



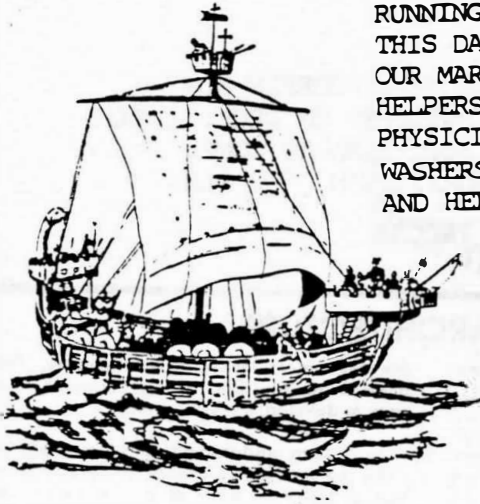
San Diego Ship Modelers' Guild

VOL. 15 No. 2

THE BOAT POND WILL BE CLOSE FOR R/C SCALE RUNNING ON FEB. 16, —WHY NOT PLAN TO SPEND THIS DAY ON BOARD A REAL FLOATING SHIP--AT OUR MARITIME MUSEUM.WE CAN USE, THE FOLLOWING HELPERS, BRAIN SURGEONS, CHEFS, PILOTS,NUCLEAR PHYSICISTS, CARPENTERS, BELLY DANCERS, BOTTLE WASHERS, MODEL BUILDERS ETC. COME ON DOWN AND HELP US SPRUCE UP OUR SAN DIEGO CALL DOUG MACFARLAND AT/redacted/

POND CLOSED	
Feb 16	Aug 17
Apr 27	Aug 31
May 25	Sep 14
Jun 15,16*	Oct 12
Jul 13	Nov 30
Aug 10	Dec 7

*SDSMG REGATTA



1991 REGATTA COMMODORE CHOSEN!!! THIS YEAR WE ARE IN DEFINITELY GOOD HANDS BECAUSE THIS PERSON BRINGS ALL THE EXPERIENCE REQUIRED FOR THIS SORT OF THING, SO FOR REGATTA INFORMATION, PLEASE CALL JIM HAWKINS AT PHONE: 299-6662, HE'LL BE LOOKING FOR THE USUAL REGATTA SUPPORT FROM ALL OF US....

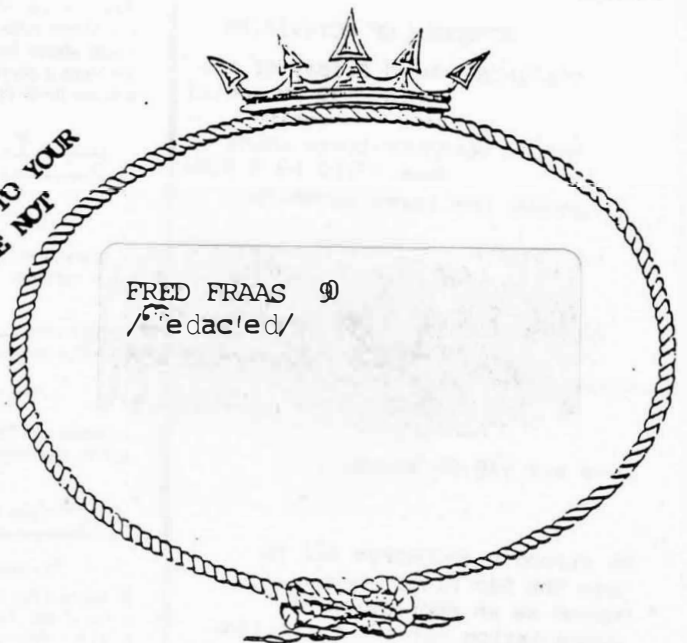
San Diego Ship Modelers Guild
MIKE RIVERA
/redacted/

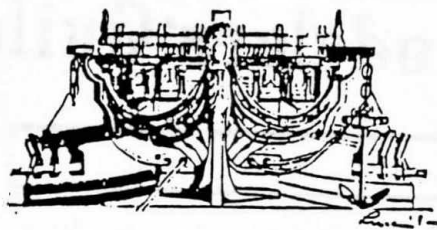


FEBRUARY						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

IF THE 91 NUMBER DOESN'T APPEAR NEXT TO YOUR NAME ON THE ADDRESS LABEL — WE HAVE NOT RECEIVED YOUR 1991 DUES.

