



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

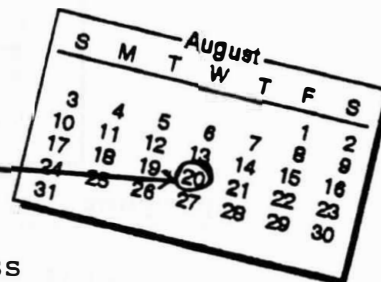
San Diego, CA 92101

August, 1997 NEWSLETTER Volume 21; Number 8

Everything you ever wanted to know about:

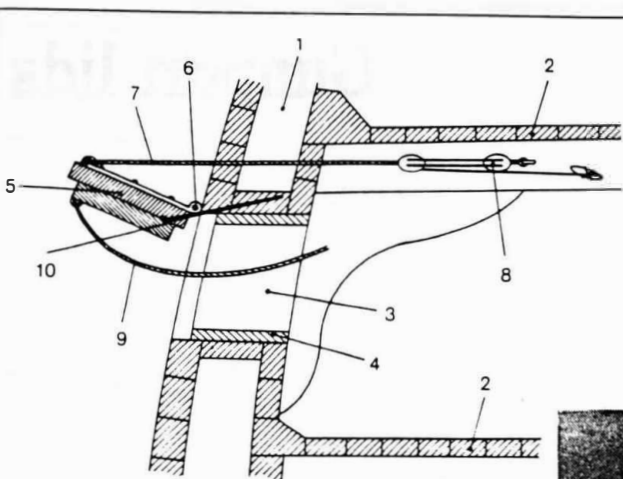
GUNPORT LIDS

NEXT MEETING NIGHT



7PM Aboard BERKELEY
You won't want to miss
THE AUCTION

BRING:
**your check book
**small \$\$\$ bills
**your own shopping bag.



Gunport: 1. Frame; 2. Deck;
3. Gunport; 4. Port lining; 5. Gunport lid; 6. Hinges; 7. Span; 8. Port tackle; 9. Lanyard; 10. Pin (for model)



U.S.S. SEMINOLE (AT65) Official U.S.N. Photo

Powerful 1,450-ton deep-sea Tugs, fitted for salvage operations and other duties, serving with the Base Force, U. S. Fleet. Their diesel-electric engines develop 3,000-h.p. for 16 1/4-knots. Dimensions: 210'x38'6". Crew: 55. They are armed with one 3-inch gun and several smaller AA's. The name CATAWBA, already borne by YT32, was assigned to the AT68 (ARAPAHO).

"I like long walks, especially when they are taken by people who annoy me."
-Fred Allen

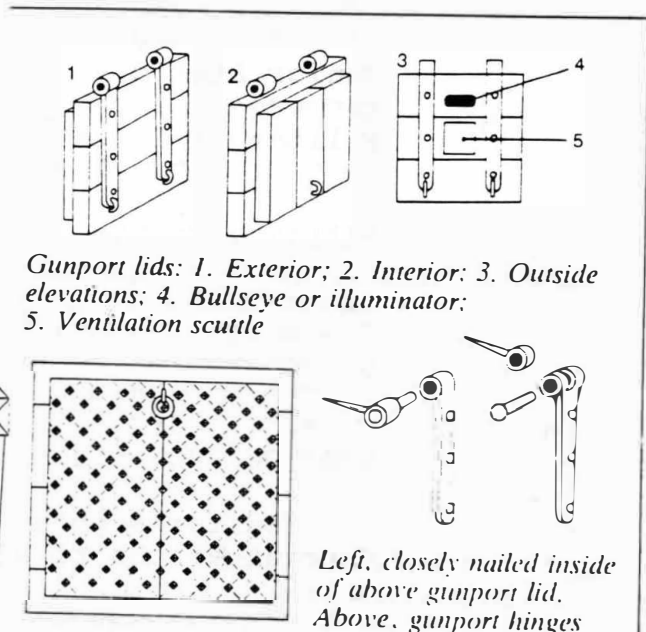
Most of the Navy's Tugs carry Indian Names. The NAVAJO Class AT's honor some of America's tougher Tribes. Earlier AT's are named for Tribes and Indian Chiefs. Over one-hundred smaller Yard Tugs (YT's) and Net-tending Tugs (YN's) have names of Indian derivation. A few honor Tribes including the old MOHAWK (YT17) of 1893. Some YT's and all YMT Motor Tugs are unnamed, identified only by Numbers.

Ed. Note: After WWII, AT's became ATF's, the "F" standing for "Fleet." Thus they became known as "Fleet Tugs." A total of 68 were built during WWII.

* see p. 9

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Gunport lids: 1. Exterior; 2. Interior; 3. Outside elevations; 4. Bullseye or illuminator; 5. Ventilation scuttle

Left, closely nailed inside of above gunport lid. Above, gunport hinges

*** FOR SALE ***

About 90 issues of SEA CLASSICS magazines from 1970 to 1985, all neatly packaged. Lots of stories, ship pictures, historical information, maritime disasters, mysteries of the sea etc. This collection was generously donated by past Guildmaster/First Mate Roy Nilson. Make offers for all or part to Fred Fraas at /redacted/

REMEMBERING HOWARD BAILEY:

