



San Diego Ship Modelers Guild

Volume I

NEWSLETTER -- AUGUST 1977

Number 4

"They may celebrate as they will the heroes of Exploring Expeditions..... but I say that scores of anonymous Captains have sailed out of Nantucket that were as great"

--Herman Melville, "Moby Dick"

ADDITIONAL ITEMS FROM JULY:

Time and space precluded several items intended for last months' newsletter. First off... many of you who subscribe to "MODEL SHIPS & BOATS" will recognize pages 3 and 4 in the July newsletter. Your editor received his copy a day or two prior to "press time" and inserted a copy of the write-up for the benefit of our non-subscribing members. (Sorry the pictures did not come out more clearly.) Not readily apparent is the fact that this article was written by Doug MC FARLAND and all photos shown were taken by Al LHEUREUX. It is indeed unfortunate they were not given appropriate credit anywhere in this issue, for the fine job. Al also made the personal effort of hand delivering this material to Frank Miller, the editor and publisher of MS&B, while passing through New York City on his way to Paris. On behalf of all Guild members, a special "BRAVO ZULU" to you both, Doug and Al, which in navy signal talk means, "WELL DONE."

NEW MEMBERS: (also omitted previously)

Jonas JOSSELYN
Gordon P. JONES

MODEL SHIPS & BOATS:

Most of you have had the opportunity to at least scan a copy of this fine "up and coming" new magazine at one of our regular meetings. If you would like to send in a subscription, the mailing address is:

MODEL SHIPS & BOATS
415 Lexington Ave.
New York, N.Y. 10017

Current rates are: One year for \$9.25; Two years for \$15.50 or Three years for \$25.50. Single copies of back issues are \$2.25. Incidentally, Bill BENSON has back issues for sale at his GREY WHALE.

MAILING LIST CORRECTIONS & ADDITIONS:

If you have had trouble trying to get ahold of Mike RIVERA, his correct phone number is:

Bill and Betty THORPE did not have their number listed; its'

SAN DIEGO SHIP MODELERS GUILD

Elected Officers

CAPTAIN: WILLIAM D. "Bill" BENSON

LOGKEEPER/

EDITOR : FRED FRAAS

PURSER: BOB BECKER

STEERING

COMMITTEE: VIC CROSBY - DOUG MCFARLAND - AL LHEUREUX

MEETINGS: 3rd Friday of each month aboard the BEREKELY

MEMBERSHIP

DUES: \$3.00 per year (Membership in the Maritime Museum of San Diego is very highly encouraged.)

Prospective members are entitled to two visits as a guest of a member. After two visits, dues must be paid for further participation in the activities of the Guild.

NOTES From the Last Meeting:

Mike RIVERA gave a very interesting and informative talk on fiberglassing which was of particular interest to those contemplating a larger hull for R/C application. Many thanks for your time and effort, Mike. --- We could use volunteers for "guest speakers" at future meetings. Any takers??

MODELS Displayed:

- | | |
|--------------------|--|
| 1. D. David BASH | - "Sultana" - Kit |
| 2. Bob BECKER | - "Endeavor" & "Anchor Hoy" - Scratch |
| 3. Bob CRAWFORD | - "USS Edmonds" (DE-406) - Scratch |
| 4. Doug MC FARLAND | - "Norske Love" - Kit |
| 5. Royce PRIVETT | - "Constitution" - Kit |
| 6. Mike RIVERA | - Fishing Trawler, Tuna Seiner hull, & Steam Yacht Hull - all fiberglass and scratch |
| 7. Don WESLEY | - "Volante" - Kit |

SOCIAL GATHERINGS:

Saturday evening, July 23th, attending members enjoyed the exceptional hospitality of Bill and Bunny BENSON at their open house. Even the weatherman cooperated beautifully and the setting on Bills' patio was perfect. Fine wine, tempting hors d' oeuvres and congenial friends made for a most memorable evening. Bill can certainly be justifiably proud of his restoration work on his "monster," the 7 ft 250lb model of the liner "Koenig Albert." She's a real beauty! Once again, our sincere thanks for the splendid evening, Bill and Bunny.