FRED FRAAS 9
/redacted/





WE ARE PLANNING A YEAR OF MODELING DEMONSTRATION CLINICS AT ALL OUR GUILD MEETINGS, I CAN ASSURE YOU THAT WE ALL KNOW THIS MODELING STUFF; WHAT WE NEED TO SEE IS HOW SIMPLE THE OTHER GUY MAKES IT, AND WHERE HE GETS THOSE NIFTY GADGETS, THAT MAKES IT LOOK SO EASY...IN JANUARY WE HAD A GREAT TURN OUT, TWENTY FIVE MEMBERS ATTENDED AND BENEFITED FROM OUR TALK, IN MORE WAYS THEN ONE, I EVEN PICKED UP A GOOD IDEA. THANKSS TO BOB CORNALL.

IN FEBRUARY OUR TALK TOPIC WILL ADDRESS HOW TO HIDE THOSE ON AND OFF SWITCHES ON DECK....THIS ONE WILL REALLY SURPRISE YOU, PLAN TO COME TO THE MEETING EARLY, FEBRUARY 15TH AT 8 P.M. SEE YOU THERE.....

Mike

SAN DIEGO SHIP MODELERS GUILD
OFFICERS FOR 1989

MASTER

Doug McFarland /redacted/

MATE

John Fluck /redacted/

PURSER

Bob Willis /redacted/

LOOKKEEPER

Doug Snay

NEWSLETTER EDITOR

Mike Rivera /redacted/

STEERING COMMITTEE

Ed White

Bob Crawford /redacted/

Ralph Aruda /redacted/

Ray Nelson /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

I/C Operations-Saturday mornings
Model Yacht Pond

ANNUAL REGATA-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.

PRINCIPLES OF MARINE ARCHITECTURE

The hull of a ship is designed to float and operate in water and as such is subject to the natural laws governing the behavior of bodies in a fluid. Modern science deals with the subject under the titles of hydrostatics (bodies lying still in water), hydrodynamics (bodies moving in water), and aerodynamics (bodies moving in air).

Modern marine architects apply the conclusions of these sciences to their design efforts, but

the old timers lacked these insights. They depended on intuition, and generations of experience to develop workable hulls.

A modern understanding of how ships work gives the modeller a chance to appreciate the design of historical ships as well as fill in construction and rigging details the records may leave obscure.

DESCRIPTIVE TERMS

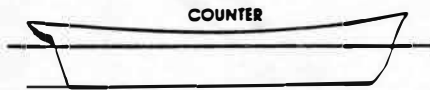
The naval architect uses a certain vocabulary to distinguish characteristic features and locales within a hull design.



Sheer—The line of the deck or upper edge of the sheer strake as seen in profile. A strong or steep sheer line sweeps up in a curve fore and aft from a point midships. A flat sheer describes a more level deck line.



Freeboard—The height of a ship's sides above the waterline.

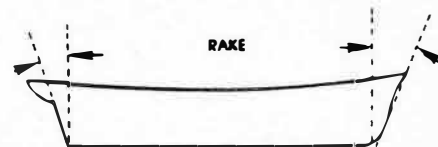


Counter—The under part of the stern, above water, between the sternpost and the taffrail.

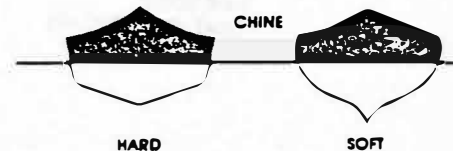


Entry—The shape of the bow and forward part of the hull at, and below, the waterline. A fine entry is a long slender wedge gradually curving out to the full width of the ship. The old, bluff-bowed ships had "rough" or "hard" entries.

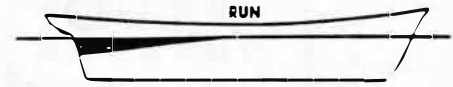
Overhang—The distance a ship's bow or stern hangs out over the water above the waterline.



Rake—The angle the stem or sternpost makes with the keel when viewed in profile. Also applied to masts, funnels and the like.