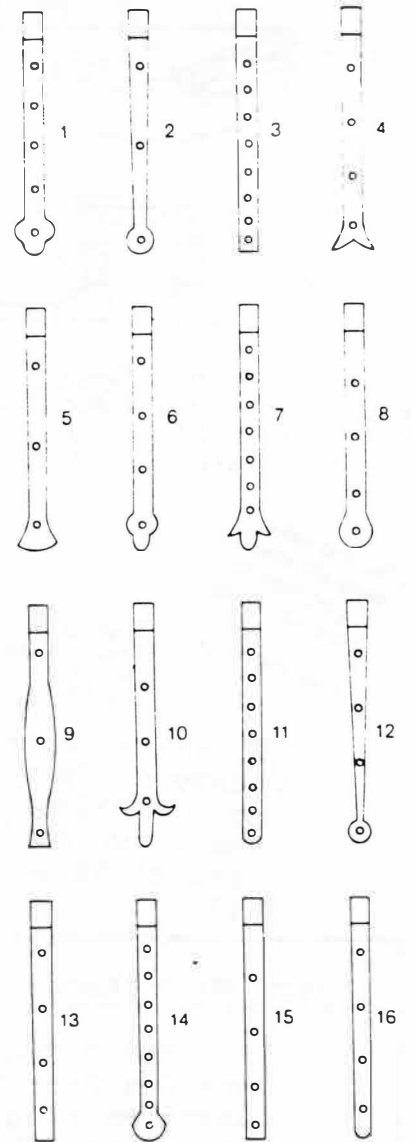
From the Maritime Modeler's July Newsletter, we are saddened to learn of the death of Howard Bailey on June 9, 1997. He was a founder and first president of Task Force 96 in the early '80's. and frequently came down for our regattas from Yorba Linda. Howard also built the mold for the Essex class carrier hulls sold by Lee Upshaw. We will also miss him.

1997 SDSMG REGATTA WINNERS:

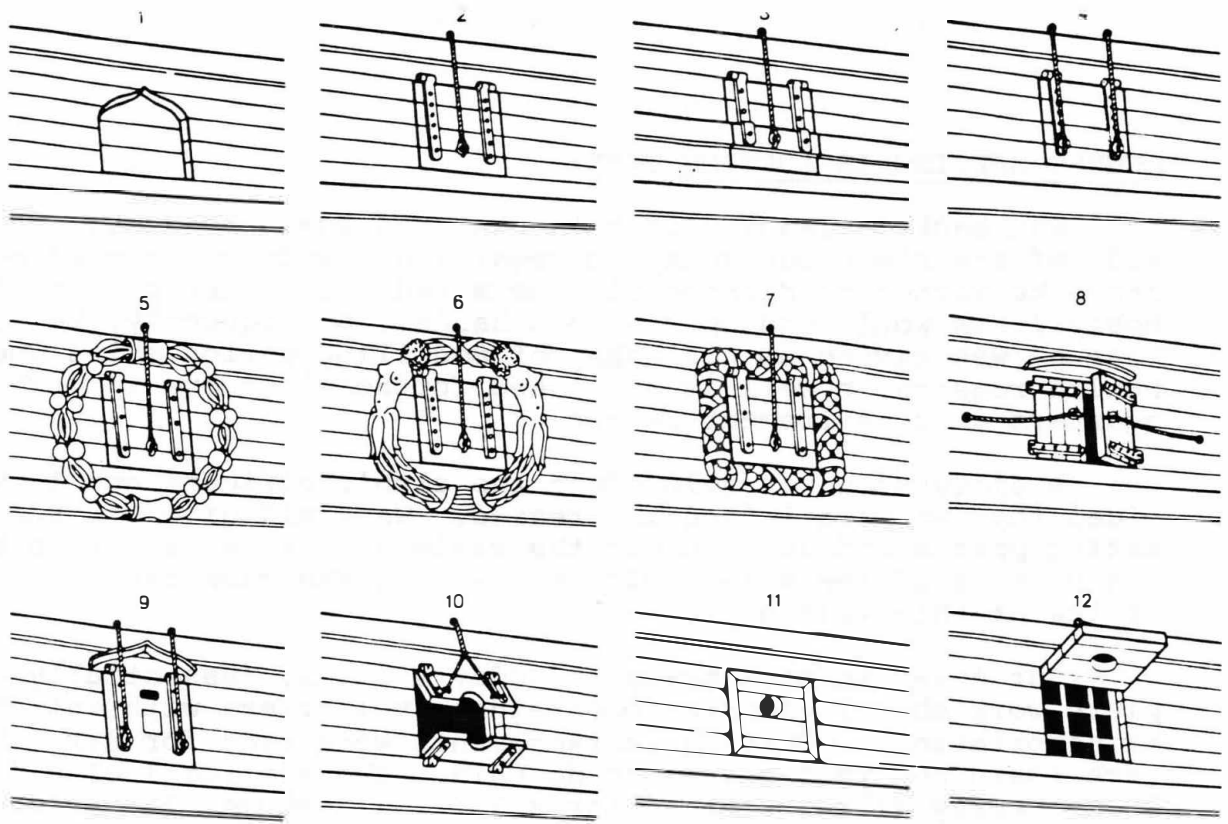
Salvage Static	Palmer Bochow
Sail R/C 1st	Dave Endert
" " 2nd	Dave Endert
" " 3rd	Bob DeBow
Sail Static	Greg Cassel
16" & under	Mike Rivera
Novelty	Bill Hathaway
Tug R/C 1st	Kay Tillman
" " 2nd	Ed Rambo
" " 3rd	Lee Upshaw
Junior Static	Matthew Moran
Commercial	Aaron Koslov
Military R/C 1st	Ed Bair
" " 2nd	Ed Bair
" " 3rd	Dave Manley
Military Static	Kent Strapko (Ed. Note)
Steam R/C	Paul Thompson
Steam Static	Paul Thompson
Schooner 1st	Bob DeBow
" 2nd	Frank Spangler
" 3rd	Bill Hathaway
BEST OF SHOW	Kay Tillman

(Editor's Note --see p. 6)
 Congratulations to all the winners.

