



# 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: 8 February 2012**

Mar. 2012 Vol. XXXVI No. 3

Bill Grolz opened the meeting on board BERKLEY. A guest, Bruce McCandlis introduced himself. He is getting ready for retirement and is looking for a hobby. The purser, Ron Hollod, gave his report. The balance as of January 31, 2012 was \$<redacted>. He reminded everyone that annual dues of \$20 should be paid as soon as possible. If dues are not paid by the March meeting, loss of membership will result. It was also mentioned that the name tag for \$7.00 can be ordered with either a magnet or pin style. Chuck Seiler will change the application form to reflect this option.

There was no newsletter editor's report by Katherine Pogue. Katherine requested that if anyone has changed their address and/or email they should contact her at <redacted>

Nomination of Guild officers was held. Nominations include: guild master: Bill Grolz and Robert Riddoch; first mate: Chuck Seiler; purser: Ron Hollod; logkeeper: Bob McPhail; editor: Katherine Pogue. If you would like to be nominated for one of these positions please indicate your desire at the March meeting. Final voting will be held at that time.

The San Diego County Fair will be held June 8 through July 4. The Sign Up Sheet for volunteering in the booth was made available. There are still some spots needed to be filled. Dates needed to be filled are: June 10, 12, 13, 17, 19, 20, 21, 22, 23, 24, 27, 30 and July 2, 3. If you would like to volunteer please contact Bill Grolz. The museum will again sponsor the competition for best wood ship model. The model can be from a kit or scratch built. Deadline for submissions will be April 27, 2012. It was requested that everyone save any catalogs received that they no longer need so that they can be collected and used as handouts at the fair.

There was discussion upon the next Nautical Research Guild annual conference to be held in Portland, Maine. Dates and other information will be provided at the next Guild meeting.

The USS SAN DIEGO project was discussed. Robert Riddick wrote an article about USS SAN DIEGO, but it was too long for the newsletter. The article will either be shortened or published in sections. John Wickman will take this for action.

A small auction was held for two books donated to the Guild.

It was reported that a hobby shop ([WWW.AGESOFSAIL.COM](http://WWW.AGESOFSAIL.COM)) has a good inventory of kits available. The web site had several manufacturers on it including some lesser known ones. It was also mentioned that one of the rope walks to be demonstrated is on [WWW.BYRNESMODELMACHINES.COM](http://WWW.BYRNESMODELMACHINES.COM)

### OFFICERS

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*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  
phone redacted

*Newsletter Distribution*

Robert Hewitt

*Write-Ups*

Dave Dana

*Photographs*

John Wickman

*Established in 1972*

*by Bob Wright  
& Russ Merrill*

# GUILD ELECTIONS

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Because we have a contested election, here's some information from Robert Riddoch, running for Guild Master:

Hi. My name is Bob Riddoch and I have been a member of the San Diego Ship Modelers' Guild for just a little over 4 years.

I retired from the US Navy back in 2000 and since then I have been working as Navy Civilian Contractor. I am a member of a team that does "Find, Fix, and Train" missions onboard west coast Aircraft Carriers. Although my work involves travel to the Western Pacific, the majority of my time is spent right here in sunny San Diego.

Like most members, I started building models when I was a kid. I really got serious after I retired from the Navy and began building wooden model ships. I have built three models and I am currently working on a 1:76 scale USS Constitution which I began in June of 2009.

As a member of the Guild, I have participated in 3 Del Mar Fairs, including set up and take down. I have volunteered my time at events at the museum to support the Guild and last year I received my first "50 hour" pin. When there is a Guild event, I am first to raise my hand in support. Last year when the USS San Diego build was at an all stop, I got the ball rolling to get the model back on track. Now, a few dedicated members have nearly completed the build. Recently, I have brought us into the 21st Century by developing and maintaining our Facebook Page.

As Guild Master, I would make the following my goals for the betterment of the Guild:

Bring back the Plastic, Paper, and RC modelers. The San Diego Ship Modelers' Guild is not just for wood modelers.

Ensure that more members bring their models for "Show and Tell". We must have more participation. This can include kit and book reviews.

Have at least 1 demonstration at the monthly meeting.

If a Museum representative cannot attend our meeting, I would meet with them both prior to and after to get their inputs and provide feedback.

Clean and organize the model shop. The Guild has lost control of the shop and we need it back.

Work closely with the museum in regards to scheduling of meetings. I understand this is difficult but I also believe there is a workable solution.

Add a kit and book review section to our newsletter.

