



JUNE 2025

32°43'N



117°10'W

VOL LIII, No 6

## GUILD OFFICERS

[Steve Miller](#)

Guild Master

[Steve Scheet](#)

First Mate

[John Walsh](#)

Purser

[Karl Zingheim](#)

Log Keeper

[Alex Roel](#)

Newsletter Editor

## COMMITTEE CHAIRS

[John Walsh](#)

Web Master

[Chris Sullivan](#)

Photographer

[John Walsh](#)

Presentations

[Jon Sanford](#)

Model Shop

[Isaac Wills](#)

Youth Coordinator

[Steve Scheet](#)

Fair Coordinator

[John Walsh](#)

Community Build

# DOLDRUMS



Variously defined as a state or period of inactivity, stagnation, or depression, we all fall into the doldrums from time to time in our model shipcrafting careers. Depending upon circumstances these periods can last weeks, months, or even years. On the water the only remedy for the doldrums is to await the first hint of a freshening breeze. Fortunately, you and I can conjure up a “breeze” at will with the numerous and varied resources available to us as Guild Members.



What will inspire *you* to pick up that Xacto knife?

The Guild's monthly meetings offer shared experience, tips, advice, and fellowship. On the Guild's website you'll find many ideas while browsing the [Build Gallery](#) or the [Scuttlebutt](#) menu. ***The Second Dog Watch*** chronicles Guild events, presentations, build logs and techniques. Our Guild is also favored with an inspirational meeting and workplace: the BERKELEY. On board is our own Museum Model Shop stocked with material and workspaces free to Members. Finally, the Guild participates annually in the *Design in Wood* competition at the County Fair.

Still in the doldrums? Pick up that knife.

*Alex*



MMSD Supporter

San Diego Ship Modelers Guild  
1492 North Harbor Drive, San Diego CA, USA 92101  
[sdshipmodelersguild.org](http://sdshipmodelersguild.org)

founded 1971 by Bob Wright and Russ Merrill



NRG Chapter Club

Greetings folks. I hope this finds you well.

I immensely enjoyed our book discussion about the literary age of sail at the last meeting. I hope you did too. Most interesting — several Members mentioned they had read Patrick O'Brian's *Master and Commander* series — multiple times! I can't wait to start it myself.

*Master and Commander* had me pondering my job title of Guild Master. I found the word “Master” has several meanings, particularly as it relates to the nautical realm. We have Masters at Arms. Quartermasters. Master Chiefs. Sailing Masters. Master Mariners. You get the idea.



### ***In This Issue***

☑ [Doldrums](#)

🚢 [From the Quarterdeck](#)

🏴 [Fair Question\(s\)](#)

🚢 [A Sea Shanty](#)

🔔 [Last Meeting](#)

🔔 [Show and Tell](#)

🚢 [Flotsam and Jetsam](#)

🚢 [Roll Call](#)

🚢 [Tales of the FLY: A Study](#)

🚢 [Cool Tool](#)

🚢 [Home Port](#)

🚢 [The Bitter End](#)

The dictionary brings us a couple relevant definitions for “Master”. “A person in charge of an organization or group” — as Guild Master, that's me to some degree. But “having very great skill or proficiency” — is that you? Throughout history, one of the more beneficial relationships for society has been that of the Master and the Apprentice. And oh my, do we have Masters in our Guild. Master scratch builders. Masters with wood. Masters with line. Masters with LEGOS! Plastic models, airbrushing, dioramas and weathering techniques. You are all Masters to some degree.

*But...*

Do you have an apprentice? Who will carry on in your stead? I submit that as a Guild, the membership is your apprentice. I would like to challenge all of you, as Masters, to impart your skills to the Guild.