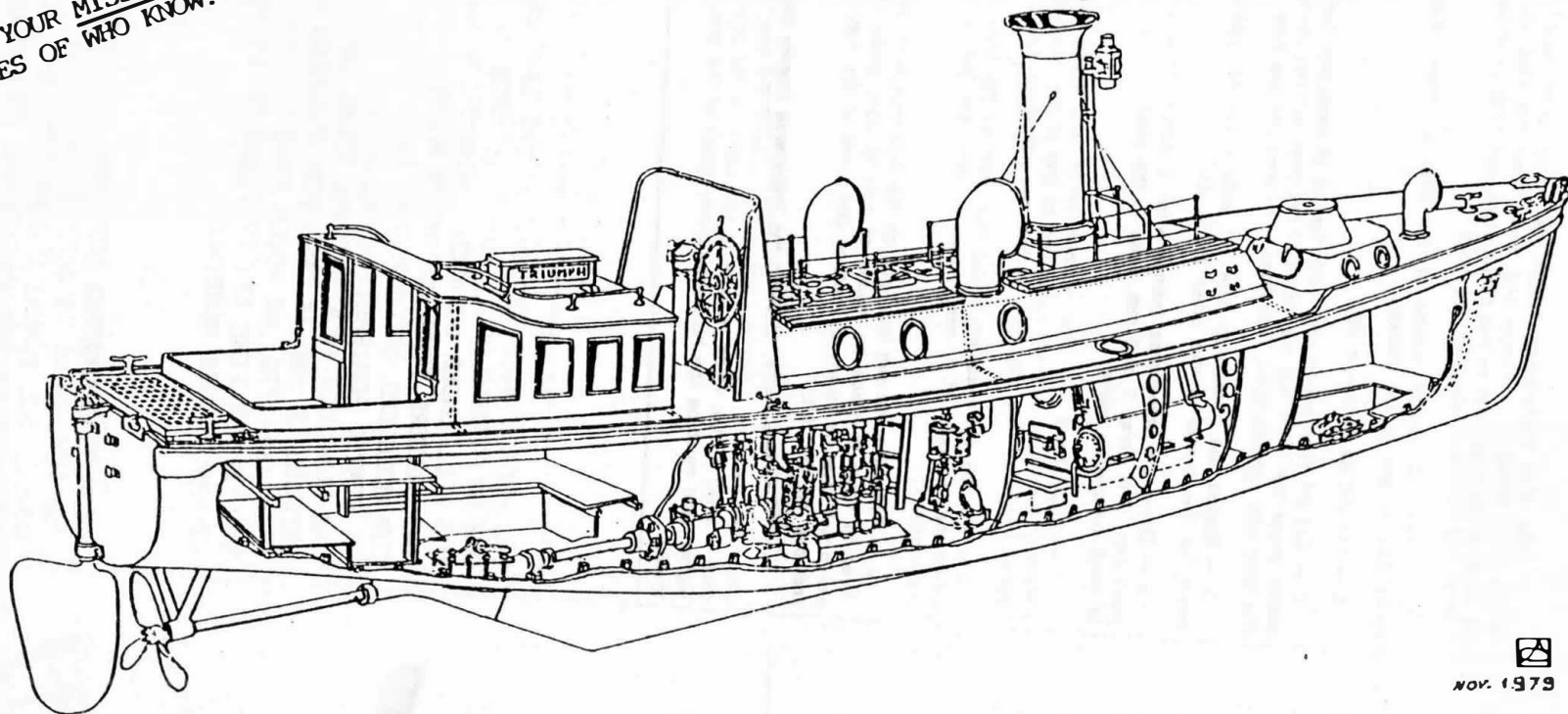


Chine—The line of transition between the upper sides of the hull and its bottom. When sides and bottom come together at a sharp angle, the vessel is said to be "hard chined." If the transition is curved, the chines are "soft." Chines become softer as the radius of curve increases.



Run—The shape of the afterbody below the waterline. A fine run tapers aft much as the entry does forward. A snip with a fine entry and run slides easily through the water with a minimum of turbulence.

CHECK OUT THIS BEAUTY!! AND STEAM POWERED
 TOO!!
 GUY'S THIS IS YOUR MISS FEBRUARY CENTER FOLD,
 1ST OF A SERIES OF WHO KNOW!! ONE?



NOV. 1979

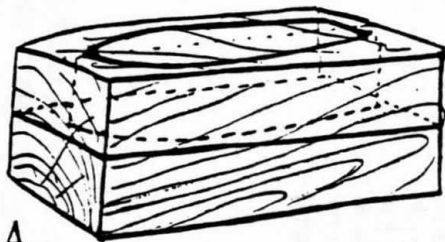
A superb cutaway diagram of the 56 foot picket boat of H.M.S. *Triumph* by Dott. Artu Chigiato of the Conservatore of the Museo Storico Navale, Venice. From forward: Ventilator to crews' quarters; shack in deck of crews' quarters for attaching forward sling for hoisting; mounting for 3 pounder Q/F forecassle gun; 6 foot funnel above boiler room with navigation light attached to steam exhaust pipe; slatted wooden seats above engine and boiler rooms; in boiler room Yarrow small tube water tube boiler — note that as boiler room is pressurised it has no ventilators or hatches; four small lugs above boiler room are for mounting port and starboard lights at night; above engine room are two ventilators, three steel hatches and glass scuttles or port holes; a ladder leads from deck; propeller shaft is supported by an "A" bracket just forward of the balanced rudder; binnacle is on port side of steering wheel; on after cabin top is the illuminated name box (*Triumph*) and brass hand rails; abaft after cabin is open cockpit aft of which is wooden grating protecting the steering quadrant and providing small deck for the sternsheetsman to stand upon.