Gunport lids



Hinges: 1. 16th century;
 1.-8. 17th century; 9.-14. 18th
 century; 15. and 16. 19th
 century; 1. Spanish, Italian;
 2., 3., 6., 10., 13. and
 14. British; 4., 7., 9. and
 12. French; 5. and 8. Dutch;
 11. American



Gunport lids: 1. Spanish, Portuguese up to 1550, closed with locking bar. 2. Single span 1520-1830; 3. Crossing the wale, 1600-1830; 4. Double span 1550-1830; 5. and 6. English 1640-1720; 7. French 1640-1720; 8. Vertical port lids 1650-1780; 9. Illuminator and ventilation scuttle 1800-1850; 10. Half ports 1820-1880; 11. False port 1830-1890; 12. False port with glass window behind 1750-1890

The gunports were sealed by the gunport lids. In the 15th century these were simple timber boards, which were placed over the ports on the inside, and secured with a locking bar. The invention of the gunport lid suspended on hinges and closed with a lanyard dates from the early 16th century and is ascribed to French master shipwrights.

The gunport lid consisted of two layers of wood, of which the outside, larger piece exactly sealed the port opening in the hull and the inner, smaller piece fitted exactly in the opening of the port frame.

It is important to note that the gunport lids always followed the curvature of the hull: if they were crossed by the wales, corresponding strips were attached to the gunport lids, so that there was no apparent interruption of the hull when the ports were closed. The strips for the hinges are cut from thin brass or copper sheet, and for small-scale models they can be punched out. Finally the hinge strips are thoroughly blackened. Whether you actually pin them in place, or just emboss the bolt heads (the latter is easier in any case) depends on the scale of the model.

One problem for the model maker is the attachment of open gunport lids. They can be left supported on the hinge strips (such hinges are available commercially), but this method cannot be recommended as the gunport lids can be torn off or damaged so easily.

In my experience it is more sensible to fix the outer component of the gunport lid to the hull wall and the port frame with two thin steel pins, and then glue the inner component on top, thus concealing the pin heads – this is by no means a historically accurate method of fixing, but it allows you to occasionally touch a port lid without ripping it from its mounting in an instant.

The last stage is to fix the port tackle spans to the ring bolts and run them inboard. In the 19th century thin chains were sometimes used as spans. Take care! Remember to fit the spans for the lower deck batteries before sealing the next higher deck.

The shape, appearance, and direction of opening of the gunports, and whether single or double spans were fitted, all this information can be gleaned from the plan, usually without any problems. The so-called "false gunports", are a special case; they were very widely used on merchant ships in the 19th century. These false ports could not be opened. They were just a timber frame with a small porthole, and later they were just a timber frame with a small porthole, and pirates into thinking the ship was more heavily armed than was the case; later they were retained for the sake of tradition.

AUGUST MEETING IS AUCTION TIME:

Way back in January of this year and again in April, Mr. Richard Eddy of San Diego contacted us regarding a wide variety of modelling items he wished to dispose of. He asked only token prices if his hobby items would end up "in good hands." Subsequently, we learned that he was giving up his hobby of modelling period ships due to health reasons as well as a planned forthcoming move to much smaller quarters in a retirement center.

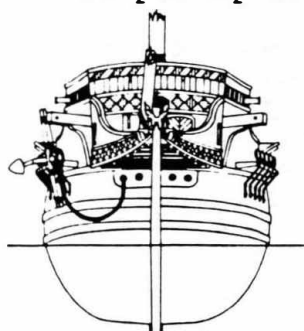
A discussion was held among the club's officers and it was decided that we were indeed interested. We would give Mr. Eddy his asking prices and auction off the various items at a future meeting. The profits of the sale would be given to the club treasury (which is low at this writing.)

Our delay in picking-up Mr. Eddy's items, (essentially a complete work shop,) was due to obtaining volunteers with suitable transportation. Finally, arrangements were made for First Mate Jack Klein and your editor to do this. The sum total of all these items nearly filled your editor's 22ft. motorhome. It is for these reasons that we plan to "spread-out" auctioning this collection over several meeting nights. There are just too many items to haul down and we still want to conduct our normal meeting business i.e. show and tell etc.

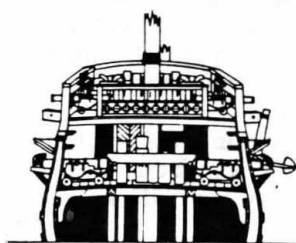
The most expensive single items we purchased from Mr. Eddy in this transaction was his EMCO Unimat 3, with all manuals and several attachments. (i.e. table saw, extra blades, mitre gauge, universal lathe chuck with 3 reversible jaws etc. all in excellent condition.) We intend to open bidding on this item for \$100 since this is what we paid Mr. Eddy.