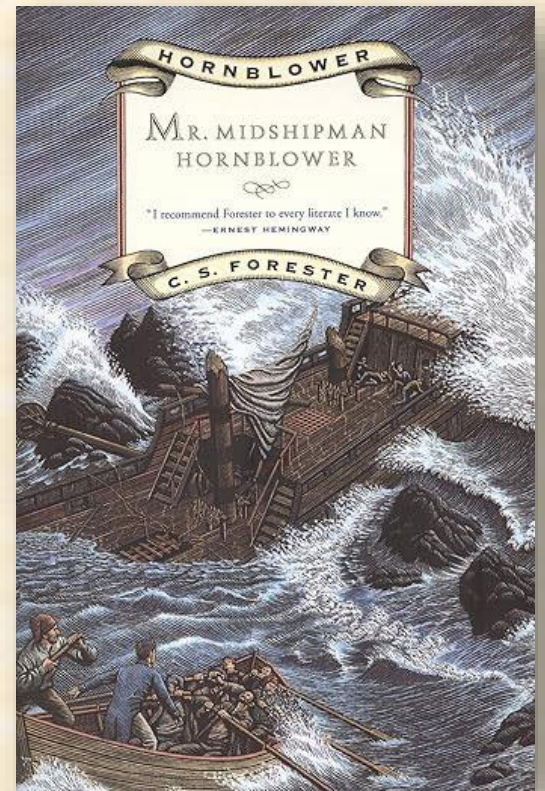
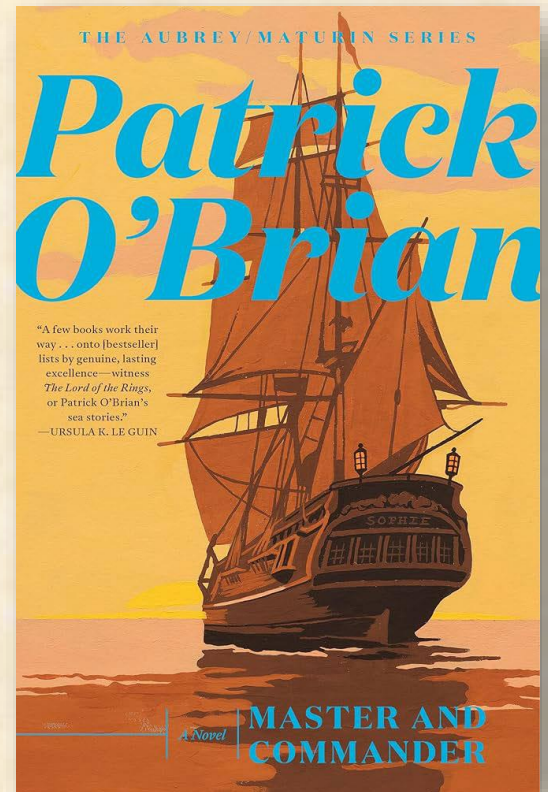


Five minutes left before heading to the meeting and will all your ratlines be tied? Consider bringing her in to discuss or demonstrate your method. Planking the hull through some crazy clamping techniques? Bring her in and show us your technique — after all, you are just waiting for the glue to dry anyway. Give us an example. Foster discussion. For some of us I guarantee your presentation will be our first exposure. Under 5 minutes? Show and Tell. 10 to 30 minutes? [Contact me](#) or our [Purser, John Walsh](#), who also happens to be our Presentation Chair. We'll get you a slot so you can share your skill and make all of us better modelers.

Remember — a Guild is so much more than a social club.

Do we have an accord<sup>1</sup>?

**Steve**



---

<sup>1</sup> Bonus points if you read that in Captain Barbossa's voice from *Pirates of the Caribbean*



It is time once again for the San Diego County Fair. Here we're able to set up our booth and wax wise about model shipbuilding to all who wish to wander by. Some of the newer Members may be intimidated and may feel they do not have the knowledge for such a daunting task. Never fear! I bring you the answers to the most frequently asked questions we get at the Fair.