Dott. A. Chigiato

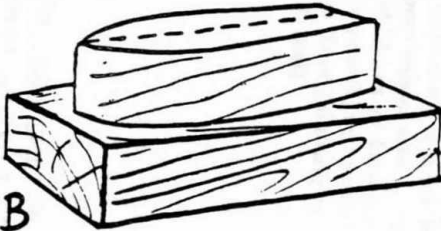
50 FT. BRITISH NAVAL STEAM PICKET BOAT, 4FT
 LONG CAN BE SEEN PLOWING THE SAN DIEGO MODEL
 BOAT POND ON MOST SATURDAY MORNINGS-----
 -WEIRD JOB PERMITTING----- THE MODEL FEATURES
 FIBRE GLASS HULL FROM KINGSTON MODELING, 411
 RINGWOOD ROAD, PARKSTONE, POOLE, DORSET BH12
 4LX, U.K. (IF YOU WRITE THEM, SEND A SELF
 ADDRESSED STAMPED ENVELOPE. ASK FOR THEIR
 FLYER.-----MENTION THAT YOU HEARD IT FROM MIKE
 RIVERA AT THE SAN DIEGO GUILD.)

IF YOU HAVE LINE DRAWINGS OF YOUR FAVORITE
 BOAT, SHIP, DINGIE, SEND IT TO ME AND I'LL
 SHOW IT OFF FOR YOU....

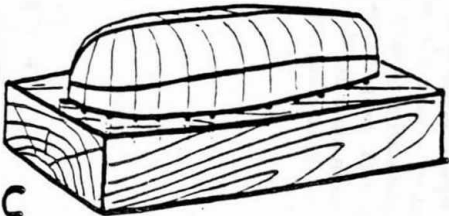
HOW TO BUILD THE BOATS FOR OUR MODEL



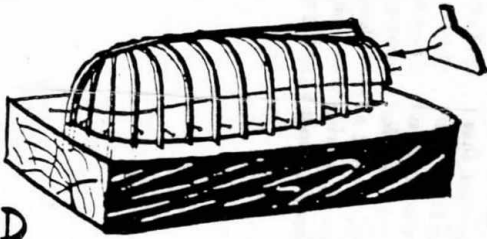
A



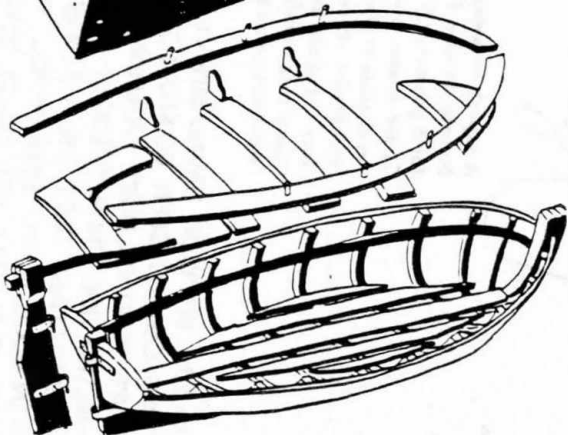
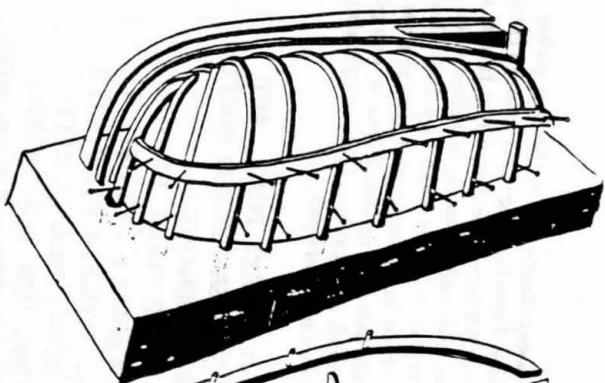
B



C



D



1 — Take two rectangular blocks of wood (soft wood, walnut, pear wood, etc.) longer and wider than the boat you are going to build, at least by two centimeters, and thick by about a time and half the height of the boat;

2 — Draw the inside outline of the boat as seen from above (A) on one of the blocks;

3 — cut out as shown in (B);

4 — Cut off the corners and, with the aid of cardboard templates shape the block like the inside of the boat, without taking the keel into consideration. Smoothen and draw the sag line;

5 — Fasten the form with glue (or with a screw), upside down, to the center of the other block; (C);

6 — Draw the transverse frames with a pencil or a ball-point pen. Drill holes 2 or 3 mm. deep in the block at the foot of each transverse frame;

