



SAN DIEGO SHIP MODELERS GUILD  
OFFICERS FOR 1989

MASTER

Doug McFarland

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LOGKEEPER

Doug Smay /veaaerea/

NEWSLETTER EDITOR

Mike Rivera /veaaerea/

STEERING COMMITTEE

Ed White

Bob Crawford /veaaerea/

Jim Hawkins

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

es are \$10.00 annually

strongly encourage all to  
in the San Diego Maritime  
seum as an expression of  
ppreciation for the facilities  
ney provide us.

Hint of the Month

by Doug Smay

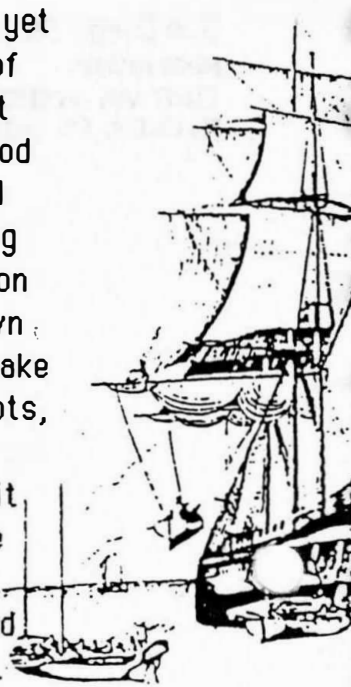
The following hint was originally provided by Russ McAllister of the Alberta Ship Model Society. I picked it up in the *U.S.S. Constitution* Model Shipwright Guild newsletter.

"Tired of trying to fasten patterns to wood with various adhesives, rubber cement, etc.? Here is a simple method that requires none of the above and results in none of the distortion of the pattern that sometimes accompanies the other methods."

"Since the toner in a Xerox machine is basically a wax base that is transferred by heat, it is possible to take a Xerox copy of your frame pattern, etc., and transfer it directly to the wood by using a medium hot iron. The copy must be peeled back off the wood as the iron is removed, otherwise it becomes quite firmly stuck."

This seems to me to be one of those real gems of an idea, that is simple, yet elegant. And it could have a number of applications. For example, at our last meet Jay McMaster described a method for putting stitching patterns on sail cloth. How about making the stitching pattern with an electric typewriter on a blank piece of paper by holding down the period and letting the machine make an evenly spaced series of perfect dots, like this .....

then making a Xerox copy, (reducing it if more closely spaced "stitches" are required) and then ironing the dot pattern onto the sail cloth! This could make the job much faster and neater.



SHOW & TELL

BOB WRIGHT - PHOTOS OF SCHIDNER AND INFORMATION ON MONTEREY FISHING BOAT FORM SAN FRANCISCO.

ROY NIELSON- DONATED A BAG FULL OF BLUEFRINIS.

VIC CROSSBY - 1/4 IN. EPTILE X 1 IN. SHIP IN BOTTLE THE ROYSIEN 5 MASIER.

JOHNEON AND DOUG - BROUGHT IN THEIR MIDWEST DINGIE.

GORDON JONES- PLANK ON FRAME SCRATCH WHALE BOATS.

MIKE - RIVEIED METAL SUPERSIRLUCTURE FOR RAGATIA.

ED WHITE - XACTO SAW CONVENTION

DOUG MCFARLAND- ROBBIE ATLANTIC (TUG FOR SALE, SMALL SHELLY FOSS KIT "ANY BIDS")

JIM HAWKINS-SCHIDNER PLANK ON FRAME MINUS DECK MISSED SCHONNER REGATIA THIS YEAR WILL BE READY NEXT YEAR.

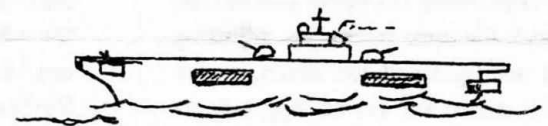
BOB CORNELL- 1/2 MODEL OF HIS OWN YATCH CRUISING BOAT. THANK YOU ON THE JEWELERS LAIHE RESTORATION. READY FOR USE IN THE MODEL SHP.