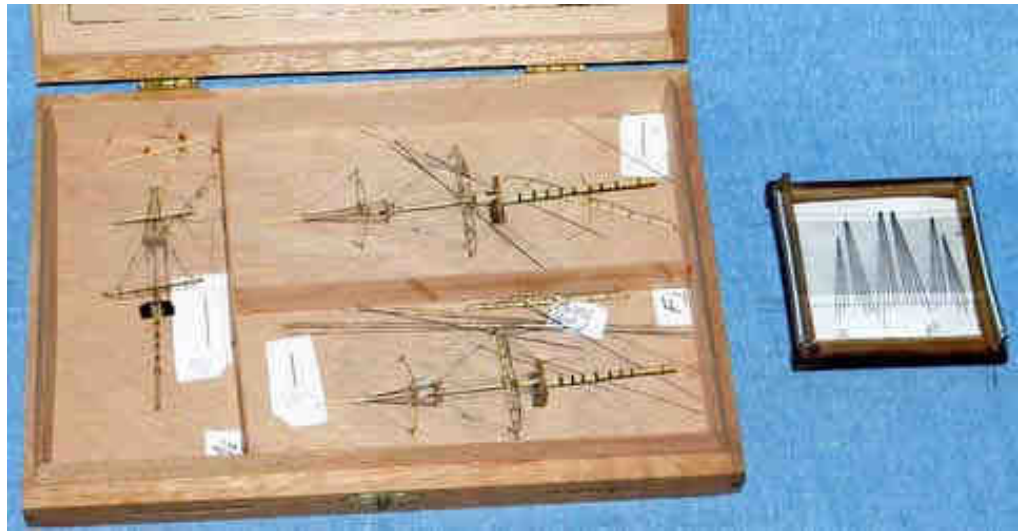
Although Facebook is a good start. I still believe we need our own Web page.

Work with local Hobby Shops to develop a Discount Program for Guild members.

I look forward to seeing you all during our March meeting and our first election in many years.

**AGAMEMNON Robert Hewitt**  
Scale, 1:480, Scratch built

All of the masts and yards are made of bamboo. The caps, crosstrees and the tops are made of pear. The floor of the tops, the mast cheeks and the fish are made from holly. The woodings and footropes are .006 diameter brass wire formed on the mast and yards and then blackened with Birchwood Casey Aluminum black. To my regret, I did not seal them and there is some flaking occurring. This can be corrected by sealing with flat finish after the rigging is completed. I have found that Testors flat finish seals a glued joint and makes it almost impossible to remove it. The masts were assembled and a turned piece of pear wood acts as a mast cap and will be glued down at assembly. All of the fore and aft stays are made and fitted to the mast portion. They are nothing more than blackened brass wire with one end shaped into a fork that fits up against the mast. The stays do not wrap around the mast. They are made from straight brass wire obtained at any railroad model shop. The name is Detail Associates and the sizes I use are .006, .008, .010, and .012 inches in diameter. The running rigging is tinned copper wire in 38, 40 and 44 gauge. The wire is cut into lengths and each piece is rolled between two glass plates which make it dead straight. Each piece is then drawn over a Popsicle stick dipped in Testors grey primer paint and allowed to dry. The blocks are pear wood and .006 blackened wires. The pear is a sheet 2"x 24"x .005 thick, obtained from Hobby Mill. A two-inch square piece is cut off and mounted to a piece of scrap wood using school glue. I use a .008" wide saw blade in my Priac saw, set just high enough to cut through the pear wood. There were five different widths of strip cut on the saw using the rip fence and feeler gauges to obtain the spacing. The strips measured from .012 to .035. This represents the length of the block, between six inches and sixteen inches at full scale. Black glue and .004" brass wire are sandwiched between two pieces of pear, and then trimmed to the width of the block.



The piece to the right of the mast (cigar) box is the device I use to make ratlines and stay assemblies. Extension springs are attached to the sides of a wooden frame. 8/0 fly tine is wrapped around the frame and the extension springs provide the spacing. When all of the ratlines are in place, black brass rod, .008" is placed over the fly tine and glued in place. The assembly has the ratlines and shrouds for the topmasts of the fore, main and mizzen.

All of the deck furniture has been installed. The guns that can be seen are each made up of sixteen pieces of wood. There are also pieces of wire simulating the gun tackle. The wire is formed, and painted grey. Slivers of .005 thick holly were added, representing blocks. The ends are in coils glued to the deck. The hammock netting became a question. I usually paint a strip of wood white and glue fine black netting to each side. White sand blasting beads are added to the top to simulate folded white hammocks. Since this is an admiralty style and there is no planking on the lower portion of the hull, there would be no reason to have hammocks in the netting. A quick call to my buddy in Chicago gave me the answer I did not want to hear.

