



# San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

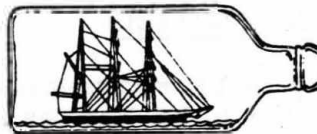
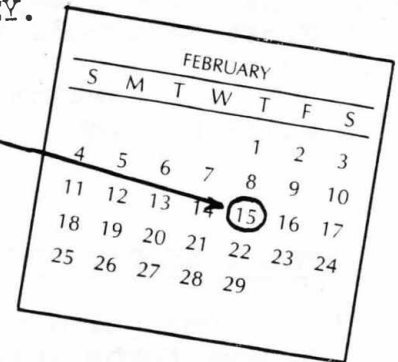
FEBRUARY, 1996

NEWSLETTER

Volume 20, Number 2

Thursday evening, February 15th. is the date. We hope to see you at the next meeting. Your assistant editor will put forth a few slides and thoughts about the seven-masted schooner THOMAS W. LAWSON. You just might like it. So set your course for the BERKELEY.

Fred Fraas brings us up to date as to the last meeting.



## JANUARY MEETING NOTES:

Twenty members attended our January meeting which was held topside aboard the BERKELEY. Guildmaster JIM HAWKINS announced that our elections would be delayed until the February meeting to give the Nominating Committee additional time to talk to prospective officers.

Bob Crawford gave a brief run-down on the Maritime Museum membership meeting held the night before. He mentioned that the guest speaker had some 187 slides to show on the Great White Fleet. In discussing the forthcoming March meeting with the three members of the Nautical Research Guild, Rob Napier will be giving the program that night. He is the Editor of the NRG Journal, while Gene Larson is the Secretary. Bill Fleming is also an NRG Officer. Bob also stated the MEDIA'S operating schedule was being modified to permit taking them out on a bay cruise. The three will be attending the West Coast Ship Model Conference aboard the Queen Mary in Long Beach that following weekend.

Dave Manley asked for volunteers to help make up better buoys for this years regatta. Doug MacFarlend had some comments about the California Gold TV show.

Before going into "Show & Tell", a general discussion evolved about our meeting nights . Some pointed out the merits of returning to the Third Friday vice Third Thursday. The consensus (and later vote) favored Thursday nights due to less congested parking from Anthony's and less conflictions with parties booked aboard the BERKELEY. BERKELEY provides a much more attractive meeting space than the the Orlop Deck aboard the Star which we occasionally must use anyway. So there will be no change in meeting nights.

\*\*\*\*\*

JANUARY "SHOW & TELL":

Dave Manley brought in a wide assortment of 1/96 scale castings which he scratch-built. He described in detail the processes he uses and the amount of time involved with each. He offers these for sale thru his new company "SMALL WORLD MODELS."

Bob Alberts displayed a steam engine from a A.J. Reeves kit which he obtained thru "Coles." Each casting must be further machined down for proper fit.

Bill Forbis had his plank-on-frame "America" which he scratch-built from Bluejacket plans. He obtained the wood (popular) from Frost Hardwoods in Kearny Mesa.

Jim Hawkins showed a 14" long tiny tug from a Lindberg hull in which he plans to install twin screws for R.C. operation.

\*\*\*\*\*

MODEL SHOP VOLUNTEERS RECOGNIZED:

Our guild was very well represented at the San Diego Maritime Museum Membership Program held Wednesday evening, January 17. Included among the volunteers who were recognized were the following:

Phil Matson	50,100, and 250 hours pin
Jack Slowiczek	250 hours pin
Ed White	500 hours pin
Bob Cunningham	3,000 hours pin
Chuck Hill	3,000 hours pin

Both Jack Klein and Joe Bompensiero, who work in the model shop four to five days a week have accumulated over 9,000 hours each. Sometime this year, they will pass the 10,000 hour mark.

Hearty congratulations to all of you. WELL DONE!!

\*\*\*\*\*

# CHUCK HILL

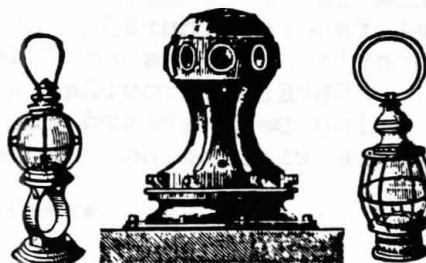
## FINISHS

### "CUTTY SARK"

Even though the model is now complete, Chuck has more work in mind. The model will sit in a scale graving dock with a setting of waterfront buildings forming a diorama in the background. Congratulations, Chuck, it's a great model.