PRESENTATION TO ROY NIELSON BOOK DONATION IN APPRECIATION OF HIS PAST CONTRIBUTION TO THE GUILD. "THE BOOK ON NAVAL CRUISERS"

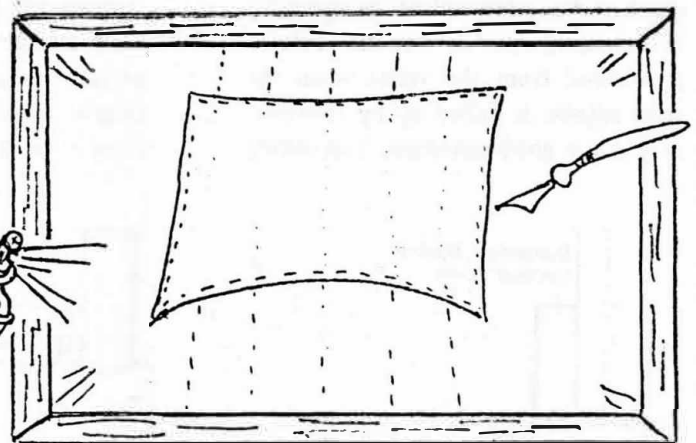
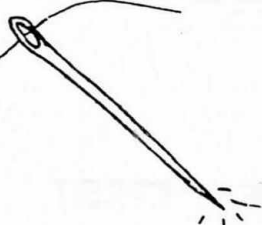
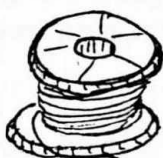


Mrs. Clark visited us on board the Star of India at our last meeting adding to our evening highlights.

Imagine this, USS Princeton WWII, daily calls for general quarters while unfriendly elements, kept getting closer and closer until a bomb breaks the air cover blanket and finds its mark—the USS Princeton has long been gone, but she lives in the hearts of the surviving crewmembers. A book on the USS Princeton will be on the market in June 1990.



JAY MCMASTER STARTED HIS SAIL MAKING TALK BY SHOWING US INVISIBLE THREAD "REALLY"!! WE ALL SAW IT.... BY STRETCHING THE CLOTH OVER A BOARD AND SPREADING A CLEAR ACRYLIC TO STIFFEN THE CLOTH, AND LAYING OUT THE SAIL PATTERN AND BASICALLY BUILDING UP THE SAIL AND ALL IT COMPONENTS ON THE BOARD, CUTTING THEM AFTERWARDS.

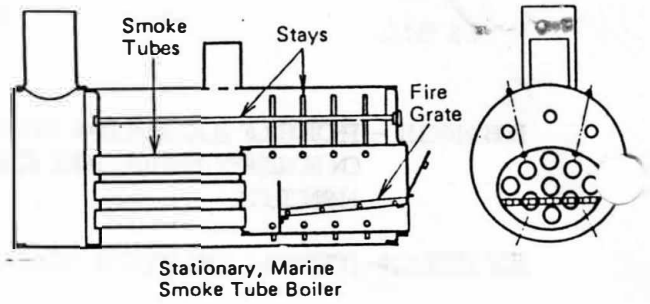




IT WORKS FOR ME!!!

Now that the R/C Sailing season is in full swing a note of caution to all you steamers—  
check your boilers!!!! A simple boiler test  
can give you years of safe, worry free service.

-4-



Stationary, Marine  
Smoke Tube Boiler

To enjoy live steam engines correctly, SAFETY should be the first consideration. Steam Engines depend on the basic change of energy, from heat to mechanical power via steam generated by alcohol, charcoal, coal or gas burning. Steam is generated and contained under pressure in the boiler.

As boilers are usually made of thick incorrodible copper tube, silver-soldered throughout, which is strong enough not to burst unless the boiler pressure becomes 8 to 10 times the normal working pressure, they are most unlikely to explode. However, when the safety valves controlling the boiler pressure do not work for some reason, i.e. adjusting screws are tightened too much, or the valve spindles are furred up, etc., it cannot be said that the boiler cannot explode at all if the pressure becomes excessive.