Other items which will be up for auction include a wide variety of hand tools, electric power tools, vises, drafting items, a dozen or more books relating to period modelling as well as batches of wood and metal strips (both in copper and brass.) He also gave us his small work bench, a 30" high work stool, metal and wooden shelve units, a bench lamp, a 26 plastic drawer storage bin (filled with a variety of fittings and "scratch-stuff") and as the old cliché goes, many more items too numerous to mention. But, I must mention he also donated a partially-framed 74 gun ship-of-the-line of 1799 including drawings of this and several other period models.

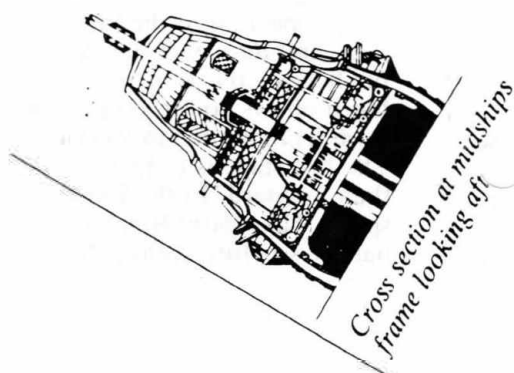
You won't want to miss the next several meeting. You may be able to pick up some real bargains and help out our club at the same time. Jackie Klein and Shirley Fraas will also thank you, as they've had to put up with all of this stored in their homes since last May.



Bow elevation



Cross section at midships frame looking forward



Cross section at midships frame looking aft

KUDOS FOR DEL MAR FAIR HELP:

Congratulations to Joe Bompensiero for winning FIRST Prize, Model Building, for his tall ship "Bounty." The competition was held in the Design in Wood Exhibition at the Del Mar Fair sponsored by the San Diego Fine Woodworkers Association.

Thanks to Robert Stevenson, Show Coordinator for the San Diego Fine Woodworkers and Del Mar Fair, we were again given one of the best locations at the exhibit.

How long does it take to build a model? Do you use balsa wood; if not, what kinds of woods do you use? Are the ribs bent? These and many other questions were answered by the tireless efforts of our volunteers Joe and Karina Beauchemin, Bob Crawford, K.C. Edwards, Robert Hewitt, Chuck Hill, Suzanne Levorion, Doug McFarland and Tom Taylor.

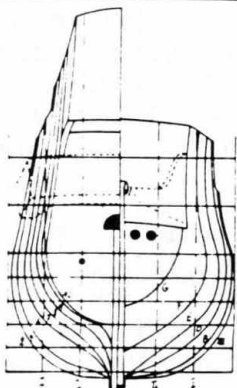
My gratitude and thanks to Joe Bompensiero for helping set up, which took one entire weekend, for volunteering so many days, Helping dismantle and cart back our equipment and for his quiet encouragement which made a difficult task easy.

Again, my sincere thanks to all who helped make this year's fair a success and my job a pleasure.