7 — Heat bend 1x1 mm. walnut strips and make them adhere to the form, each corresponding to one of the transverse frames drawn, fitting the ends in the corresponding holes;

8 — Fix the stern square to the back part of the form, the former being made of 1 mm. plywood, with the aid of two small nails;

9 — Following the sag line, glue on the first course of planks (keeping them in place by means of pins or very small nails, which will later be removed), putting one plank on the right side and one on the left;

10 — Glue a 1x1 mm. plank to the transverse frames only in the upper part and along the longitudinal axis of the boat, then glue a small 2 mm. wood triangle to said plank at the stern: its higher side must be the horizontal continuation of the preceding plank;

TWO MODELS WERE BROUGHT TO THE LAST MEETING ONE BY YOUR'S TRULLY--- A 26 INCH FIBRE GLASS TUG HULL UNDER SCRATCH CONTRUCTION AND JAY MAC MASTERS FINE ADMIRALTY MODEL---THIS SHOWS OUR MODELERS GUILD RANGE, FROM R/C FIBRE GLASS TO STATIC ADMIRALTY MODEL.BY THE WAY, JAY HAS HUNG HIS PROFESSIONAL MODEL BUILDER'S SHINGLE UP AND IS OPEN FOR BUSINESS HIS PHONE NO.# 464-6270. WE WOULD LIKE TO HAVE JAY DISCUSS FOR US THE FINE ART OF PLANK ON FRAME AT ONE OF OUR FUTURE MEETINGS.

WE ALSO SHANGHIED DOUG AND JOHN INTO STAYING ONE MORE YEAR IN OFFICE FOR NO EXTRA PAY. WOW!!! THE STEERING COMMITTEE HAS ALSO BEEN ENHANCED BY THE ADDITIONAL PERSONNEL WHO VOLUNTEERED THEIR HELP.



MARITIME MUSEUM ASSOCIATION OF SAN DIEGO
Bark Star of India • 1306 N. Harbor Drive • San Diego, California 92101

17 August 1971

HERE'S A REAL BLAST FROM THE PAST: JUST 20 YEARS AGO ON AUGUST, 1971 OUR GUILD RECEIVED CONFIRMATION FROM THE SAN DIEGO MARITIME MUSEUM THAT YES WE COULD HOLD OUR MONTHLY MEETINGS ABOARD THE STAR OF INDIA—THIS PRESENTED A MOST UNIQUE OPPORTUNITY TO A GROUP OF MODEL SHIP BUILDERS, AND REAL SHIP FOLKLORE LOVERS.

Mr. Robert G. Wright
1105 Roma Drive
San Diego, Calif.
92107

Dear Bob:

This is in confirmation of our conversation regarding your request to hold monthly meetings of the Ship Modelers' Guild aboard the STAR OF INDIA.

At our Board of Directors meeting on July 20th, your proposition was presented to the Board for consideration. As you know, the request was approved with the stipulation that the Ship Modelers' Guild join the Nautical Research Guild.

Good luck in your endeavor!

Sincerely,

Kenneth D. Hayward
Captain Kenneth D. Hayward
Master, Bark STAR OF INDIA

KDR/de

OK BY BOARD 20-467

SHIP MODELERS' GUILD

- MEETINGS: Last Friday of each month.
 - TIME: 7:30 p.m.
 - WHERE: Star of India - Orlop.
 - OFFICERS: Chairman and Secretary-Treasurer (one year term).
 - MEMBERS: All active and interested persons in shipmodels.
 - PURPOSE: To exchange knowledge and materials for the improvement of shipmodel construction and repair, and to study ship lore.
 - Fees: 50 cents per meeting, for the purpose of purchasing materials for the guild.
- The Ship Modelers' Guild agrees to leave meeting area as clean as it finds it.

Chairman:

Secretary Treasurer:

WELL GANG HOW ABOUT A CELEBRATION, I MEAN A R/C BOAT SAIL IN—COME NEXT SATURDAY, AUGUST 3RD TO THE BOAT POND— WE'LL DISCUSS IT MORE AT THE NEXT MEETING SO DON'T MISS IT.....