For the safe enjoyment of live steam engines, we must always pay attention to the following points:

**Safety Valves:** When steam is raised, check if the safety valves are operative or not, using a pair of tweezers. If steam is released from the valves when the valve spindle is pulled up by tweezers, they are in good condition. This testing

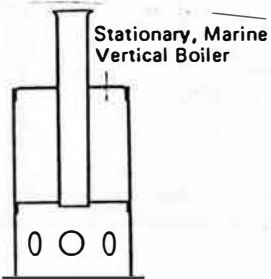
is very important especially if the engine has been left unused for a long time. Never tighten or loosen the adjusting screws of safety valves which have already been adjusted to a normal working pressure.

When lifting of the safety valves does not correspond to the correct pressure gauge indication, either the safety valves or the pressure gauge may be wrong. Ask the supplier which is wrong, or check them yourself by using a large industrial pressure gauge (for instance, a gauge on a fire extinguisher) in one of the bushes of the boiler. The large industrial gauge will prove which is wrong, the valve or the gauge. The boiler testing can be done by hydraulic pressure, too. **Hydraulic Pressure Testing:** Generally, silver-soldered copper tube boilers will not be corroded in ten or twenty years. However, they should be tested once every two years by hydraulic pressure, to check for fatigue of the material or distortion caused by heating. The boilers are usually tested hydraulically, shutting off all the bushes except the ones connected to a large industrial pressure gauge and a feed pump. The simple method of testing follows. Simple as it is, it is better than not

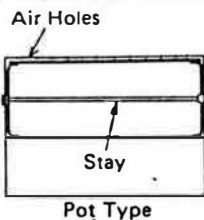
testing.

Replace the pressure gauge by a big industrial one which can indicate about 10 kg/cm<sup>2</sup>. Close the regulator and blower valve, and fill the boiler with water via the filler bush. Feed water into the boiler with a water feed hand pump till all bubbles are expelled from the boiler. Then, tighten the filler bush and hold the safety valves closed by pressing on the spindles. Slowly try to pump water into the boiler, checking the pressure gauge. When the pressure becomes double the normal working pressure, maintain this level for about 10 minutes. As water may be leaking out of the safety valves and filler bush continue to pump in order to maintain double normal pressure. If you find a distortion of the flat ends of the boiler, or water leakage out of the silver-soldered joints, the boiler should be replaced with a new one. This pressure test is very important and should be done at least three times. When you have confirmed the safety of the boiler, it can be used safely for at least two years.

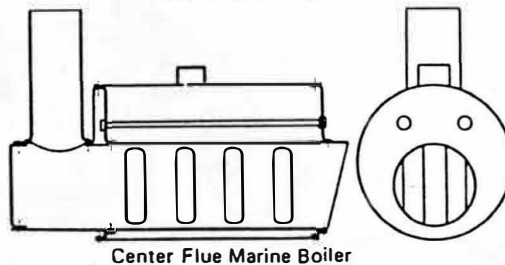
**FIRE:** It is important to pay attention to fire risk, too. Especially, liquid alcohol and liquefied gas are inflammable and dangerous. When you fill the fuel tank, be sure to put out the fire on the burner for safety. Any fuel storing bottle should be kept away from the fire. If fuel is spilt on the track and catches fire, put it out with a wet towel.