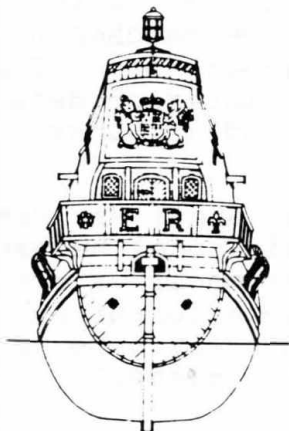
Small English galleon 1588

Plans, sections and profiles

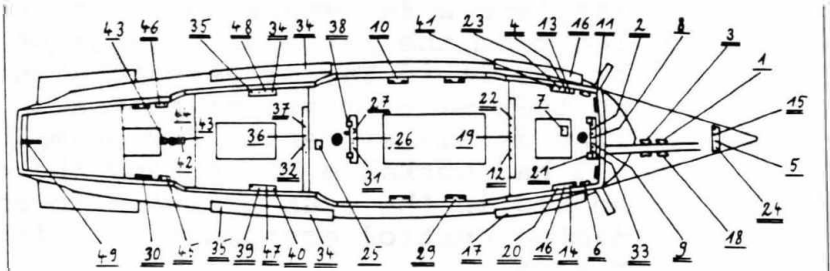
Jack Klein
First Mate



Body plan



Stern elevation



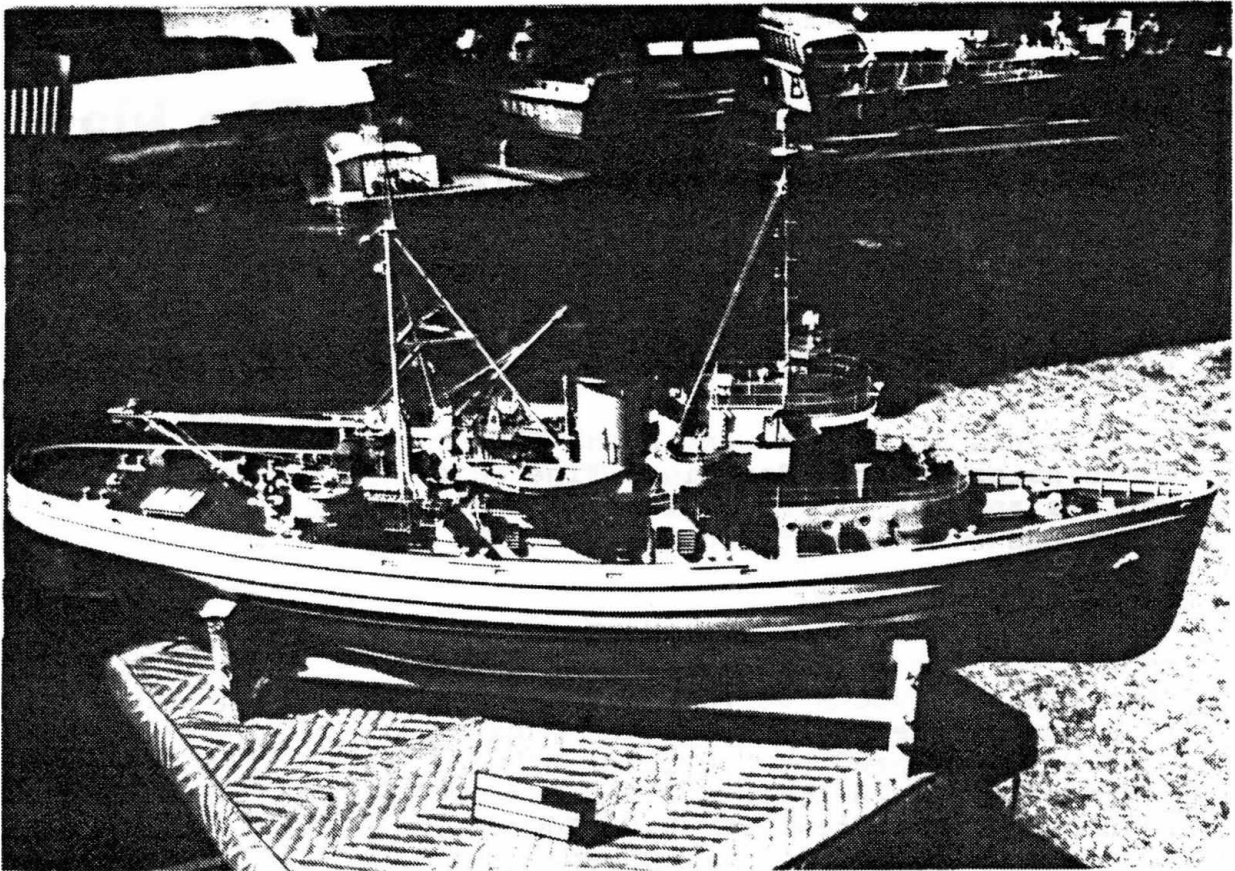
Belaying plan

The Plan

Key to the Belaying Plan

Spritsail	Main Course
1 Halyard	25 Halyard
2 Braces	26 Truss
3 Preventer braces	pendants
4 Sheets	27 Lifts
5 Clew lines	28 Sheets
6 Anchor cat tackle	29 Tacks
	30 Braces
	31 Clew garnets
	32 Leech lines
Fore Course	33 Bowlines
7 Halyard	34 Stay tackle
8 Truss pendants	35 Backstay
9 Lifts	Main topsail
10 Sheets	
11 Tacks	36 Halyard
12 Braces	37 Lifts
13 Clew garnets	38 Sheets
14 Leech lines	39 Braces
15 Bowlines	40 Clew lines
16 Stay tackle	41 Bowlines
17 Backstay	Mizen Course
Fore topsail	
	42 Halyard
18 Stay lanyard	43 Truss pendant
19 Halyard	44 Lifts
20 Lifts	45 Clew garnet
21 Sheets	46 Leech and hunt lines
22 Braces	47 Throat halyard
23 Clew lines	48 Tack tackle
24 Bowlines	49 Sheet

Same belaying point on starboard and port sides



USS SENECA (ATF-91) by George N. Hintz
of Thousand Oaks, Calif.

At our 20th Regatta this year, we had a most unusual occurrence: two contestants tied for the same trophy, MILITARY STATIC. Kent Strapko who drove here from Colorado went home with the trophy for his 9 1/4 ft. long USS LEXINGTON (CV-2); 1:96 scale in pre-WWII rig.

Through an oversight in talling -up points, Mr. George N. Hintz's model of USS SENECA was missed. His superb model in 1:48 scale won 199 out of 200 possible points. Regatta Commodore Jim Hawkins has since obtained an additional trophy which is being sent to Mr. Hintz.

This model builder was able to visit the real ship at Annapolis Maryland a few years ago. The ship had been there since being pulled from the National Defense Reserve Fleet in Nov. 1985, to be used by the David Taylor Research Center as an immobilized trials craft. He took many dozens of photos on board all which document the very fine detail evident. For example, the hatches and water-tight doors all had workable hinges and the correct dogs. The W/T doors were hooked in the open position to show interior detail as well. All damage control equipment, fittings and markings were in their proper places.