Take this with you to the Fair and feel free to use the answer you think most appropriate to the question asked:

1. Yes, I know where the restroom is. From the expression on your face, I'll bet you wish you did too.
2. No, this is **NOT** made of balsa wood.
3. No, this is **NOT** a pirate ship (unless you are in fact building a pirate ship, then say "yes".)
4. Yes, it does take patience to build one of these... and desire.  
**STOP TOUCHING THAT!!!**
5. Huh? What's that you say? Loud? The wooden bowl makers are too loud? Sorry, I can't hear you.
6. No kid, I'm **SURE** it's not a pirate ship (unless, of course, it is.)
7. I don't know what *that* is. We think the builder may have been on drugs at the time (describing the Mystery Project of the Year... which changes each year, so I cannot describe it... you will know it when you see it, however.)
8. No, I don't know how they get the ship into the bottle. My job is to **EMPTY** the bottle. After that, I don't remember much.
9. I don't care if the guys in the wooden bowl booth gave you something, you *cannot* have Trystan Lee's model as a sample.  
**STOP TOUCHING THAT!!!**
10. Okay, okay, kid, you're right! It's a pirate ship! A balsa wood, Mississippi River sternwheel steam-powered pirate ship! Don't you have some place else you need to be? Hey lady, doesn't he need to go to the restroom or something?



Enjoy the Fair. If you are not volunteering at the booth, drop by and say “Hi!” but *don’t* ask me if it’s made of balsa.

Remember:

1. Be sure to bring something to work on. It must be wood in nature, since we are in the *Design in Wood* pavilion. Pack it in your car the night before so you don’t forget it (like I did one year.) If nothing else, be sure to pack a piece of sand paper and something to sand... and some good stories.
2. 🚧 *If using a rotary tool or other high-speed device, make sure you bring safety glasses of some sort.*
3. Please bring any spare *Model Expo*, *Micro-Mark* or other interesting catalogs for the folks to look at.
4. If you are unable to make it to the Fair any day you are assigned, contact Fair Coordinator [Steve Scheet](#) as soon as you can so a substitute can be arranged.
5. *Have fun!!!*



*Chuck*



## Randy Dandy-O

Listen to it on  
 YouTube

Now we are are ready to head for the Horn  
Weigh hey, roll and go!  
Our boots and our clothes, boys, are all in the pawn  
(to me) Rollickin' randy dandy O!

Heave a pawl, O heave away  
Weigh hey, roll and go!  
The anchor's on board and the cable's all stored  
(to me) Rollickin' randy dandy-O!

Man the stout caps'n and heave with a will  
Weigh, hey, roll an' go!  
Soon we'll be drivin' her 'way down the hill  
(to me) Rollickin' randy dandy O!

CHORUS

Heave away, bullies, ye parish-rigged bums  
Weigh, hey, roll and go!  
Take yer hands from yer pockets and don't suck yer thumbs  
(to me) Rollickin' randy dandy O!

CHORUS

Come breast the bars, bullies, heave her away  
Weigh hey, roll and go!  
Soon we'll be rolling her down through the Bay  
(to me) Rollickin' randy dandy O!

CHORUS

We're outward bound for Vallipo Bay  
Weigh, hey, roll and go!  
Get crackin', me lads, it's a hell of a way!  
(to me) Rollickin' randy dandy O!

CHORUS x 2





## Last Meeting



The May Guild meeting was attended by 19 Members<sup>1</sup> and 1 guest<sup>2</sup>; all Officers except the Purser were present. No new Members joined the Guild. Photographer Chris Sullivan was once again abroad.

At 6:00pm our Powder Monkey Karl Zingheim rang the bell to signal the start of the second dog watch.



Guild Master Steve Miller opened the meeting by reading a missive from our absent Purser John Walsh who was busy captaining the EUTERPE (aka STAR OF INDIA) as part of the Maritime Museum of San Diego's education department. "Captain" John reported from "1774 Boston" that the Guild's funds remain well in the black.



Steve then reminded those present to renew their membership in the Nautical Research Guild, or, if not NRG members yet, to join this year.



Polling for Officer's reports only resulted in an update by Fair Coordinator Steve Scheet that the volunteer roster is now 100% filled, the booth at Design in Wood went up as scheduled and features a newly-raised working



photo by Steve Scheet



photo by Steve Scheet



surface, two new chairs, four rope-tying stations and a 5' long unfinished model of the BOUNTY by Member Doug Evers and his sixth-grade students (to be featured in an upcoming issue of **TSDW**.)



<sup>1</sup> Arroyo, Clausson, Dressel, Florio, Jones, Lawrie, Lonneckner, López de Arenosa, Miller, Nagatani, