



San Diego¹ Ship Modelers' Guild

The San Diego Ship Modelers' Guild is affiliated with
and supports the Maritime Museum of San Diego.



Guild Meeting Report: 13 July 2011

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Bill Grolz opened the meeting. Lee Green attended as a guest. He learned of the Guild when he saw the booth at the county fair. The purser, Ron Hollod, gave his report. The balance as of June 30, 2011 was \$<redacted>. The newsletter editor, Katherine Pogue, had nothing to report.

Dr. Sheehan provided a Museum update. The full sized replica of SAN SALVADOR that is being built at Spanish Landing has had a problem with the adhesive used on the frames. The problem is being addressed. The site is open for visitors and Museum membership will allow members to see the site without charge. Non Museum members will need to purchase an admission ticket.

The USS SAN DIEGO project was discussed. Work is continuing on the model. Howard Griffus asked for more volunteers to assist in the project. If you would like more information, you can contact him at <redacted>.

The museum will hold a FESTIVAL OF SAIL September 2 - 5. The volunteer coordinator contact information is jloman@sdmaritime.org or 619-234-9153 X135. The model shop also has a need for volunteers. Sign up for the model shop will be available at the AUGUST meeting.

The annual party will be held AUGUST 8 (MONDAY) on the BERKLEY. This year will be the 40th anniversary of the Guild. Details for the party were discussed at the July meeting. As usual, all guild members and their guests are invited to this annual event. Robert Riddock has volunteered to purchase soft drinks, food platters, plates and utensils. Members also signed up to bring "pot luck" items.

There was a discussion about the meeting dates for the monthly Guild meeting. It was noted that the meeting date was changed twice from the "agreed to" Monday to Wednesday. Apparently, the date was changed without knowledge of the guild master. The date of a meeting can not be changed except when approved by a Guild official. Future meeting times will be discussed at the September meeting.

There was a discussion about decorative ship railings and auction.

OFFICERS

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Guild Master

Bill Grolz
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First Mate

Chuck Seiler
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Purser

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Editor

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Newsletter Distribution

Robert Hewitt

Write-Ups

Dave Dana

Photographs

John Wickman

Established in 1972

*by Bob Wright
& Russ Merrill*

SHOW AND TELL

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J u l y 2 0 1 1

DECORATIVE RAILS **Robert Riddock** - Demonstration

Decorative rails are hard to find ready made, and kits come with simple rectangular rails, the edges of which can be rounded, but flutes, ridges, groves or the fanciness of molding seemed out of the question until Robert Riddock demonstrated a way to make them. First he made a tool out of a single edge razor blade fixed in a vise. Using a very thin Dedeco cutting wheel in a moto-tool he cut the blade edge to the pattern, size, and number of flutes or ridges he wanted. This process had to be done very carefully with protective glasses and it struck this reporter that it resulted in a somewhat random pattern. Robert used a hard wood such as boxwood or pear for the rail, and pulled it across the new decorative shaped razor. He did it several times, as needed. He said that one razor blade could make 4 to 5 feet of railing before dulling too much.



SAN DIEGO **Howard Griffus**

Howard Griffus asked for volunteers for a San Diego project detail. The San Diego model needs a number of inflatable runabouts. The job will require figuring out a suitable material for the rubber hulls, and a realistic finish. I'm sure also Howard will accept any volunteers for any aspect of the model.

SAN SALVADOR **John Wickman**

The three San Salvador models begun a few years ago at the Maritime Museum's request used John Wickman's hull mock up. John brought his hull mockup showing the main hull bulkhead and deck pieces cut to plan drawings which were glued on. For the benefit of all the models he was able to test the location of important details to come later - the port holes, mast supports, poop and forecastle locations, and more. At the San Diego County Fair in Del Mar this summer. John also used his mock-up to demonstrate to visitors the bulkhead structure often hidden on a finished model.

MAYFLOWER **Don Bienvenue**

Since the last time Don Bienvenue brought his model Mayflower to our meeting in April, he displayed it at the Del Mar Fair and planked 1/32" basswood strips onto the plywood bulwark templates. The planking was then finished with Miniwax Golden Oak stain. He also finished work on the transom area, finishing the windows. The window frames are made of pinstriping tape adhered to plastic to simulate glass panes. He also completed work on the stanchions and rails. After completing planking the bulwarks, he worked on the hull area around the gun ports, then made and attached the gun ports to one side of the hull. Before attaching the gun ports, the second layer of planking at the gun ports was cut back from the first layer so that the first layer provided a gluing surface for the back side of the gun ports, enabling the outer surface to be flush with the surface of the hull. The starboard side of the hull will be next, then the lower hull second layer planking, which he will spray paint ivory white to simulate tallow.



TULE REED BOATS

b y J o n S a u v a j o t

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Ever since I started this project I've felt it was important to verify that tules did grow in San Diego County. On my visits to the backcountry I hadn't seen any where I had expected to find them. Tuesday June 28 another Ship Modelers' Guild member, Dave Dana, and I went searching for the elusive tules. On a tip that Dave got from a Native American that he had met, we went to Guajome County park. After some searching around one of the ponds we found tules! They are, as you know, a native plant, but we found that the few growing reeds were being severely encroached and replaced by non-native aquatic plants (some sort of tall grasses and cattails). The tules were obviously struggling to survive. We were, however, happy to see a large CCC crew hacking away at the non-native intruders and clearing them away from the creek bed and banks of the pond.

Most of the tules we found were less than 5 feet tall and in poor condition. We did find a few that were 6 feet and I "harvested" one that is 9 ft 8 inches long! We took photographs (still in my camera) to record our finds.

CONOVER'S TIPS

b y J o h n C o n o v e r

Get on over to your local granite counter-top dealer for a really useful tool. Granite counter tops are polished to an optically flat surface to which no glue sticks that can't be removed with a razor blade. The samples of the material are frequently available from these dealers and some, but not all are cut with nearly perfectly square edges. These samples can serve you as weights; surfaces for producing perfectly flat assemblies of multiple pieces; assembling perfectly square corners; and soldering platforms for use in the oven or with an iron, or even under gas flames. Try them; you will find a hundred uses.

SEAFARING WORDS IN EVERYDAY SPEECH

from Olivia A. Isil's *When a Loose Cannon Flogs a Dead Horse There's the Devil to Pay*

Devil to Pay . . . (facing serious consequences)

Between the Devil and the Deep Blue Sea . . . (caught in a tight spot)

Aboard wooden sailing ships, the *devil* was the name given to the seam formed at the juncture where the covering board that capped the ship's sides met the deck planking. The seam was particularly difficult to caulk because of its length, and because there was so little space to perform the awkward task, and because there was so little standing between the devil and the sea. (The caulking was sealed by pouring hot pitch into the seam--a process known as "paying.") Although aboard ship the complete expression was "There'll be the devil to pay and only half a bucket of pitch," being *between the devil and the deep blue sea* literally means being on the narrow plank (the covering board) with little room to maneuver. This colorful expression now means being caught in a tight spot with few options.

In coming ashore, both expressions lost their original meanings as landlubbers assumed that the devil was Satan. Thus, "the devil to pay" has evolved to mean "to catch hell," and "between the devil and the deep blue sea" means "no good option." Helping to keep these colorful devils alive today is Ella Fitzgerald's rendition of a hopeless love-hate relationship in Harold Arlen and Ted Koehler's classic song "Between the Devil and the Deep Blue Sea."



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The next meeting will be
Monday, 08 August 2011
aboard the *Berkeley* at 7:00pm



Chilean training ship, *Esmeralda*, visiting San Diego.