ATLANTIC AND THE ATLANTIC

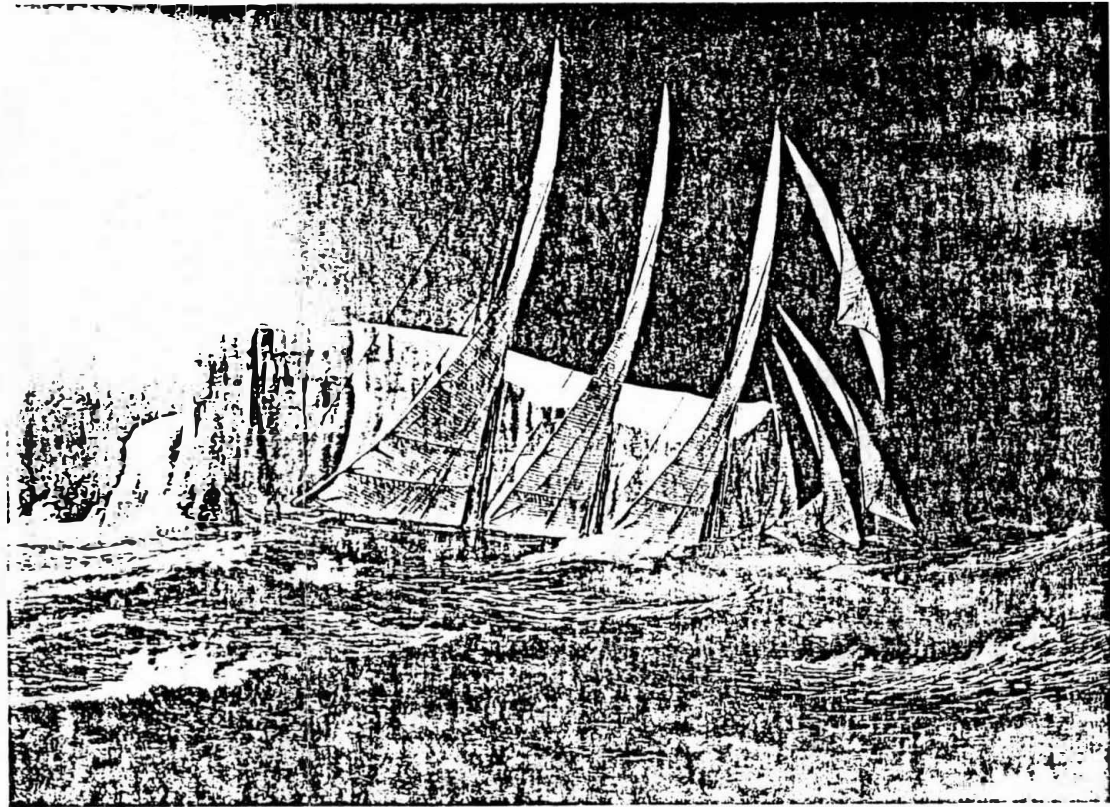
Without question the greatest and most impressive ocean racer of them all was the American auxiliary three-masted schooner *Atlantic*. Designed by William Gardner and built by Townshend and Downey of New York in 1904, during her sixty-five-year reign she changed hands no less than eight times, meeting each new challenge differently but with the confidence of a record holder. Wherever she went *Atlantic* was toasted as the fastest sailing yacht ever to have crossed the 'Pond', and her magnificent feat, accomplished in only her second year afloat, gave her a long-standing aura of respect among yachtsmen that has never been surpassed.

When the great transatlantic race for the German Emperor's Cup was announced in 1905, there was much speculation about which type of sailing vessel would win, the event being open to yachts of any rig, but all knew that it was going to be a severe test of seamanship. The race indeed started in thick fog, from the Sandy Hook lightship at 12.15pm on 17 May. As the gun boomed, the yawl *Ailsa* was first away. During the afternoon the yachts began to separate, some going south on the steamer track and the others taking a more northerly route.

A correspondent on *Endymion*, then the Atlantic record holder, wrote, 'Throughout the night we toamed along with a fresh following breeze and the light weather sails litting against the misty, moonlit sky. We were conscious that we were doing well and hoped to leave our long black rival behind in the dark; but daylight showed her away on our port bow after which we lost sight of her.' He was of course referring to the raven-black hull of *Atlantic* which, passing the *Hamburg* late that afternoon, was never again to be sighted during the race by her rivals.

Captain Charlie Barr, at *Atlantic's* helm, now sailed *Atlantic* unmercifully. 'She is being driven like a frightened bird', entered one passenger in his diary, 'while the following northwesterly rips the sails from her spars and the seas hammer at her sleek hull until every quivering plank seems to scream in protest, our skipper, one hand on the lifeline rigged along the rails, watches the springing masts, studying, calculating speed and strain, and hangs on to his canvas to the very limits of safety.' *Atlantic's* first owner, Wilson Marshall, and other members of the afterguard pleaded with Charlie to reduce sail, but to no avail - 'Sir, you hired me to win this race in *Atlantic*,' he said, 'and that is what I will do.'