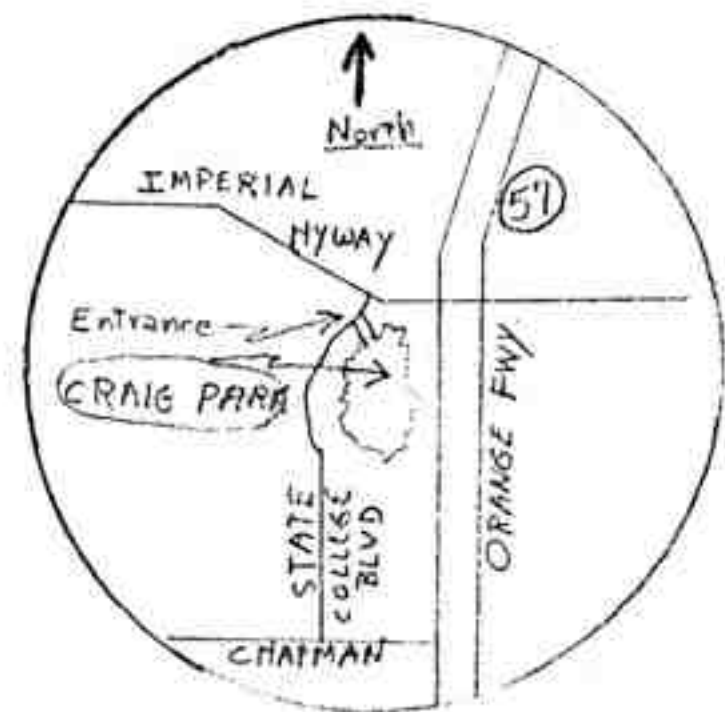
NEXT MEETING: Friday, 19 August at 07:30 PM

NEXT NEWSLETTER: Results of S. Calif. Regional Model Contest & "Calif. cruise"

PICNIC/REGATTA TIME in Orange County: (21 August)

The Ship Modelers Association has extended an invitation to our members for their annual picnic/regatta at CRAIG LAKE in Fullerton, on Sunday, 21 Aug. This event will be an all day affair and perhaps similar to ours held at the Mission Bay Model Yacht Basin last May 14.

We have been encouraged to bring our electric and steam R/C operating models and assured no gas engine boats will be permitted on the lake. There is a 50c fee per car, but you can help yourself to all the food you can eat, (that you bring yourself.) Kidding aside, understand that the facilities at the park are superb. Besides the opportunity to see some different models, it's a chance to meet some of our Orange County counter-parts. Hopefully, the maps below will show you where,---see you there.



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of the Seas kit is here!"



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SHIP MODEL FITTINGS

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A. J. FISHER

1002-2 Etowah Ave. Royal Oak, Mich.

Adds from the May 1933 issue of Popular Science.

What is a chip log?

A log is an instrument that measures the speed of a ship. The six most important kinds are the chip, or common log; the taffrail log; the harpoon log; the ground log; the Forbes log; and the pitometer log.

The chip log is a piece of board about a half-inch thick and shaped like a quarter of a circle, about 6 inches long on the two straight sides.

The curved edge is weighted with lead, so that the log floats upright with the curved edge down.

A sailor throws the log into the water behind the ship, and a line attached to it unreels as the ship moves. By noting the amount of line that runs out in a given time, a sailor can determine the ship's speed.

The taffrail log works on the principle of the automobile speedometer. It consists of a rotator with spiral fins that cause it to turn as a ship pulls it through the water. The rotator is connected by means of the tow-line to a recording device that looks like a clock. The recorder, attached to the stern of a ship, shows only the distance traveled. Because of this, a sailor must make two readings, with a known interval of time between them, to obtain the speed of the ship.

The harpoon log resembles the taffrail log, but its register is towed in the water with the rotator and must be hauled in to be read.

The ground log is used in shallow water when a ship is moving slowly. It has a lead weight on the end of the lead line. A sailor throws the lead overboard and it sinks to the bottom. A known amount of line is paid out and the time noted, as in the case of the chip log.

The Forbes log consists of a small rotator in a tube that projects through the ship's bottom. The speed

of rotation varies with the ship's speed. The pitometer log, like the Forbes log, records both speed and distance, but it operates by the action of water pressure.

The basic part of a pitometer log is a Pitot tube, which forms part of a rod meter that extends from 24 to 30 inches below the bottom of the ship. The Pitot tube has an opening on the side facing the bow of the vessel. Another tube surrounding the Pitot tube has an opening that faces toward one side of the ship.

When the ship is at rest, the water pressure at the opening of the Pitot tube and the surrounding tube is the same. This is known as static pres-

sure. As the ship moves, the speed of the vessel increases the water pressure on the opening of the Pitot tube. This is known as dynamic pressure.

The total pressure on the Pitot tube equals the sum of the static and dynamic pressures. But the opening in the outer tube receives only static pressure, whether the ship is at rest or in motion. Various devices inside the ship measure the difference in pressure between the two tubes and translate this into speed and distance.

Large, modern steamships measure speed by counting the revolutions of the ship's propeller. The accuracy of this method is affected by the weather, the shape of the ship and the ship's bottom.