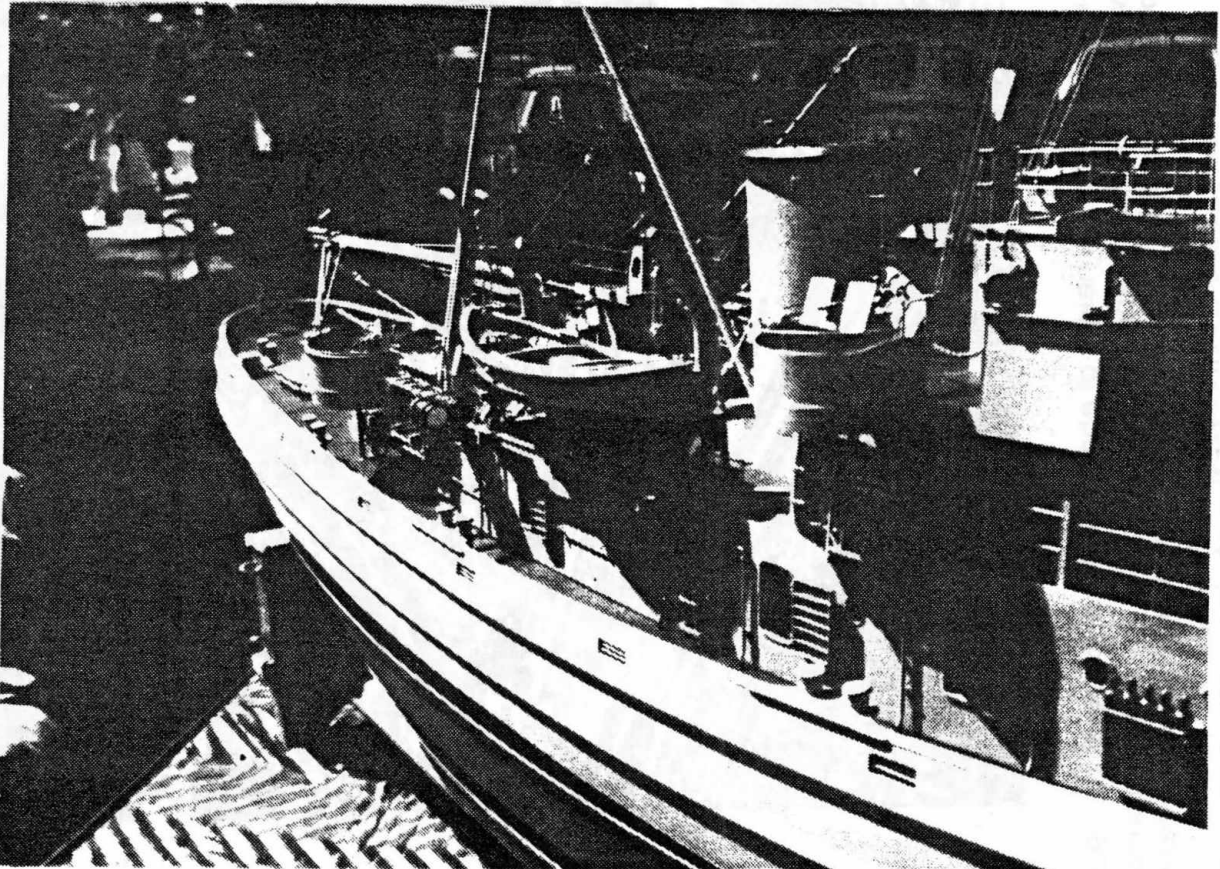
Perhaps the most unique feature about Mr. Hintz's model, is that he stated this is the first ship model he has ever built. (Many of us have tried to forget the first model we ever tried.) We can only add, "Well Done, George!" Thanks for bringing it all the way down from Thousand Oaks, and we sincerely hope you'll come back again next year, as SENECA was a real "show piece."

SHOW AND TELL FOR AUGUST:

Bob O'Brien has promised to bring his essentially-completed scratch-built model of USS WHITESIDE (AKA-90), the "MIGHTY NINETY," an electric-powered, R/C model done in 1/8th scale. This ship, as an amphibious attack cargo ship, was a C-2-S-B1 WWII cargo ship conversion. Bob served aboard her in the late '40's, as a radioman. He has spent several years on it's construction and plans to take this model to his ship's reunion next month in San Antonio.

Since this model is slightly less than five feet in length, he'll be able to not only take his wife, Treva, but use her car as well. (There was no room for her in his station wagon before, when he loads-up his 9 foot long, 1/8th scale carrier, USS ESSEX (CV-9). (As this is being written, it is uncertain who will be paying for the gas.)