Tim Riggs immediately said the netting should be empty. I was hoping he would have said to leave them off. I cut the netting to the height and length required and glued .006 black wire to it, representing stanchions. I cut pear strips to the width and length of the netting assembly. I glued the wire and netting to each side of the pear strips. The bottom edge of the netting is resting and glued on the strip of pear. The netting is first prepped by stiffening it with diluted glue so I have no worries about it holding up over time.

## *LADY NELSON* Don Dressel

This is a Victory Kit by Amati, scale 1:64. This ship is typical of the British Revenue Cutter of the early 1800's. Hull complete with deck furniture and cannon installed. Decks are holly, wales are ebony, with bow sprit and masts of lemon wood. Base supplied with kit was badly wrapped, so new one was made by bonding two pieces of same (mahogany) wood glued together with the grain opposed. This technique prevents warping. Pedestals supplied had holes drilled too large for wood screws into thin hull keel. Solution was to use concentric brass tubing bonded together to allow use of piano wire pins into keel supported by brass tubing through pedestals.



## *USS CONSTITUTION* Bob Riddoch

Kit by Model Slipways, scale 1:76 Model was shown in Nov 2011. Since the Quarter stern gallery is complete with eagle, pillars, gun ports, port holes and trim, with work proceeding on transom nameplate.

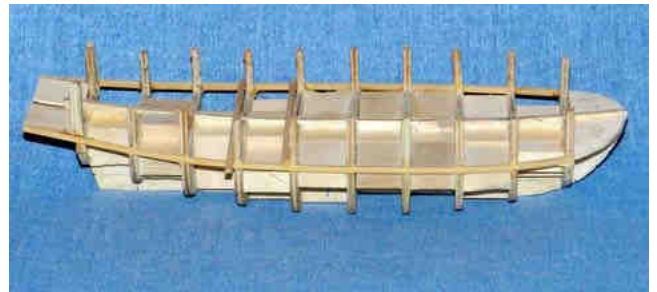


## *VIRGINIA OF SAGADAHOC* Chuck Seiler

Scratch build scale 1:64.

The model displayed is a prototype of the 50 ft pinnace VIRGINIA. I am working from several sources and two slightly different sets of plans, so I needed to make a 3 dimensional prototype of what I was interpreting from the plans in order to get my bearings and more forward.

I became fascinated with VIRGINIA back in about 2006 when another modeler presented a kit model of the same ship. The kit had been long out of production and the modeler had virtually no information. As the newsletter editor and plagued with the question "Why was a ship built in Maine named VIRGINIA?", I Googled away. As I learned more over the years, I was determined to build the model. What is known about it, design-wise, is open to a lot of interpretation and discussion. If you are into history, high adventure and plain old solving of mysteries, the VIRGINIA as a ship and as a model will be of interest. I will purposely be vague about some of the information, so I can reveal it in months to come.



The VIRGINIA (full name "Virginia of Sagadahoc") was built in 1607/1608 as part of the Popham Colony on what is now the Kennebunk River. From some of the available archives, as well as the fact that a master shipwright was brought along, there are indications that the colony's financial backers intended this colony to be a center of ship building. VIRGINIA was intended to be a workhorse for the colony, serving as an exploration platform, used to transport people and goods and even to be used for fishing; a nautical pick-up truck.

Fortune did not smile upon the Popham Colony. By late fall of 1608 the colony dissolved and colonists returned to England aboard the ship MARY AND JOHN and the little VIRGINIA. My initial research indicated that VIRGINIA was used during the third resupply expedition to the Jamestown Colony in 1609 but was lost in a hurricane (how sad).

Subsequent research showed this was not correct. VIRGINIA carried on, and so does our saga. In the next episode, we learn more about VIRGINIA the ship and the model. Trivia question for next time: Why was a ship built in Maine called VIRGINIA?

## CHUMASH TUMOL John Sauvajot

Scratch build, scale 1:24.

The Chumash Indians of the Santa Barbara/Channel Islands area built plank canoes. The planks were made from driftwood logs. Various length planks were glued together and sown together using twine. The canoe length varied from 8 feet to 20 feet. They were sea worthy (resembling a fishing dory) and were used for fishing and trade. Early Spanish Explorers reported seeing large canoes.



This model is being built of box wood bass wood strips.

A number of ships in the bottle belonging to Bob Wright were displayed. Shown left to right, top to bottom are: Star of India, a full rigged ship in Haig & Haig Bottle by his father in law, Viking Ship from Isle of Man, Sinking ship, Brig model in Haig & Haig Bottle, and German Preussan.