THE TRIBUNE



* It has been said that if the ground log sticks his head above the water, and doesn't see his shadow, there will be one more month of winter. (ED. NOTE)

The only rodent that will eat onions is the groundhog.

A few laughs with Henny Youngman

KNOTS



CLOVE HITCH



BLACKWALL HITCH

Youngman said that for years he didn't fly "because of religion. I was a devout coward. One time I was on this plane that was going up and down and sideways. A little old lady got nervous. She shouted, 'Everybody on the plane pray!' The man in the seat next to her told her he didn't know how to pray. She said, 'Well do something religious.' So he started a bingo game."

Since overcoming his fear of flying, the comedian said he found that airlines pose another problem.

"They make it tough to keep your act together," he said. "After a recent show in Miami Beach I went to the airport to fly home. I had three pieces of luggage. I told the ticket agent to send one bag to New York, one to Denver and one to Los Angeles. 'We can't do that,' the agent said. 'Why not?' I said. 'You did it last week.'"

Hull Construction

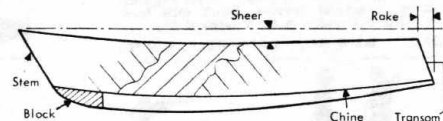
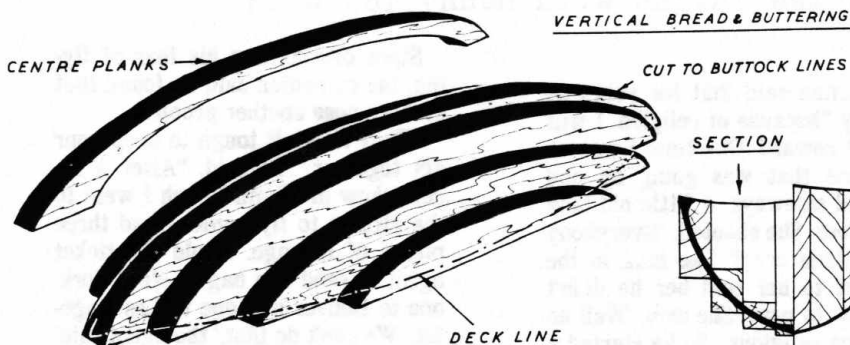
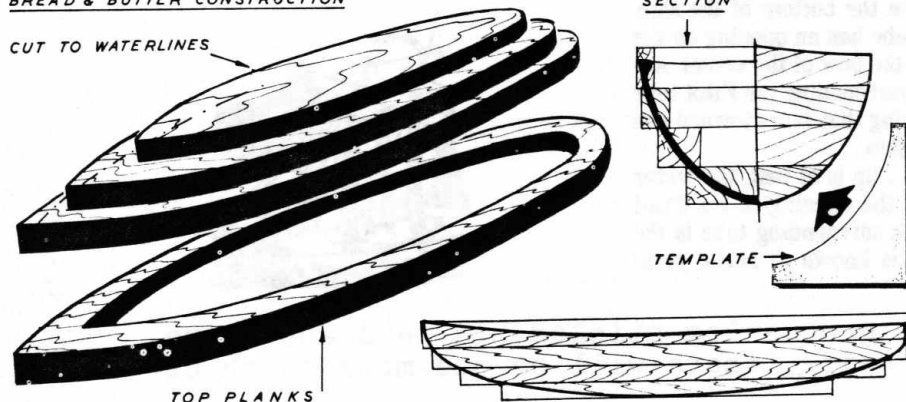
BOAT HULLS are divided into two primary categories which refer to their actual cross-sections. The first and simplest of the two is the hard chine hull, where definite "corners" exist between the sides and bottom panels; in such a boat the sides and bottom panels are virtually flat for all or most of the length, although varying in angle throughout. The round bilge hull, on the other hand, curves gently from gunwale to keel, with no suggestion of a "corner", and calls for rather different constructional methods.

HARD CHINE HULLS

This type of hull is most often built on permanent frames or bulkheads which remain part of the finished hull. Occasionally, however, "shadows" are used, removable after completion, especially where light weight is desirable. The frames or shadows are shaped and fitted to a jig which, in-power boats especially, may be the actual keel. Longitudinal strips are then affixed to form the inwale and chine, and sometimes additional stringers are added as stiffeners. The planking is then fitted to these strips. The planking is frequently sheets of ply, etc., which cover the whole side or half the bottom in one piece; sometimes diagonal planking is used, when narrow strips of ply, etc., are fitted along the sides and bottom at an angle of 45 deg to the centre line. In the latter case, double diagonal planking is frequently specified; this means that a second skin of narrow strips is laid over the first, sloping at 45 deg in the opposite direction. At the bow, a block or blocks may be called for, to simplify construction by obviating that part of the skinning which would need a very sharp change in angle. The transom, or stern end, is usually a flat plate built in as a bulkhead. Skinning is carried out with the hull upside down, and on completion the hull is strong enough to be removed from the jig (if an external one is used) and the shadows (if any) knocked out. Interior details and deck, etc. are then added.

