



San Diego Ship Modelers' Guild

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



Guild Meeting Report:

9 November 2011

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Bill Grolz opened the meeting. There was one guest who introduced himself. His name is Dick Stevenson, a former tuna boat captain. Ron Hollod, the purser was not present at the meeting but provided a purser's report to the guild master. The balance as of 31 October was \$<redacted>. The newsletter editor, Katherine Pogue mentioned that the newsletter was sent out later than usual but should be sent out on time in the future. For any communication, please contact her at <redacted>

Dr. Sheehan provided a report to the membership. He discussed the San Diego County Fair which will be held in 2012 and the commissioning of the navy ship USS SAN DIEGO (scheduled commissioning date May 19, 2012). The Museum recently received "museum quality" models of fishing boats which will be displayed in the future. The Museum is also in the process of acquiring a Vietnam War era "swift boat". It should arrive at the Museum in about six months. The full size SAN SALVADOR construction is underway since new lumber has arrived.

The model of SAN SALVADOR made of paper was also discussed. Dr. Sheehan indicated that the paper model was not quite what was wanted. It was a little too complicated for an "entry" level model. Members who volunteered to build the paper model provided comments and recommendations on it. A question arose about "paper" models and if they can be considered a "design in wood" candidate. Dr. Sheehan will review this request and discuss it at the January meeting.

The guild is now on Facebook. Robert Riddick built the page and discussed how to access it. He will also act as the administrator of the page.

In the area of new business, the Holiday (December) meeting was discussed. Door prizes will be provided and will include two \$50.00 gift cards and four \$25.00 gift cards. Robert Riddick agreed to purchase different varieties of pizza, to include some vegetarian pizzas, and soft drinks. Guild members are encouraged to bring guests and any desserts they wish to share.

Bob Wright brought in some miscellaneous items for "give aways."

OFFICERS

~

Guild Master

Bill Grolz
phone redacted

First Mate

Chuck Seiler
phone redacted

Purser

Ron Hollod
phone redacted

Editor

Katherine Pogue
phone redacted

Log Keeper

Bob McPhail
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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

N o v e m b e r 2 0 1 1

SAN SALVADOR **Bill Norris**

This paper model is very complex, and requiring good precision with a exacto knife and toe nail cuticle scissors. This model is for experienced paper model makers only. Bob McPhails model also pictured.



MAYFLOWER **Don Bienvenue**

Since the last time I brought my model to the meeting, I have added a second layer of hull planking to the area which is tallowed. Basswood was used.

After the hull planking was completed, I painted the lower portion of the hull to represent tallow. I used an "Antique White" spray paint for the color.

The wales were added next. Again, I used basswood, which bends easily when soaked for a few minutes. The wales were painted black with Testors enamel before I applied them to the hull. I find that using wood glue along the length of a plank, with a drop of superglue every 3 or 4 inches works well. The super glue hold the plank in place until the wood glue has a chance to cure.



I am currently working on the moldings for the upper hull. They are similar to the wales, but are of smaller thicknesses and widths.

USS SAN DIEGO (LPD-22)

The foc'sl being prepared by Jon Stanford. Bob Riddoch, Howard Griffus and Jon Sanford are the primary workers on the USS San Diego. The SDSMG is building a 1/96 scale model of the USS San Diego (LPD-22). This is the fourth USS San Diego built for the US Navy. It will be the sixth in the USS San Antonio Class LPD. She was built in Pascagoula, MS. By Northrop Grumman Company and was launched on May 7, 2010 and christened June 12, 2010. She is due to be commissioned in May of 2012 and her homeport will be San Diego.



The LPD's are a Amphibious Landing Platform (Dock) with a length of 684 feet and displace 25,000 tons. She can maintain a speed of 22 knots. The ship is designed to deliver a fully equipped Marine battalion of 699 officers and enlisted men. The class's increased vehicle and substantial cargo carrying capability will make it a key element of 21st Century Amphibious Readiness Groups, Expeditionary Strike Groups, or Joint Task Forces. The ships integrate the latest in shipbuilding and warfighting technologies to support current and future Marine Corps aircraft, and both air cushion or conventional landing craft..

SHOW AND TELL

N o v e m b e r 2 0 1 1

SULTANA Chuck Seiler

Sultana was built in the yard of renowned Boston Shipwright Benjamin Hallowell in 1767, as a yacht. Unhappy with her, the owner, an influential merchant, sold the ship to the Royal Navy. In 1768 *Sultana* sailed to England for refit, was commissioned HMS *Sultana* and returned to the colonies as a coast guard vessel. At the time of purchase, her lines were taken off and a draught of the hull filed at the Admiralty. Those plans were the basis of the model you see today as well as a full size reproduction currently sailing out of Maryland.



His Majesty's Schooner *Sultana* left Dungeness on the morning of August 27, 1768, carrying a crew of twenty-five men and eight half pound swivel guns. Her assignment was to enforce the Townshend Acts (and to enforce tea taxes) by stopping smugglers. The *Sultana's* logbook began on July 15, 1768. Her commander was Lieutenant John Inglis. Inglis would end his service to the crown as Vice Admiral of the Blue. From 1768 until 1772 *Sultana* served as a dispatch ship (carrying mail and dispatches between other ships and locations), collected taxes and helped prevent smuggling. By 1772, the smugglers and blockade runners outgunned *Sultana*. This, combined with her poor condition resulted in the ship being sold out of service.

The last time I brought the model was, I think, April. However, many saw it at the Fair. Progress continues to be slow. Since last showing, I completed all the starboard side swivel gun stocks and one on the port side. The anchor windlass was rebuilt, the rudder remounted and the gudgeon/pintle straps almost complete. One of two elm-tree pumps is completed and mounted. Much of the fore mast and associated yards are completed and associated blocks rigged. Part of the main mast is complete, but not rigged. I have been experimenting with colouration of the standing rigging. I ended up dying the line (linen from Lloyd Warner) with Higgins Black India ink, then redyed with Sepia Brown ink. This, I feel, gives it the look of old tarred rigging. We shall see how it looks in the full light of day.

SEAFARING WORDS IN EVERYDAY SPEECH

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

Tar (a term of affectionate regard for a sailor)

First recorded in the mid-seventeenth century, this expression originates from the seafarer's custom of treating his clothing with tar as a protection against the elements. In a popular eighteenth century ballad, a lass whose mother wanted her to marry a wealthy landowner sings,

*I know you'd have me wed a farmer
And not give me my heart's delight.
Mine's the lad whose tarry trousers,
Shine to me like diamonds bright.*



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The next meeting will be
Wednesday, 14 December 2011
aboard the *Berkeley* at 7:00pm



Star of India and Californian on 13 November 2011.