\*\*\*\*\*

After more than five years of weekly part-time work in the model shop aboard BERKELEY, Chuck Hill has finished his superb model of "Cutty Sark." The occasion was marked by fellow "Tuesday modelers" on Jan. 30 in the shop with sparkling bubblee and other assorted goodies.



## *The Maritime Administration Collection of Ship Plans (1939-1970)*

Review by Clayton A. Feldman

WE are already familiar with the Smithsonian Institution's existing pair of ships catalogs, the *Ship Plan List* of merchant craft—sail and steam, plus small craft—and the very much referred-to *The Smithsonian Collection of Warship Plans*. This third catalog contains the fifty-five sets of plans obtained from the Maritime Administration of the U.S. Department of Transportation, and includes plans for WW II Liberty ships designed by William F. Gibbs, the Victory ships, cargo vessels, passenger ships, tankers, container ships, and a variety of other 1950's and 1960's vessels. The Liberty ship plans include the type plans for the *Jeremiah O'Brien* and the *John W. Brown* and the Victory ship *Lane Victory*. The highlight of the catalog is its collection of sixty sheets of various design plans of the beautiful superliner, *S.S. United States*, also, designed by Gibbs.

An average of two dozen rolled plans sheets were preserved for each of the 55 design types offered to the National Museum of American History for this offering. They include outboard and inboard profiles, capacity plans, general arrangements, deck plans, exterior and interior arrangements, sections, offsets and lines, rigging plans, and a huge variety of detail plans. Many of the sheets contain various drawings at different scales, so some care must be taken in their use.

The drawings are identified in this catalog by their original Maritime Commission design type (for example, the Liberty ship is EC2-S-C1—Emergency Cargo 2 (400-450'), single-screw steam-modifications number), but all are also listed by their popularly known name. A very nice bibliography is provided to help researchers look up the design type from any less complete information type, e.g., a name and general classification.

This very nice catalog is available for \$10 from: Ship Plans, Maritime Collections, NMAH-5010/MRC 628, Smithsonian Institution, Washington DC 20560. The *Ship Plans List*, by the way, is also \$10 from the same address. *The Smithsonian Collection of Warship Plans* is \$6, but to a different address, Naval Collections, NMAH-4011/MRC 620, Smithsonian Institution, Washington DC 20560. Get them all!

### U.S. MODELING MODERN MERCHANT SHIPS: by Fred Fraas

Models of modern merchant ships have always fascinated me. Many builder's models can be found in most major maritime museums. They are usually "one-of-a-kind" made by highly professional model makers or companies. In short, they are truly works of art in my eyes.

Plans for these ships have been difficult if not impossible to obtain. Thanks to "Ships-in-Scale"s it just got easier. The adjacent article appeared in the Jan/Febr '96 issue, and after receiving my copy, I couldn't get my check in the next mailing fast enough. I was pleasantly surprized to receive my catalog in about three weeks during which we saw a major shut-down of Wash.DC services due to lack of funding, then the big blizzard.

A copy of the index of this catalog is included in this newsletter. A table of ship designations explains the system. An additional table further breaks down some types such as dry cargo ships built for specific shipping lines, particularly C-3 and C-4 types.

Future newsletters will explain and further amplify the plans available. As the dry cargo, bulk-break ships were replaced by more cost-efficient container ships, info will be listed showing where these ships eventually went. Stay tuned!!

\*\*\*\*\*

See OVER for a continuation of Fred's contribution of maritime Administration ship designs.

Hey! Who's minding the wheel?