BREAD & BUTTER CONSTRUCTION

CUT TO WATERLINES



Most modelling materials lend themselves to this type of hull, and balsa, obeche, spruce, or birch are often used. The most frequent material specified, however, especially for skinning, is resin-bonded plywood, which is available in all sizes from 1/32 in. (.8mm) thickness upward.

ROUND BILGE HULLS

The simplest form of construction for hulls of this type is to carve the whole unit from the solid, using a timber such as pear, holly, lime, yellow pine or obeche. This is an expensive and wasteful means, apart from the difficulty of obtaining good quality material in sufficiently large sizes, and as a result "bread-and-butter" building is employed. In this system the "bread" is the timber and the "butter" the glue used to bond the planks together. It has the advantage of being less wasteful and of rendering hollowing much easier. The hull profile and cross-section are first divided off on the plan into slices of the thickness of the planks available, and the top line of each division is used to mark off the outline for each slice on the timber — there is, after all, little point in making a low "slice" the same size as the top one when it will have to be carved down anyway. Inside the outline a second shape is drawn and this shape is also sawn out and removed, thus considerably reducing the amount of internal hollowing to be done. After glueing the planks together, the outside is carved to its finished contours, using templates traced from the drawing, before completing the internal hollowing.

Ribs, bulkheads and other interior details are added after the hull shell is completely finished.

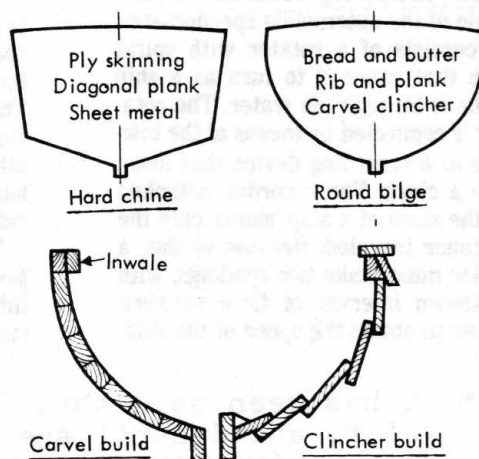
An alternative system is "bread-and-buttering on the buttock lines," which entails the use of vertical planks.

The most common material for bread-and-butter construction is obeche, which can be found in many timber yards and model shops. Sugar pine, yellow pine, mahogany and red cedar are also excellent timbers for the job, though more difficult to obtain.

Planked hulls, either clincher (overlapping) or carvel (flush) built, are constructed in two ways, depending on whether permanent frames are fitted. Procedure is much the same, except that permanent frames are cut to the cross-section of the hull less the thickness of the planking, while in the other case, the temporary frames ("moulds" or "shadows") are cut to finished cross-section less the thickness of the planking and the ribs. The cut frames can be fitted with a square

piece of timber running along one side of their top edges and screws passed through the jig plank into these fillets, or slots can be cut in the jig to accept the top edges of the frames. Where the deck has "sheer" the frames or shadows must be made up so that their top edges form a straight line. When set up (upside down), the keel, inwales, stem, and transom are fitted to the frames, and the ribs (if any) lightly pinned in place. Planking is carried out, usually starting with the garboard strakes (next to the keel). After completion and sanding of the planking, the jig is removed and the shadows or other building aids knocked out before adding the internal timbers, etc. With permanent frames little internal timbering is necessary of course.

Materials for such a hull are normally ply, 1/4 in. for shadows, 1/16 in. for ribs, etc., and spruce, obeche, or mahogany sheet for planking, up to 1/8 in. or sometimes 3/16th in. thick. Cedar and some pines are also suitable for planking.





