWL or DWL) of the model is built of a contrasting colored wood to highlight it as a boot top might. Sometimes alternating lifts are made of light and dark wood species such as mahogany and pine.

The project begins by assembling the scaled plans of the boat you'll be modeling, and deciding what size you want the finished model to be. If your model is of a production boat, you'll usually find the builder or designer quite agreeable to selling you a copy of the prints. All you need are the lines drawings which show the top, side and end views. A 24"- to 36"-long model is the most typical size. A 25' boat could be built at a scale of 1" to 1', where a 50' boat might use 3/4" to 1' scale creating a 37"-long model, or 1/2" to 1' scale for a 25" model. The scale you select will have an immediate impact on the wood selection, for the scale dictates the amount, width and thickness of the building material you'll need.



Waterlines are normally spaced every foot or half-foot so you may want to skip every other waterline where they are placed at close intervals. For example, if the designer made waterlines every 6" and you're building in 1/2" to 1' scale, your lifts would be every 1/4" making the model appear cluttered as well as create a lot more work than is necessary. So you could opt to select every other waterline, beginning from the LWL.

Sometimes, designers put a partial waterline in the aft sections to describe a particularly difficult shape. This would normally not be represented in the model although the shape it shows in the prints would be carved.

After selecting your lumber and scale, plane the lifts to the appropriate thickness. Select the lifts for a particular waterline so any flaws that might occur in the wood piece you have selected can be eliminated. Label the lifts with numbers or letters that correspond to the ones on the prints. Next, lay the waterline lift on a flat surface and place the print over it. Use a pin or a pounce wheel to trace the waterline (WL) shape, the centerline and most of the stations, leaving an imprint in the wood. Take care not to move the print as you progress. Try pinning the paper to the wood lift at waterlines and a few key stations. Next, trace WL+1, then WL+2, etc., until all of the waterlines that will be represented in the model are traced onto wood lift parts.

Connect the impressions using a thin batten for the curves and a straightedge for the stations and centerline. Saw the lifts to shape and sand the curved waterlines fair.

You begin to get a feel for the shape and the model's true, three-dimensional size as you stack the lifts together. Note how you must align the stations for an accurate shape. Make sure that stations are transferred to the back side of the waterline lifts for future reference.

Locate a sufficient number of clamps large enough to clamp all the lifts together. Make a dry run before applying the adhesive. The clamps should be arranged so the flat side is free to rest on a work surface. While assembled, trace the waterline shape onto the next adjoining, larger waterline. This can be used as an aligning aid. This line also tells you where it is not necessary to apply glue.

Use WEST SYSTEM 105/205 epoxy mixture to coat all the mating surfaces and assemble immediately. (You should not have to use a filler in this bonding situation). Everything will be slippery now. Press the lifts flat onto the work surface making sure the station lines are aligned and clamp firmly in place. With a sharpened mixing stick, reach in between all of the clamps to clear as much excess epoxy away as possible. Scrape excess epoxy from the back side of the model, as well, and clean all surfaces with 855 Cleaning Solution.

When cured, remove the clamps and clean the back side up with a light planing and sanding. This surface should become as flat and straight as possible. You cannot remove much material, however, as this will affect the true shape of the hull.

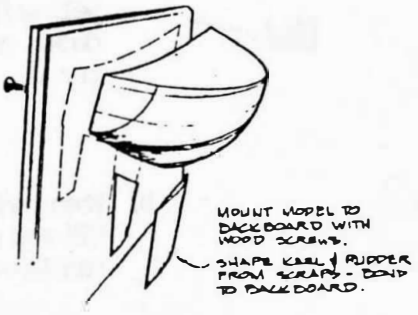
The lifts describe the boat's shape, so all of the material that extends beyond the guiding line is excess and must be removed. Remove all excess material stopping exactly at the guiding waterlines. Unfortunately, the darn thing's shape is too awkward to clamp and work on, so you almost have to do the whole job in your lap. I remember one of my young daughter's friends eyeing me suspiciously as I straddled the model on the shop floor, going at it with a spoke shave, block plane and a hunting knife. If you can do it from your rocking chair while puffing your pipe, all the more power to you. I always enjoy watching the model take shape in my hands.