INDEX

DESIGN NO.	DESIGN	NUMBER OF SHEETS	CLASS/TYPE	PAGE NO.
MA1	EC2-S-C1	25	Liberty Ship	1-2
MA2	EC2-S-AW1	16	Liberty Ship Collier	3
MA3	Z-ET1-S-C3	23	Liberty Ship Tanker	4
MA4	Z-EC2-S-C5	16	Liberty Ship Airplane Transportation	5
MA5	VC2-S-AP2, 3	56	Victory Ship	6-7
MA5	VC2-S-AP5	22	Victory Ship Troopship	8
MA6	C1-M-AV1	22	Dry Cargo	9
MA7	C1-B	17	Dry Cargo	10
MA8	C2-S-B1	26	Dry Cargo	11
MA8	R2-S-BV1	23	Refrigerated Cargo	11
MA9	C1-A	14	Dry Cargo, Diesel Engine	12
MA10	C2-S-AJ1	13	Dry Cargo	13
MA11	M3-S-A2	21	Coastal Dry Cargo	14
MA12	C3-S-A2	21	Troopships & Cargo Ships	15
MA13	C1-S-D1	17	Concrete Cargo Ship	16
MA14	L6-S-A1	25	Bulk Ore Carrier	17-18
MA14	L6-S-B1	19	Bulk Ore Carrier	18
MA15	ZP1-S1-A1	19	Paaa-Cargo & Troopship	19
MA16	S2-S2-AQ1	18	Frigate	20
MA17	V4-M-A1	23	Tugboat	21
MA18	S4-S2-BB3	20	Aux. Aircraft Carrier	22
MA19	C4-S-A1	21	Troopship	23
MA20	P2-S2-R2	11	Troopship	24
MA21	P2-SE2-R1	17	Troopship	25
MA22	T2-SE-A1	11	Tanker	26
MA23	T2-SE-A2	23	Tanker	27
MA24	T1-M-A1	16	Coastal Tanker	28
MA25	T3-S-A1	15	Tanker	29
MA26	T3-S2-A1	14	Tanker AO Conversion	30
MA27	P2-S1-DN3	28	Troopship	31-32
MA28	P6-S1-DS1	76	<u>S.S. UNITED STATES</u>	33-36
MA29	C4-S-1a	26	General Cargo, Mariner Class	37
MA30	T5-S-41a	26	Tanker	38-39
MA31	P2-S2-9a	31	Passenger	40-41
MA32	P2-S2-11a	23	Passenger	42-43
MA33	C3-S-45a	14	Container	44
MA34	C3-S-38a	19	Dry Cargo	45
MA35	C3-S-37a	32	Dry Cargo	46-47
MA36	C3-S-33a	9	Dry Cargo	48
MA37	C3-S-46a	9	Dry Cargo	49
MA38	C4-S-57a	13	Dry Cargo	50
MA39	C4-S-64a	10	Dry Cargo	51
MA40	C4-S-65a	14	Dry Cargo	52
MA41	C5-S-77a	18	Container	53
MA42	C4-ST-67a	21	Navy RO/RO	54-55
MA43	C4-S-69a	13	Dry Cargo	56
MA44	C3-S-76a	14	Dry Cargo	57-58
MA45	C4-S-69b	16	Dry Cargo	59
MA46	C5-S-75a	13	Dry Cargo	60
MA47	C4-S-78a	16	RO/RO	61
MA48	C5-S-73b	8	Container	62
MA49	C3-S-43a	22	Dry Cargo	63
MA50	S1-MT-MA70a	13	Survey Ship	64
MA51	S1-MT-MA71a	9	Wire Dragger	65
MA52	S1-MT-MA72a	12	Survey Ship	66
MA53	S2-MT-MA74a	11	Survey Ship	67
MA54	T5-S-RM2a	19	Tanker	68-69
MA55	R3-S-4a	14	Navy Refrigerated Supply Ship	70

EDITORS' NOTE:

The listing above illustrates the wide variety of ship plans available. Particular noteworthy is that of "S.S. UNITED STATES" which shows 76 sheets available for this passenger liner. If you were to order the 25 sheets available for the Liberty Ship (MA-1), (design EC2-S-C1) the cost would be \$188.00. This page will be listed in a future newsletter to show the range and type of plans, as well as the scale and individual costs for each. A "Table of Ship Designations" will also explain how the Maritime Administration "labels" their types of ships.