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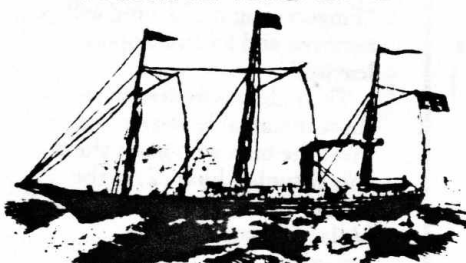
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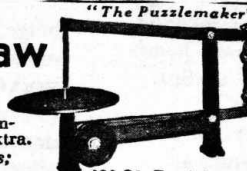
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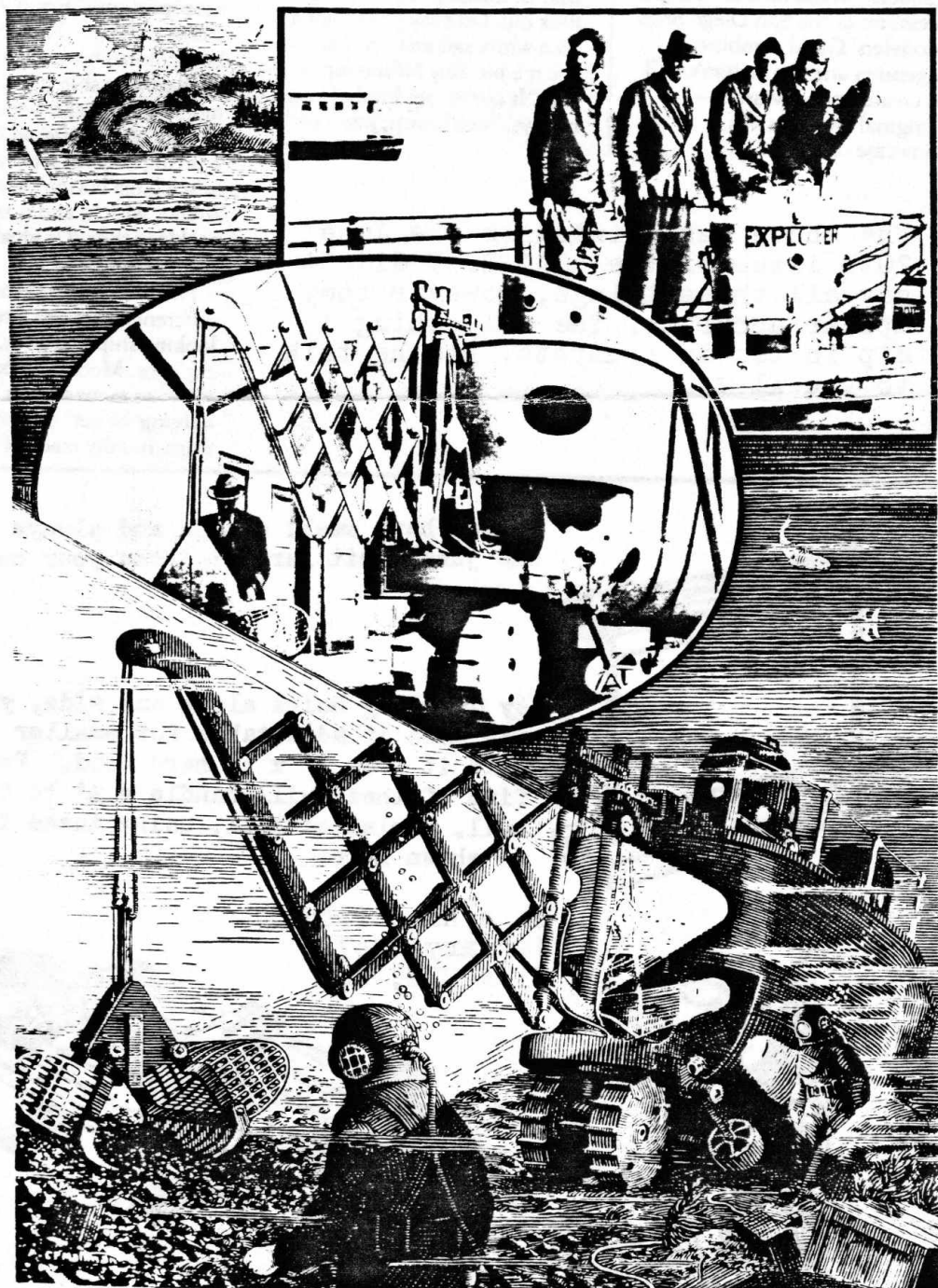
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POPULAR MECHANICS 3-33

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A Small Flotilla

"We don't mess around here," said Roy Nilson, member of the San Diego Ship Modelers' Guild, which will hold its eighth annual Scale Model Regatta this Saturday.

Indeed, the vessels I saw last Saturday floating in the Model Yacht Basin at Vacation Village weren't the result of frivolous "messaging around" with Mattel model kits. Many of these vessels are replicas of famous ships from the past, and, as Nilson points out, "We're mostly scratch builders." What he means is that members of the San Diego Ship Modelers' Guild combine ingenuity and the artisan's skill to create unique vessels — "original" replicas. As a showcase of seaside

craftsmanship, this weekend's event should rival San Diego's famous sand castle building contests.