She charged on through mounting seas at an average



RACE FOR THE OCEAN CUP



Presented by
His Imperial Majesty the German Emperor

Atlantic on her way to crossing the 'Pond' in 12 days, 4 hours and 1 minute, a record which stood for no less than seventy-five years - until the maxi-multihulls began chipping away at it during the 1980s

of 14.2 knots, on the sixth day sighting an iceberg. 'We passed quite close to this mass of glacial ice,' wrote our diarist. 'Much of it was submerged, but across this frozen shoal the seas were breaking heavily.' The passengers watched in awed silence as she creamed by, her wake soon lost in the following white caps.

Atlantic reached the Bishop's Rock in 11 days, 16 hours, but her hopes of completing the crossing in under 12 days were then dashed by light winds and she took an agonising 12 hours to sail the last 50 miles to the finish off the Lizard. She had beaten her closest rival the *Hamburg* by over a day, had smashed *Endymion's* time handsomely, and had claimed her place in the record books.

The parting of the ways. *Atlantic* heads away from *Hamburg* early in the race

Port may spend \$1.5 million for Cabrillo ship

By Dana Wilkie
Tribune Staff Writer

The Port District wants to spend \$1.5 million to buy a boat.

Not just any boat, says the port commissioner proposing the idea. It would be a replica of the vessel that sailed into San Diego Bay 450 years ago with Spanish explorer Juan Rodriguez Cabrillo at its helm.

And it wouldn't be for just any occasion. The replica of Cabrillo's San Salvador would join a parade of ships next year to commemorate Christopher Columbus' discovery of America.

Port Commissioner Mel Portwood yesterday proposed having an East Coast builder design and construct the replica for the port. The ship, he said, could participate in a tour of replicas set to arrive in San Diego next year as part of the 1992 Quincentenary Celebration. The celebration will commemorate the 500-year anniversary of Columbus' discovery of America.

That is, if the port decides to spend \$1.5 million of public money to recreate Cabrillo's 180-ton Spanish galleon.

"I just think it would really be nice to have a replica of that vessel here, because it's really at the heart of our maritime history," Portwood said.

After the celebration, he said, the ship could become part of the Maritime Museum of San Diego and be open to the public much like the museum's Star of India.

Melbourne Smith, a builder of historical boats, who is proposing to recreate the San Salvador, said he wants to start construction this fall on Spanish Landing.

"This is a little aside (to the Quincentenary) showing that San Diego has its own discoverer and its own ship," said Smith, president of the International Historical Watercraft Society in Maryland. "You have beautiful ships there now, but they come from other parts of the country. If San Diego has its own ship, that's quite an attraction."

Smith had already discussed design ideas and price with the port before yesterday's meeting, where money was given a passing mention. Port commissioners yesterday asked their staff to talk more with Smith about the specifics of his proposal.

The last time such a ship was built in San Diego was in 1983, when Smith constructed a replica of the 19th-century Coast Guard cutter Lawrence. That vessel, called The Californian, was built entirely with private funds.

"I'd like to see the port spend more money on harbor-front amenities such as public open spaces rather than gadgets," said Don Wood, whose Citizens Coordinate for Century 3 is a port watchdog. "But it might prove a welcome addition to the (maritime) museum."

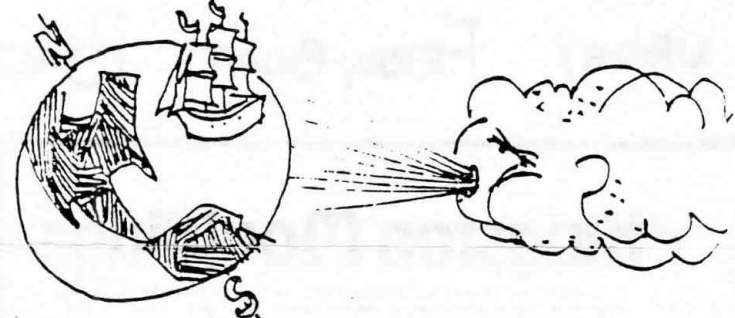
Said Judy Collins, also a member of C-3 and of the Bay Users Group: "I wish they would spend just a fraction of the money and attention to protect existing public access of the bay. I cannot understand why you'd spend \$1.5 million for a replica. Building a vessel is just a first step. The cost of keeping them up is ongoing."

Cabrillo was the first explorer to sail the California coast with his three ships, the largest of which was the San Salvador. The 1540 galleon was 80 feet long and had three square-rigged masts, Smith said.

Jana Joustra, public relations director of President Bush's Christopher Columbus Quincentenary Jubilee Commission, said the Columbus ship replicas will tour 30 U.S. cities beginning next year. The tour is tentatively set to stop in San Diego in November 1992, she said.

There will be several parades of tall ships around the country, the most spectacular of which will be a July 4, 1992 celebration in New York and an October 12, 1991 parade in San Francisco.