# DEMONSTRATIONS

R o p e   W a l k   M a c h i n e s

Bob Grodt and Mike Lonnecker both demonstrated their rope walk machines during the February meeting.



## SAN SALVADOR

Photos from John Wickman, San Salvador site on 13 February show: A portion of delaminated frame; breech loading deck gun; frames almost complete, half frames next; and a swivel gun.



# HISTORY OF USS SAN DIEGO

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Part 1, by Bob Riddoch (Edited by Dave Dana)

The first USS San Diego began her life as USS California (ACR-6) or Armored Cruiser 6. She was launched at Union Iron Works, San Francisco on 28 April 1904 and commissioned 1 August, 1907 at Mare Island, California



The Pennsylvania-class cruiser was 503' 11" in length with a beam of 69' 7" displacing 13,680 tons. Two vertical, inverted, triple expansion steam-powered engines drove two eighteen-foot diameter propellers. She held a crew of 41 Officers and 829 men (921 as flagship) and armament consisting of 18 three inch guns, 14 six inch guns, 4 eight inch guns, and 2 eighteen inch torpedo tubes. Assigned to the Armored Cruiser Squadron, Pacific Fleet, California cruised off the west coast of the United States. In August, 1908 she supported Theodore Roosevelt's Great White Fleet to Hawaii and Samoa. Until the winter of 1911, the cruiser operated along the west coast. She sailed to Honolulu for the opening ceremonies of the the Pearl Harbor entrance channel and on December 14, 1911, became the first warship to pass through the new channel. As she entered the harbor the California and her crew hosted Queen Liliuokalani.

In August, 1912, at Corinto, Nicaragua, California placed naval and marine forces ashore to protect American lives and property. She also kept a watchful eye on Mexico, then suffering political disturbances.

In 1914, the USS California won the Spokane Trophy Pennant awarded by CINCPACFLT to the surface combatant ship most proficient in overall combat readiness and warfare operations. She was the sixth ship and the last Armored Cruiser to win the coveted trophy which is still awarded today.

The Cruiser was renamed USS San Diego on 1 September 1914, so that the "California" name could be given to a new class of larger battleships. The first USS San Diego served intermittently as flagship for Commander-in-Chief, Pacific Fleet, until January 21, 1915 when, just off the coast of La Paz, boilers in her No. 2 Fireroom exploded. Second Class Fireman R.E. Daly held open the watertight Fireroom door for a full minute allowing crewmen to escape the steam around them. Second Class Fireman Telesforo Trinidad of the Philippines assisted the injured Daly. Without consideration for his own safety, Trinidad passed Daly to medical personnel and assisted in rescuing another injured man. Trinidad was burned about the face. A total of five men were killed in the explosions and seven injured. Both Ensign Cary and Fireman Second Class Trinidad were awarded the Congressional Medal of Honor for their extraordinary heroism

Photo # NH 55013 USS San Diego on 28 January 1915



On July 29, 1917 San Diego entered the Atlantic Ocean for the first time and would never return to the waters of the Pacific again. On August 19, 1917 Captain Harley H. Christy took command of San Diego. Christy would be her last captain.

Upon the opening of World War 1, San Diego's essential mission was to escort convoys through the first dangerous leg of their passage to Europe. The San Diego held a perfect record, safely escorting all the ships she was assigned through the submarine infested North Atlantic without mishap.

On Friday July 19 1918 along the south shore of Long Island, a lookout spotted a submarine periscope and San Diego's gun crews fired several rounds, the first time that the San Diego's guns had been fired at a suspected enemy. Soon after, an explosion rocked the hull, and a column of water erupted along the port side. The San Diego had less than 30 minutes to live. Two more explosions ripped through her hull caused by the rupturing a boiler and igniting her magazine. Her guns fired at anything that was taken for a possible periscope until port side guns were awash and starboard guns pointed into the sky.

At 11:51 a.m. the San Diego sank, only 28 minutes after the initial explosion. As Captain Christy, the last man, left his ship, men in the life boats cheered him and started to sing our National Anthem. The San Diego was the only major warship lost by the United States in World War 1. It is generally accepted that a mine laid by German submarine U-156 did the job.

Today, the first USS San Diego lies upside down and relatively intact in 110 feet of water, 13.5 miles out of Fire Island Inlet. As an artificial reef and diving attraction she supports teeming amounts of aquatic life, not to mention many charter boat operations.





# San Diego Ship Modelers' Guild

The next meeting will be  
Wednesday, 14 March 2012  
aboard the *Berkeley* at 7:00pm