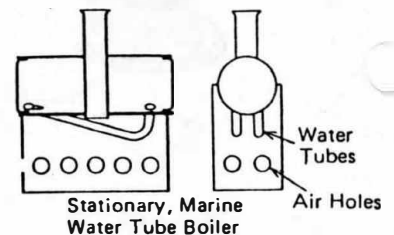
Stationary, Marine  
Vertical Boiler



Pot Type

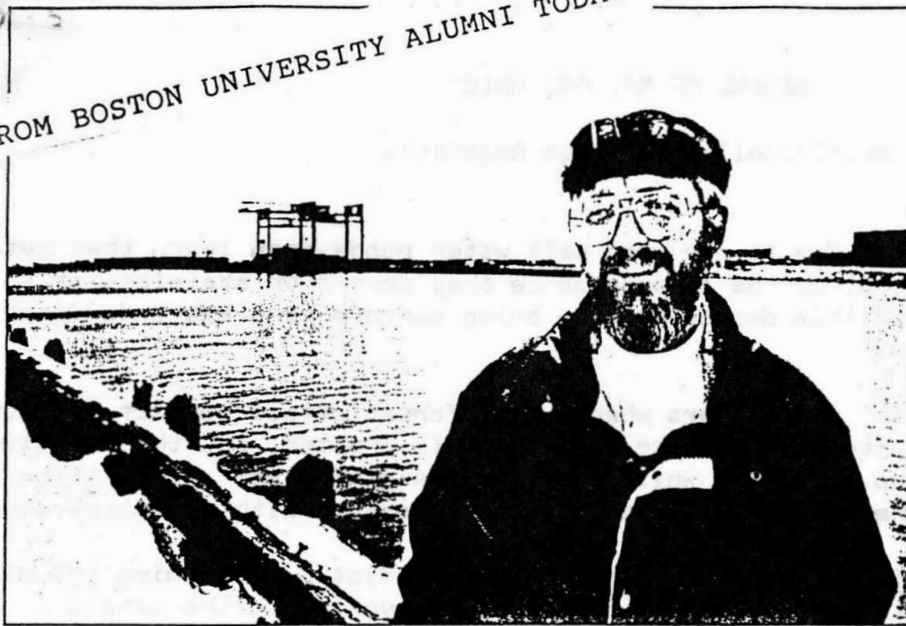


Center Flue Marine Boiler



Stationary, Marine  
Water Tube Boiler

**SAFETY FIRST**



In fisherman's cap and clerical collar, Rev. Bill Fleming is a familiar figure on the South Boston waterfront.

### Bill Fleming (STH'74)

## A clergyman finds his calling at sea

**B**oston's waterfront may seem like an unlikely setting for a clergyman, but Rev. Bill Fleming feels right at home with the clamor of seagulls and the noise of engines.

In Greek fisherman's cap and clerical collar, the United Church of Christ minister makes his way easily among tankers unloading fuel and cargo ships picking up scrap metal.

A volunteer with the New England Seaman's Mission, Rev. Fleming (STH'74) who is also an associate pastor of the Congregational Church in Scituate, has found his calling among those who found theirs at sea.

While a seafaring life may conjure up alluring visions of endless horizons and rolling waves, a merchant shipman's life is far from romantic, Rev. Fleming says.

The hours are long, the wages are low, and weeks or months of separation from family and friends are broken only by occasional letters or phone calls from port.

The men he counsels are looking not for spiritual guidance, but for stamps, assistance in making long-distance phone calls and information about nearby stores.

And Bill Fleming, a cheerful, bearded man who laughs frequently, gets pastoral satisfaction in providing that help.

by SUSAN KEANE

"A layperson could do most of what I do, but I think it's important that clergy be involved. When I'm working around the docks, I'm reminding everyone that the church is as present out there as it is on the corner in their hometown."

A native of New England, Rev. Fleming received a Master of Divinity degree from the School of Theology in 1974.

After moving to San Diego, he worked in a parish and in religious and health education (and, in fact, won an Emmy award for a film for teenagers, which he produced with Planned Parenthood). He was also a tour guide at the Maritime Museum and a member of the San Diego Ship Modelers Guild.

When he found out that the San Diego waterfront was the only major port without a seaman's mission, Rev. Fleming established one. It was a one-man operation, a "labor of love and concern" that flourished on a few donations, the enthusiasm of its founder and little else.

"It was my parish. It was just like a regular parish except that it was out there in the open and some of the ships I saw only once every 10 days, once a month or even once a year."

But this unconventional congregation had its familiar rituals: each Tuesday for two years, the *Azure Seas* stopped at the San Diego port and Rev. Fleming boarded the huge cruise ship. Crew members

flocked to the postal station he set up; on an average day he'd sell \$200 in stamps.

Rev. Fleming describes the spiritual dimension of such work simply: "It's a matter of [the crew members] feeling a part of the human race, a matter of feeling that they are worthwhile, that they are loved, both by other human beings, and by God."

The minister became a familiar and trusted presence on the waterfront. "In the shipping world there are so many people they feel they cannot trust. That's the nature of the business," he explains. "They might give a letter to somebody and just hope that it's going to get to the post office without being opened. [They want] a pastor they can trust. And when they see that their trust is fulfilled, that provides for the opening of doors when they have personal concerns."