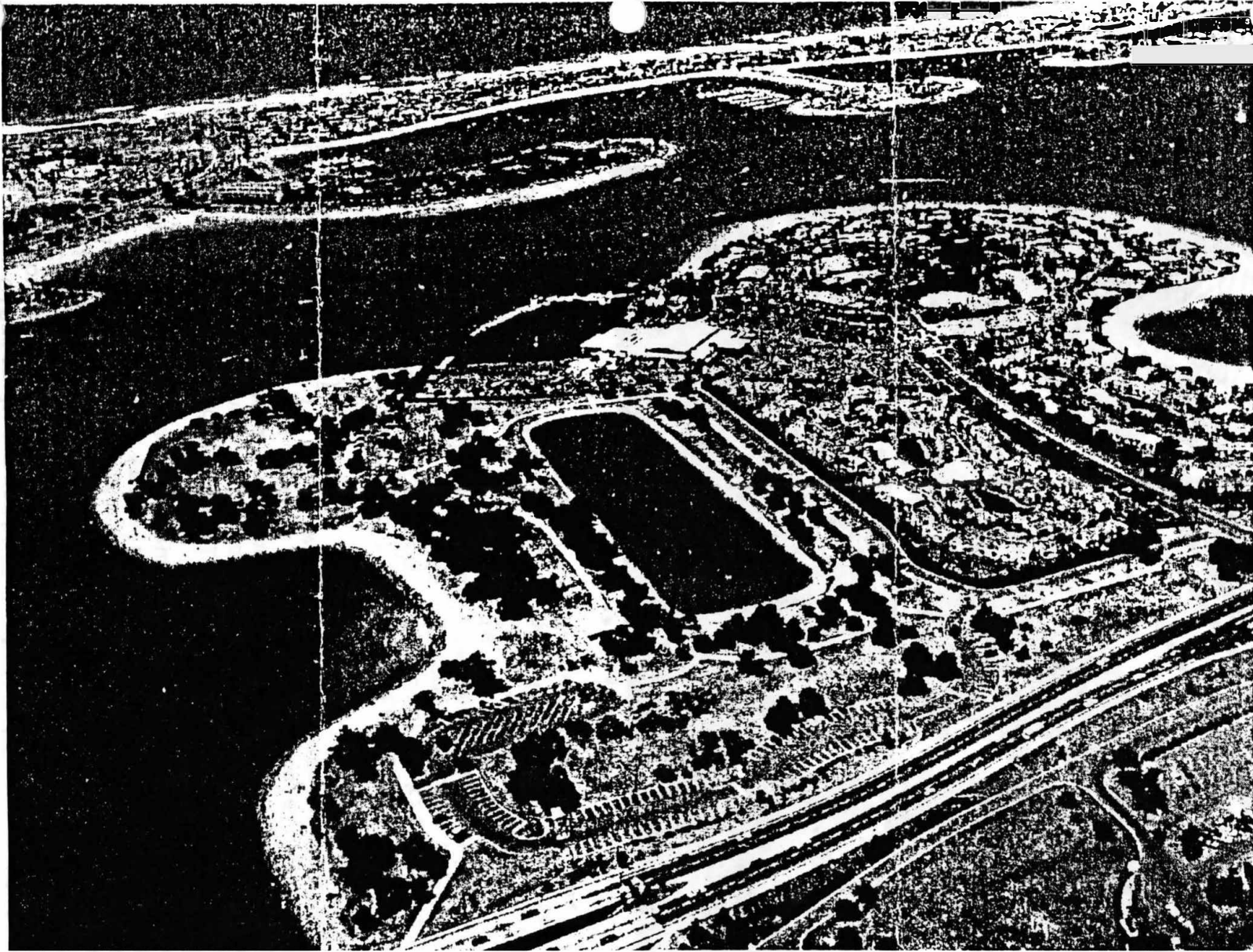
Fred Fraas will bring his completed 1/8th scale coastal steam tug, "LACKAWANNA", built from a BlueJacket kit donated by Chris Mathews of Coronado. Fred was the sole bidder for this kit at our March '96 meeting and never had the least intention of building this type of model. (The moral here is to never bid on a model unless you plan to build it --you might win the bid...) He plans to take it to Idaho next ^{month} and give it to his 92 year old mother, for her birthday....the tug was five years old when she was born.



Starboard Qtr. of USS SENECA

(Photo by Fred Fraas)

Editor's Note: Thanks to the San Diego Argonauts for this photo from their newsletter. We are in complete agreement on their assessment of our "pond."



Ed. Note: This month's graphics are from "HISTORIC SHIP MODELS" by Wolfram zu Mondfeld.

Argonaut Skycam... This photo of the Model Yacht Pond was taken from a height of about 1000 feet on April 19, 1993. Set in the middle of Vacation Isle surrounded by the waters of the bay with Mission Beach and the Pacific Ocean in the background, the pond stands out like a jewel. Many R/C clubs around the country would give anything for what we take for granted; mild climate, year round boating, fair winds, city maintained, restrooms and clubhouse located in the world's largest aquatic park. With these resources, our club should continue to work hard to be in a leadership role in R/C Model Boating for the whole country, both in R/C boat development and event hosting. With cooperation from all club members and the community, *We Can!!*

The transmission of reliable control signals to our models is what makes our hobby possible. Knowing something about antenna orientation will assure us that we're getting the maximum possible control signals from our transmitters to our models.

First - - Our radio systems , both Tx and Rx (Transmitter and receiver), are designed for vertical polarization; that is, the Tx antenna should be vertical, or nearly so, and the Rx antenna in the model should have at least a portion of its length running vertically, such as up a mast, up a superstructure wall or even a bulkhead in the hull. Only a vertical Rx antenna, or once strung at an angle that presents some vertical height, will intercept the vertically polarized signal from the transmitter.

The field of radiation surrounding a monopole antenna (as used in our transmitters) is shaped like a giant donut about ¼ to ½ mile in diameter, with the bulk of the energy being radiated horizontally all around the vertical rod.

Slide a donut down your TX antenna rod, stopping halfway. The donut represents a condensed picture of the radiated signal coming from your Tx. Equal radiation all around, with nothing coming off the end of the rod. (you may now eat the donut).

Some skippers point their Tx antennas directly at their models, believing that they're concentrating the maximum signal, but in reality they are sending the weakest possible signal, because no energy comes off the end of the rod, as you remember from the donut analogy. The only reason these pointers get any signal at all their models is due to the localized reflections from the surrounding trees, buildings, terrain, and the water in the lake. They're certainly not getting a direct signal, which is infinitely superior.

So remember skippers, your invisible Tx signal has a shape! Use it to concentrate the maximum signal to your model. Keep your Tx & Rx antennas as vertical as you can. This could keep you out of trouble when your batteries are running down. And of course we all know that it isn't nice to point.....

BIG GEORGE! By Virgil Partch



"You don't see many square-riggers nowadays."