To make these replicas as much like the originals as possible requires imagination and a bit of humor. Inside local shipbuilder Loren Perry's eight-foot replica of the *Titanic* are an orchestra, a dance floor, and numerous HO-gauge figures in sundry dance poses. And, as the ship sails by, so do strains of music from 1912. On the deck of a navy battleship, the attentive eye can pick up a minuscule pair of sunglasses next to a sunbathing sailor.

The key to making these ships seem authentic is "weathering," that is, making new materials look old. Let's say you've got a nice white sail and you want to age it a bit. Roy Nilson dips it in tea. "It comes out kind of beige," he says, "not brown, just a little

beige." It takes true artistry to make a battleship look like a working vessel. The builder has to know how to bump realistic dents, cut realistic scratches, affect convincing discoloration, and create genuine rust. To

achieve this last effect, a nail is placed on the chosen surface, over which some salt water is poured — an hour later a rusty red — and authentic — corrosive splotch appears.

Nilson reaches behind his chair and grabs a plastic grid his wife uses to do needlepoint. "See this," he says. "It makes perfect deck grating for a navy ship." He goes on to explain how he has his wife save all her lipstick containers ("they make nice spotlights"); how soda straws make good torpedo tubes; how colored beads pass for insulators or ship lights; how model train brake wheels look like shipdeck valve wheels; how knitting needles serve as masts; how a large button serves as an anchor winch; and how necklace thread is ideal for guardrails.

Fine detail makes the difference between a real-looking ship and a toy, Nilson explains. Model shipbuilders spend as many as four years striving for authenticity. The ships, usually made of wood,

fiberglass, metal, and styrene (a type of plastic), are built at about one ninety-sixth scale. One of the star attractions at this weekend's model yacht regatta will be *Al L'heureux's* replica of the *Rattlesnake*, America's first warship, which was captured by the British during the Revolutionary War. It disappeared forever, but someone made precise drawings of the ship, and L'heureux, a graphic artist, got his hands on them. Three years of hard work produced a nine-foot-long, six-foot-tall, 165-pound replica of the ship. Of course it has cannons. And of course they fire. The model shipbuilders use either carbon dioxide or gunpowder ignited by glo-plugs to make realistic — well, almost realistic — cannonfire.

Down at the bay this weekend, you'll likely see some submarines, too. These boats actually submerge — a radio-controlled water pump fills a ballast tank and the sub dives just like a real one. L'heureux photographed the firing of a

torpedo in his swimming pool; it cut through thirty feet of water, clear to the other end of the pool.

According to Nilson, model yacht builders aren't motivated by the need for recognition. He says for most it's a hobby, a relaxing escape from everyday hassles. "Most of these guys build ships for fun," says Nilson. "We don't really care what people think of them." Spectators will nonetheless be asked to cast ballots for the best ships. If you should go see the models this weekend, etiquette demands you not touch them. The guild will have a sign on each displayed ship that reads, "Fingers caught touching will be removed and returned upon leaving."

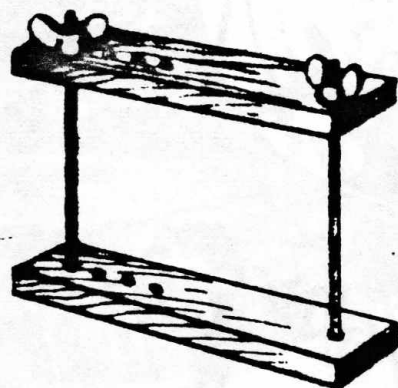
The public is invited to see these remarkable vessels and meet the men who make them this Saturday, June 22, at the Model Yacht Basin in Vacation Village. Entrants in the competition may register at 8:00 a.m. A potluck dinner will follow the contest around

5:30 p.m. The guild will supply the barbecue grills and briquettes. For further information call Roy Nilson at 422-4890.

— Stephen Meyer

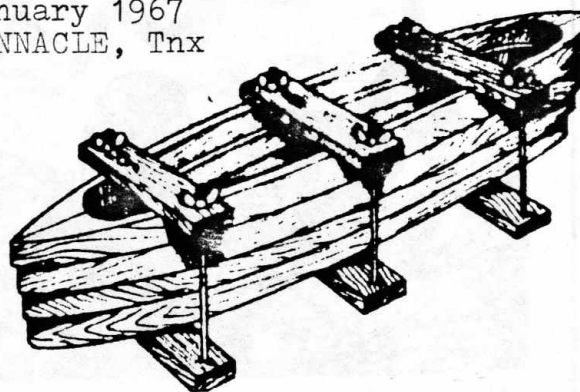
The above was printed in the June 20th issue of the *READER*. I didn't say all those things, however they appear accurate. The only thing I dip in tea is crumpets. Did he talk to you Al?