In June 1988, Bill Fleming and his wife moved back to Boston where she enrolled in the University Professors Program at Boston University. Rev. Fleming, of course, quickly gravitated to the waterfront.

For one year the interim minister for the Port of Providence, Rev. Fleming is now a regular visitor to the Boston waterfront which stretches from Revere to Quincy.

**"When I'm working around the docks, I'm reminding everyone that the church is as present out there as it is on the corner in their hometown."**

As associate pastor in Scituate, he enjoys working "right on the coast. I have a lot of parishioners who have boats."

Years of working on the waterfront—and seeing firsthand the less-than-romantic reality of the shipping industry—have not dimmed Rev. Fleming's boyish enthusiasm for all things nautical. He often performs weddings on charter boats and schooners, and last summer blessed the fleet of an ancient and classic boat festival. And he is always delighted to sail with friends.

In his home office/workshop, Rev. Fleming is building a three-foot replica of the *Azure Seas* for the cruise ship's captain. "Keeping sawdust off my papers is a trick," he laughs.

The lure of the sea is strong for some, and this clergyman is happy to respond to its call. "It's like it's been waiting there for me," he says of his vocation. "It's going to take a lot to drag me off the waterfront. I'm part of that."

BEWARE OF MR. GALVANIC!

Bob Cornell, San Diego Argonauts

Model boaters who live day to day with salt water ponds soon learn that metal corrosion is a serious problem. As a consequence they depend on stainless steel for some of their boat parts. This dependence can bring serious problems under some circumstances!

Galvanic corrosion is what occurs when two different metals contact each other in the presence of salt water. In essence, a battery is created and the resulting electrical current eats up one metal while the other is protected. This action is particularly potent in the case of aluminum alloys in contact with stainless steels.

The intensity of this galvanic corrosion can be predicted by knowing the difference between the electrolytic solution potential (in volts) of the metals involved in the couple. The greater the difference, the greater the prospect of damaging corrosion of the less noble metal, usually aluminum alloys.

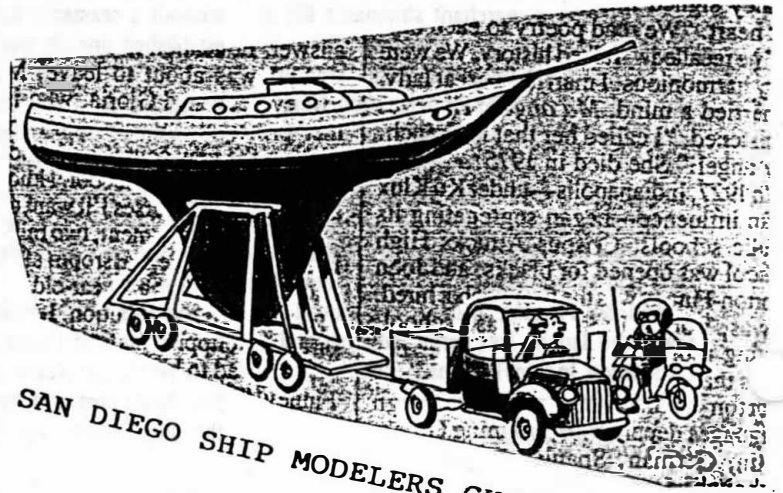
Several means are available to avoid or minimize galvanic corrosion. One is to electrically insulate the two metals from each other. An example would be to interpose a plastic film between them. Another is to cover the joint with an impervious envelope such as paint. The safest way, though, is to select two metals that have similar solution voltages. A list of several couples with the voltage differences illustrates the point. Those with the smallest difference can be expected to suffer the least from galvanic corrosion:

- Aluminum v. Stainless steel (300 series) = 0.70-0.74 volts
- Aluminum v. Mild steel = 0.21-0.25 volts
- Aluminum v. Zinc = 0.27 volts

These numbers tell us that using a stainless steel fastener in contact with an aluminum part can be expected corrode the aluminum part about three times as badly as using a plain steel fastener. An alternative might be to zinc plate the stainless fastener or part.

In summary:--avoid using stainless fasteners against an aluminum part!

THINK  
REGATTA  
JUST 30 DAYS A WAY



TO THE SAN DIEGO SHIP MODELERS GUILD REGATTA !!!