Work carefully as you reach the controlling waterlines. Switch from rasps and draw knife to coarse sandpaper, checking on the shape as you get closer. You'll have to place the model on the prints again to establish the shear and keel rocker profile curves. Use dividers to transfer the distance from that line to the next waterline at each station. Connect the points with a batten and saw to shape. In half-models, the athwartship deck shape is usually left straight, that is, without crown.

Rudder and keel for the half-model can be made of scraps left from the lifts. Bond these together on a plastic-covered table. The actual sectional shape of scaled foils is difficult to achieve. Further, full-sized chord-to-length ratios tend to look distorted, looking thinner than they really are. The best approach is to "eyeball" the foil section, erring toward a thicker section than the design calls for.

To showcase your craftsmanship, the model should be mounted on a piece of plywood, at least 1/4" thick. A light-colored backboard will highlight a model made of dark wood. You could also face the mounting board with a plastic laminate such as Formica®. Two, 1" #10 wood screws should be sufficient to mount the model to the backboard.

If the mounting board is to be varnished, finish the model when mounted. Use a high-quality varnish.



~ 1/90 ~

SUP. SPR 1
KONA KAI CLUB

SCHOONER CLASS (R/C)
RULES
11/30/89

IT IS THE INTENT OF THESE RULES TO DEVELOP A CLASS OF R/C SAILING SCHOONERS FOR THE NOSTALGIA AND FUN OF THESE GRAND OLD SHIPS. RACING, AND WINNING, IS IMPORTANT BUT THE NUMBER ONE RULE IS 'REPLICA'.

1- THE MODEL SHALL BE A SCRATCH BUILT, WOODEN 'REPLICA' OF A SCHOONER BUILT BEFORE 1940.

2- THE LENGTH ON DECK SHALL NOT EXCEED 50" AND DRAFT SHALL NOT EXCEED 6". (waterline to bottom of keel).

3- R/C FUNCTIONS SHALL NOT BE LIMITED.

4- HULL FORM SHALL NOT BE MODIFIED FOR BETTER SAILING CHARACTERISTICS EXCEPT DRAFT MAY BE EXTENDED TO A MAXIMUM OF 6" (see 2 above).

5- SAILS AND RIGGING MAY BE OF MODERN MATERIALS BUT APPEARANCE MUST BE CONSIDERED.

6- ADDITIONS SUCH AS BOOM VANGS MAY BE USED FOR GOOD SAILING CHARACTERISTICS, ALWAYS KEEPING IN MIND RULE #1.

7- YACHTS WITH AUXILLIARY POWER SHALL RENDER SUCH POWER INOPERABLE DURING RACING.

8- APPEARANCE IN AND OUT OF THE WATER SHALL FOLLOW THE INTENT OF RULE #1.

SCHOONER FLEET CAPTAIN
DICK DAVIS
/redacted/

MODELS PRESENT AT OUR LAST MEETING.

BOB O"BRIAN--brought his carrier Island of the Essex , it looks real good.

JOHN DEFRIEST--demonstrated his technique for making a turkshead, we were even treated to our very own rope knot making kit....Thanks John!

JIM HAWKINS--plank on frame schooner BAGERA scratch trying to finish for the April 1st schooner regatta, Good Luck!

MIKE RIVERA---18" model steam tug plank on frame and a live steamer loco from ASTER...

DOUG MCFARLAND--brought his model of the ATLANTIC and showed off the finish wood deck

We couldn't stay too long on our show and tell, it was getting to cold on the bay. I think that the temperature was somewhere in the low 70's, I even had to put on my Hawaiian shirt..he! he!

DUES.

THANK YOU, THANK YOU, TO THE MEMBERS, WHO RENEWED THEIR MEMBERSHIP, WE ARE STILL LOOKING FOR THE REST OF YOU GUYS. TO HELP YOU REMEMBER, IF YOU HAVEN'T RENEWED; THE NUMBER "90" IS MISSING BY YOUR NAME ON THE ADDRESS LABEL. THE NEXT THING MISSING WILL BE YOUR GREAT SAN DIEGO SHIP MODELERS GUILD NEWSLETTER!!!!