Mayor O'Connor has already expressed interest in the Columbus celebration theme for the city's second arts festival.



Christmas - Compassion - Courtesy

by Marleen Almquist

365 days a year hopefully we can remember these three words and their meaning and how they can apply to all of us here.

Watch over neighboring boats to insure their safety and immediately report strange circumstances, ie, boat listing, broken dock lines or sitting lower in water than normal.

Cleaning up after yourself when you use the marina property or when you work on your boat.

When you work on your boat, be courteous--it can't be too pleasant for the fellow who has either just varnished or wiped down his boat to have to content with a sanding spree next to him or else a hose down.

It just takes a small amount of time to return dock carts, say "Hi" to neighbors on the way. Help dock someone when they need help.

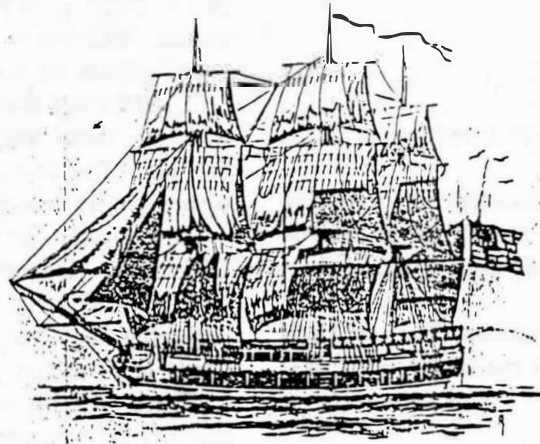
These are the actions I call regard for your fellow man and his property.

I'm sure everyone can think of many others.

*Safe and Happy Boating
in our New Year*

SAN DIEGO SHIPMODELERS' GUILD

SHIP MODEL SALE



for info.
-1308 WRIGHT/
redacted/
-Mike Rivera
/redacted/

SEPT. 7TH, 1991 9AM - 1PM

Quality Display models, R/C models

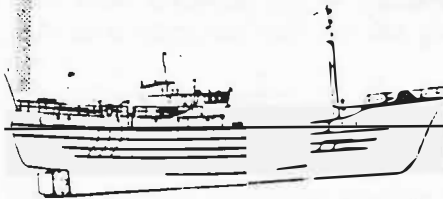
Where? FERRYBOAT Berkeley, Bwy. Pier S.D.

Kingston Mouldings

We currently produce a range of more than 30 different fibreglass model boat hulls, mostly of smaller types of vessels such as tugs, MTB's, trawlers and lifeboats. With each hull we also supply a copy of one of our own scale plans. If you send us 75p in postage stamps, we'll send you a copy of our latest illustrated catalogue and price list. Exports are no problem at all, and we've sent our hulls to many hundreds of customers in countries all over the world. Outside the UK (inc. Eire), send 5 I.R.C.'s (International Reply Coupons, available from any post office) or send us £1, US\$2, DMS, or equivalent in currency notes, and we'll send you a catalogue and complete ordering details by airmail.

We do our best to answer all of the many other non-catalogue enquiries that arrive, but please don't forget to enclose a stamp or SAE with all UK enquiries, or enough I.R.C.'s if you are writing from anywhere else in the world - THANK YOU!

Kingston Mouldings (MB),
411 Ringwood Road,
Parkstone, Poole,
Dorset BH12 4LX.



MEMBERSHIP DUES FOR 1991

PLEASE PRINT ALL INFORMATION

NAME _____

ADDRESS _____

CITY & STATE _____

ZIP _____ PHONE _____

SHIP MODEL INTERESTS

- | | |
|---|----------------------------------|
| <input type="checkbox"/> Merchant | <input type="checkbox"/> R/C |
| <input type="checkbox"/> Military | <input type="checkbox"/> Period |
| <input type="checkbox"/> Pleasure | <input type="checkbox"/> Scratch |
| <input type="checkbox"/> Solid Hull | <input type="checkbox"/> Kits |
| <input type="checkbox"/> Fibreglass | <input type="checkbox"/> Display |
| <input type="checkbox"/> Plank on Frame | |

MODELS BUILT OR ARE BUILDING

Please make check out in the amount of \$15.00 to The San Diego Ship Modelers' Guild and mail to:

Robert K. Willis
15823 Hidden Valley Drive
Poway, CA. 92064

If you would like a Guild Name Tag please make check out in the amount of \$5.00 to Henry S. Wenc and mail to:

Henry S. Wenc
1553 Copa De Ora
La Jolla, CA. 92037

I would like my Name Tag to read _____

DON'T FORGET
Valentines DAY
FEB 14TH



INSURE YOUR Happy Modeling