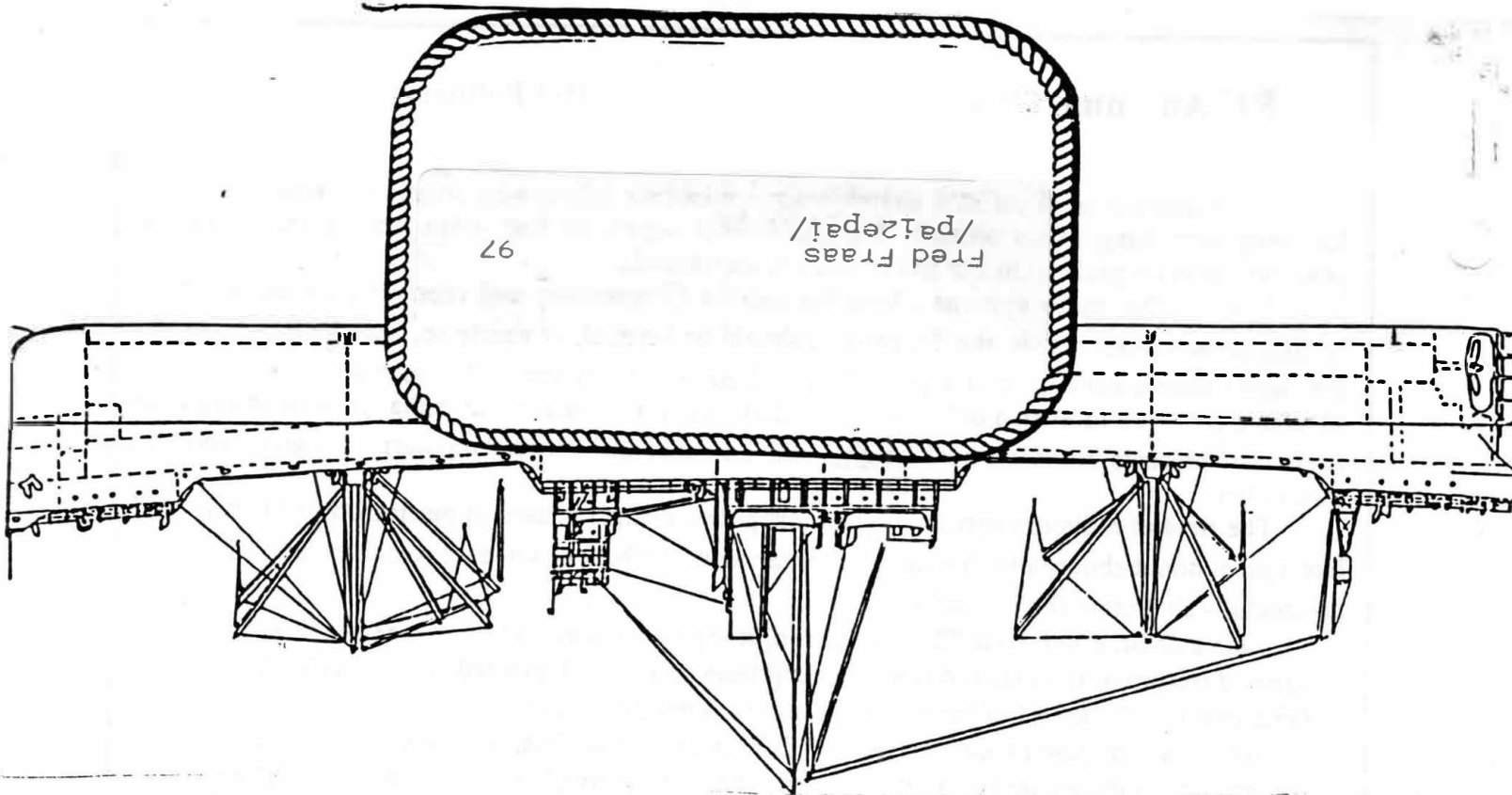
Editor's Notes:

Thanks to the San Francisco Model Yacht Club for the item above.

Thanks to Bob Wright for submitting this cartoon.

TWENTY-EIGHT OCEAN-GOING TUGS (AT): NAVAJO CLASS OF 1938-1941

No.	Name	First Comm.	No.	Name	First Comm.
64	NAVAJO	1940	87	MORENO	1942
65	SEMINOLE	1940	88	NARRAGANSETT	1942
66	CHEROKEE	1940	89	NAUSET	1942
67	APACHE	1942			
68	ARAPAHO	1942	No.	Name	First Comm.
69	CHIPPEWA	1942	90	PINTO	1942
70	CHOCTAW	1942	91	SENECA	1942
71	HOPi	1942	92	TAWASA	1942
72	KIOWA	1942			
73	MENOMINEE	1942	No.	Name	First Comm.
74	PAWNEE	1942	93	TEKESTA	1942
75	SIOUX	1942	94	YUMA	1942
76	UTE	1942	95	ZUNI	1942
81	BANNOCK	1942			
82	CARIB	1942			
83	CHICKASAW	1942			
84	CRiEE	1942			
85	LIPAN	1942			
86	MATACO	1942			



San Diego Ship Modelers Guild
 c/o Maritime Museum Assoc. of San Diego
 306 North Harbor Drive
 San Diego, California 92101

San Diego Ship Modelers Guild

Officers for 1997

Guild Master	Tom Taylor	/redacted/
First Mate	Jack Klein	/redacted/
Purser	Ed White	/redacted/
Logkeeper	(open)	
N'letter Editors	Fred Fraas	/redacted/
	Gordon Jones	/redacted/
Regatta Commodore	<u>VACANT</u>	

Founded in 1971 by Bob Wright and the late Russ Merrill.

Schedule of Activities:

Membership:

- WEDNESDAY -

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.