\*\*\*\*\*

TABLE OF SHIP DESIGNATIONS

TYPE SHIP	LENGTH DESIGNATION — FEET						
	1	2	3	4	5	6	7
P CARGO, UNDER 100 PASSENGERS	400	400-450	450-500	500-550			
B PASSENGER, OVER 100 PASSENGERS	500	500-600	600-700	700-800	800-900	900-1000	1000
G BARGE	100	100-150	150-200	200-250	250-300		
H GREAT LAKES CARGO	300	300-350	350-400	400-450	450-500	500-550	550-600
J GREAT LAKES PASSENGER	300	300-350	350-400	400-450	450-500	500-550	550-600
K INLAND CARGO	50	50-100	100-150	150-200	200-250	250-300	
L INLAND PASSENGER	50	50-100	100-150	150-200	200-250	250-300	
N GREAT LAKES TANKER	400	400-450	450-500	500-550	550-600	600-650	
Q COASTWISE CARGO	200	200-250	250-300	300-350	350-400	400-450	450-500
R COASTWISE PASSENGER	200	200-250	250-300	300-350	350-400	400-450	450-500
S REFRIGERATOR	400	400-450	450-500	500-550			
T SPECIAL	200	200-300	300-400		500-600	600-700	
U TANKER	450	450-500	500-550	400-500			
V FERRIES	100	100-150	150-200				
	50	50-100	100-150	150-200			

MACHINERY:	No. Of Propellers	PASSENGERS		MACHINERY:	No. Of Propellers	PASSENGERS	
		Under 12	Over 12			Under 12	Over 12
STEAM	1	S	S1	STEAM	2	ST	S2
MOTOR	1	M	M1	MOTOR	2	MT	M2
TURBO-ELECTRIC	1	SE	SE1	TURBO-ELECTRIC	2	SET	SE2
DIESEL-ELECTRIC	1	ME	ME1	DIESEL-ELECTRIC	2	MET	ME2
GAS TURBINE	1	G	G1	GAS TURBINE	2	GT	G2
GAS TURBO-ELECTRIC	1	GE	GE1	GAS TURBO-ELECTRIC	2	GET	GE2

EXAMPLE: C2-S-A1: C-CARGO, 2-400-450 FT, S-STEAM — UNDER 12 PASSENGERS - 1 PROPELLER, A1-MODIFICATION

UNITED STATES MARITIME ADMINISTRATION CLASSED SHIPS (1950-1968)

Designation	Remarks	Designation	Remarks
C4-S-1a	20 knot cargo ship—the MARINER	C3-S-33a	Moore-McCormack. MORMACPRIDE class
C4-S-1b	Navy AKA	C3-S-37a	Lykes Bros. JAMES LYKES class
C4-S-1d	Navy APA	C3-S-37b	Lykes Bros. Improved 37a
C4-S-1f	Pacific Far East Lines Mariner	C3-S-37c	Lykes Bros. Improved 37a
C4-S-1h	APL Lines. PRESIDENT JACKSON class	C3-S-37d	Gulf & South America
P2-S1-1g	Oceanic liner MONTEREY	C3-S-38a	American Export Lines
C4-S-1m	U. S. Lines, American Pioneer conv.	T4-SE-39a	Jumboized Red Hill Corps. tanker
C4-S-1p	APL conversion	P2-N1-MA40a	Nuclear-powered SAVANNAH
C4-S-1qa	APL conversion	C3-S-43a	Mississippi Ship. Co. DEL RIO class
C4-S-1sa	American Mail Lines	C3-S-45a	Container ship
C4-S-1t	Pacific Far East Lines	C3-S-46a	American Export. EXPORT BANNER class
C4-S-1u	States Steamship Co.	C3-S-46b	American Export. EXPORT COURIER class
P2-S1-1v	American Export. S. S. ATLANTIC	C4-S1-49a	Grace Lines. SANTA MAGDALENA class
T5-S-RM2a	"Pipeline" class tanker	B2-MA51a	Nuclear servicing vessel
R3-S-4a	Navy reefer (turbine)	C4-S-57a	U. S. Lines. CHALLENGER class
R3-ME-4b	Navy reefer (Diesel-electric)	C4-S-58a	Farrell Lines. AFRICAN COMET class
C3-S-7a	SCHUYLER OTIS BLAND conversion	S1-MT-59a	Coast & Geodetic survey vessel
C3-M-7b	Same as 7a but Diesel	C4-S-60a	Moore-McCormack. MORMACARGO class
EC2-S-8a	Liberty turbine. GEN CHEN	S1-MT-MA63a	Coast & Geodetic survey vessel
EC2-M-8b	Liberty Diesel. THOMAS NELSON	C4-S-64a	U. S. Lines. AMERICAN RACER class
EC2-G-8f	Liberty gas turbine. JOHN SARGENT	C4-S-65a	Grace Lines. SANTA LUCIA class
EC2-G-8h	Liberty gas turbine. WM. PATTERSON	C4-S-66a	Lykes Bros. LOUISE LYKES class
P2-S2-9a	Moore-McCormack. BRASIL class	C4-ST-67a	MSTS vehicle cargo vessel
P2-S2-11a	Grace Lines. SANTA ROSA class	S1-MT-MA72a	Coast & Geodetic survey ship
T5-S-12a	MSTS tanker	C7-S-68c	U. S. Lines. AMERICAN LANCER class
T5-S-12b	Same as 12a but 7 ft. more amidships	C4-S-69a	APL. PRESIDENT MCKINLEY class
C1-ME2-13a	Small Navy cargo ves., ice strength	C4-S-73a	Amer. Export Isb. SEA WITCH class
C3-ST-14a	Roll-on, roll-off ship for MSTS	C5-S-75a	Amer. Mail Line. ALASKAN MAIL class
EC2-S-22a	Navy conversion of Liberty hull	C3-S-76a	Delta S. S. DELTA ARGENTINA class
S2-ST-23a	MSTS cargo ship (dock)	C5-S-78a	Moore-McCormack Line. Ro/ro type
T1-MET-24a	MSTS small Arctic tanker	C8-S-81b	Prudential Lines, Pacific Far East Lines.
S2-S-RM28a	Coast & Geodetic survey vessel		Dry cargo type.