Do you have small clamps and always need one just a bit larger? Make your own.



By drilling holes along one side, you can make it adjustable for smaller jobs. Make it from 2" x 1/2" hard wood. Four or five of these will handle a 4' to 5' hull. A clamped hull, using these items, is shown here.

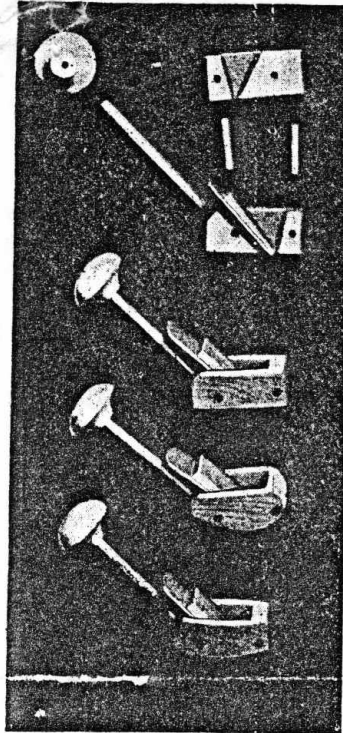
This hint from the January 1967 *BINNACLE*, Tnx



Tiny Thumb Planes

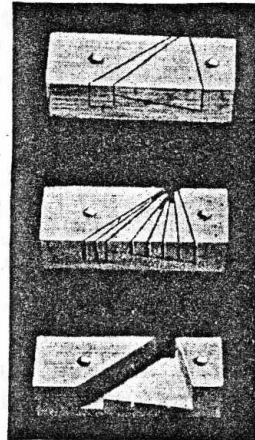
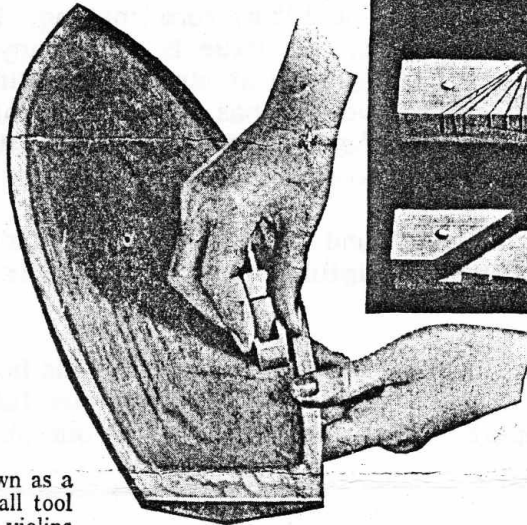
AID IN BUILDING MODELS

You can make a whole set for a few cents and will find them invaluable for shaping hulls and similar work



The parts of a thumb plane ready for assembly, and three complete planes with bottoms of different shapes. The body of each plane is made in halves, then doweled

The inside of each block is marked as shown at the right, then slotted with a saw and finished with chisel and file. A round-bottom plane is illustrated below in use on the inner curves of a model sailboat hull



sides can be finished, and then the bottom of the plane can be shaped as you desire—straight, concave, convex, or in any other form.

A palm rest turned to the shape and size shown in the drawing is to be preferred; however, a serviceable rest may be made from a slice of $\frac{7}{8}$ -in. dowel with the top rounded, and a hole drilled in the bottom to take a $\frac{1}{8}$ - or $\frac{3}{16}$ -in. dowel. The wedge is made of hardwood as indicated.

The blade is a piece of hack saw or similar steel, ground and honed to the shape of the bottom of the plane. In setting the plane, let the blade project just a hair from the bottom.

Although the utility of these little tools is more or less obvious, a few of the many jobs may well be mentioned where they will be found to do better work in less time. The flat plane can be used to shape decks, deck houses, and other small parts necessary in making models. The convex or full round is most helpful in shaping the flare at the bow of ship models, also for shaping the inside of ship and sailing models. The concave plane has been found just the tool for shaping masts and yards; it does the work neatly and makes it much easier.

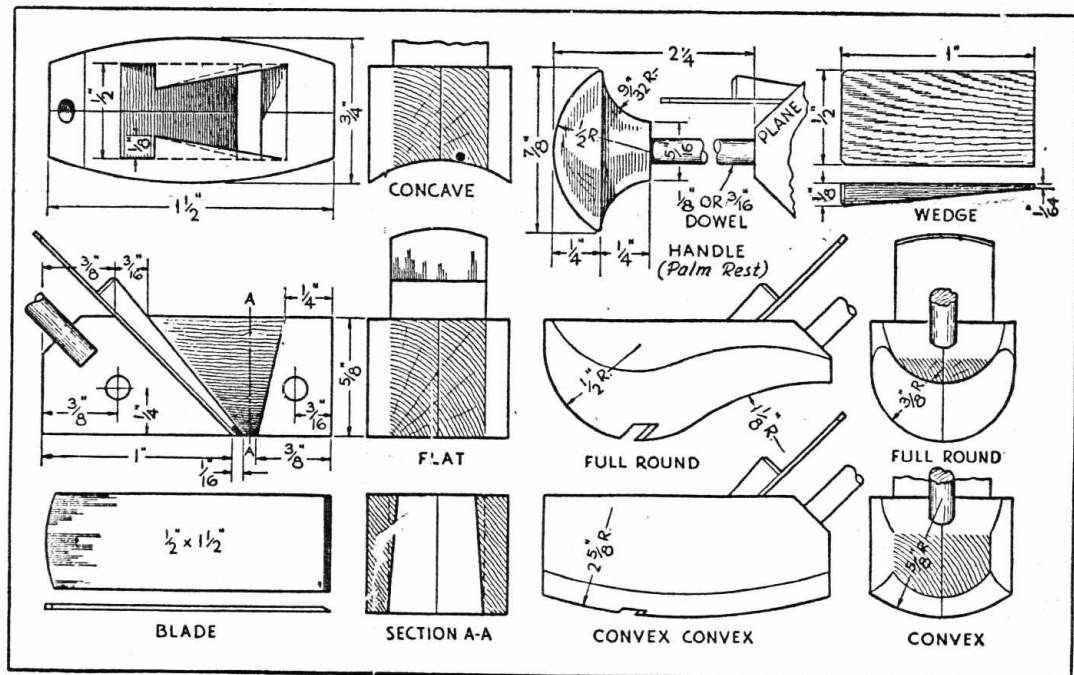
WHAT is familiarly known as a "thumb plane" is a small tool invaluable in making violins and similar musical instruments and in shaping model ships, airplanes, sailing yachts, and the like.

The body of this plane is held between the thumb and forefinger, and the handle butts against the palm of the hand. With the ordinary plane of this type, the fingers get tired very quickly, but with the new design illustrated, it is possible to work for several hours without undue fatigue or cramps in the fingers because a good deal of the thrust required to push the plane is taken up by the carefully designed palm rest.

The body of the plane is made of two pieces of maple, beech, or some other hardwood with a fine, close grain. Each piece should be $\frac{3}{8}$ by $\frac{5}{8}$ by $1\frac{1}{2}$ in. Clamp them together and drill two $\frac{1}{8}$ -in. dowel holes as shown in the drawing. With the dowels in place, mark the top and bottom of the pieces; then remove the dowels and mark the inside of both pieces. With a small

saw, chisel, and file, remove the waste wood.

When you have finished shaping the inside, the two parts should be doweled and glued together. After the glue has set, the



Full-size drawings of thumb planes to show the method of construction and various shapes found useful for models

of brass. Part of the reason for such fine work was that Ted would rip out a section and start over if he didn't like the results. The stern galleries, featured on page 52 of the January 1982 SCALE SHIP MODELER, was the result of 7 or 8 different tries before he got one he was satisfied with! No wonder it took 5500 hours and 3 1/2 years to build... and such dedication shows on the finished produce.

Ted's current project is the 17th Century, fourth rate, 50 gun ship ST. ALBANS. He is working on the drawings from incomplete plans obtained from the Maritime Museum of London, and at this point is drawing the frame lines. Hopefully when he returns next December, he'll have a frame started to show us.

With his interest in wood working and furniture making, Ted has a complete workshop. The address given elsewhere in this issue is where anyone can contact his friend who made his miniature saw he displayed at our last meeting. One tool he has found helpful is a set of jeweler's screw drivers he has ground into chisels. These he finds are especially good on small detailed carvings. Another helpful feature of these modified tools is that the tips are replacable if broken or damaged.

Another helpful resource he has found is the book SHIP NOTES put out by the Nautical Research Guild. He found this helpful for instance when it came to making the gratings.

Ted likes the woodwork and carving aspects the most of his hobby. As for what he likes the least...rigging! AHA...now we know why he didn't put full masts on OLIVER CROMWELL!! Still, it is a superb model and the pride of our Modeler of the Month. Congratulations, Ted.