Thanks to Lewis Johnson for the following warning shot about the use of cyano-acrylate on ship models:

BEATTIE BLVD.© by Bruce Beattie

Jean Eckert's South Bay Model Shipwrights' August newsletter carried the following item: "Peter Demarest reports in the *Nautical Research Journal* that, in repairing a model built in 1980 and kept in a vented case in a climate-controlled room, he found every brass rigging hook touched by cyano-acrylate deteriorating. Furthermore, rigging had fractured at every junction between cyano-soaked and unsoaked line. Member Tom Fordman's opinion is that since cyano dries by absorbing moisture (simple version of a complicated process), it may continue to attract moisture to the detriment of the brass. Brass differs as to purity and quality, and some may deteriorate faster due to the moisture."

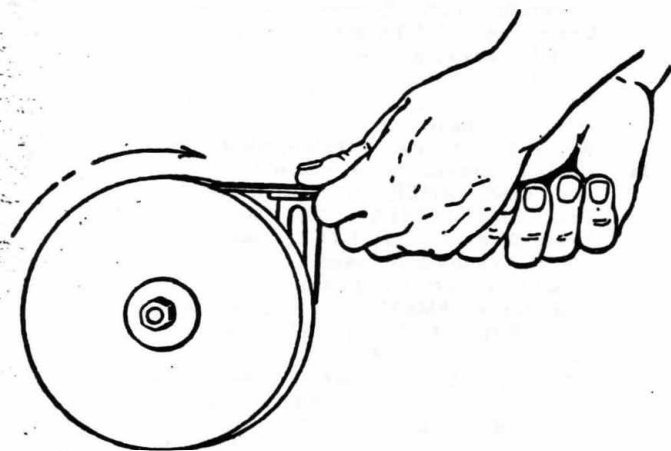
Joe and Jack, those two "standup" entertainers of the model shop said, "no, there's nothing important going on around here." Well, we see it differently: Three or four models have been repaired recently and are ready for pickup by their owners, Joe is hard at work rigging his model and all is purring along like a well-oiled engine. However, they WOULD like a bit more room. Can't say that we blame 'em. (Ed)



"Uh...how fast are you expecting me to work?"

### HOW TO WORK WITH TOOLS AND WOOD

The grinding of edged tools is best accomplished on a wet sandstone grindstone because there is then no danger of burning or drawing the temper from the steel. If a dry emery



Grinding straightens the edge and restores the bevel preparatory to sharpening by whetting on the oilstone. The grindstone should turn toward the plane iron. Use the guide, as it assures a flat, even bevel. Bear on the wheel lightly and dip the plane iron frequently in water to prevent burning or softening the steel.

### SHARPENING THE TOOLS

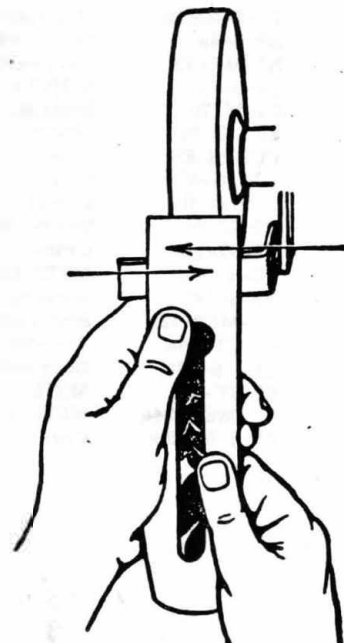
stone is used the tool should be frequently dipped in water to keep it cool.

An improved slow speed electric grinder with a special wheel and an excellent control mechanism is now available. This grinder is highly satisfactory although it uses a dry wheel.

In grinding, the bevel of the tool is placed against the surface of the revolving stone, and either held by hand or clamped in an adjustable guiding device. It is lightly pressed against the wheel, which revolves toward the tool.

The tool should be shifted from side to side evenly across the wheel.

Move the plane iron from side to side to grind all parts of the bevel and to keep the wheel true. The edge should be straight and almost at right angles to the sides of the plane iron.



# San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

Please Tear out  
and mail in.

## 1996 ELECTION BALLOT

GUILDMASTER:               Tom Taylor

FIRST MATE:                         Jack Klein

PURSER:                             Ed White

LOGKEEPER:                        

NEWSLETTER                  Fred Fraas

EDITORS:                      Gordon Jones

REGATTA                      Dave Manley

COMMODEORE:                      

\*\*\*\*\*

Suggestions to Improve Our Guild:

Suggestions to Improve Our Meetings:

Suggestions to Improve Our Newsletters:

Your comments in the above areas would be appreciated. Please tell the 1996 Officers ... "I'd like to see more of; less of; none of etc."

If you can't make the next meeting, Please tear-out this ballot and mail it in. Thanks!

## HOW TO WORK WITH TOOLS AND WOOD

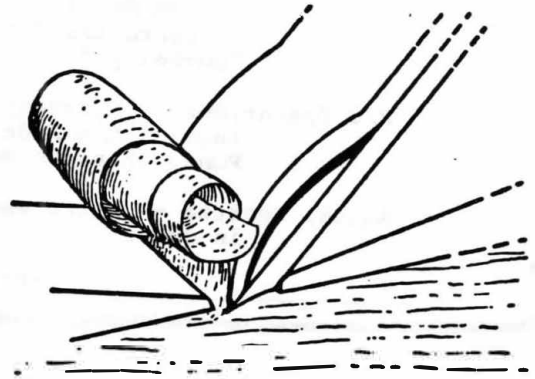
projects through the throat and above the bottom of the plane. This may be determined by touching the sole across the throat lightly with the fingers. A common mistake is to set the blade too far out. Take off very thin shavings, not thicker on one edge than on the other, and you will obtain better results without gouging the work or clogging the throat of the plane with the thick shavings.



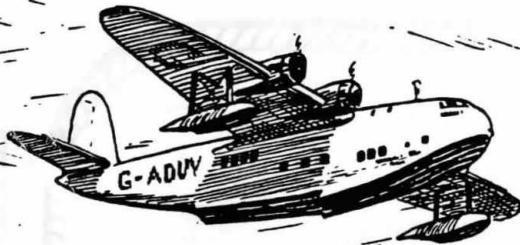
*Sight along the bottom of the plane. Let the blade project a hair's breadth and set the corners evenly.*



*Set the cap iron of the double blade near the cutting edge for hard wood—farther back for soft wood—or about  $\frac{1}{8}$ " or the thickness of a dime.*



*The combined action of the cap iron and the toe of the plane in pressing down the wood bends the shaving and prevents the wood from splitting ahead of the cutting edge.*



***Ships of Today. (1938)***



San Diego Ship Modelers Guild

Officers for 1995

Guild Master  
First Mate  
Purser  
Logkeeper  
Newsletter Editors

Jim Hawkins /redacted/  
Doug McFarland /redacted/  
Ed White /redacted/  
(open)

Steering Committee

Fred Fraas /redacted/  
Gordon Jones /redacted/  
--Open to any and all interested in the welfare of the club.

Regatta Commodore

Dave Manley /redacted/

Schedule of Activities:

Membership:

Meetings -- Third Thursday of the month. 7:00PM Social, 7:30PM Meeting, held on board the ferryboat "Berkeley."

Dues are \$15 annually (\$7.50 after July 1st)

R/C Operations -- Saturday mornings at the Model Yacht Pond. (Mission Bay)

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

Annual Regatta -- Third weekend in June.

\*\*\*\*\*

BETTY AD GO

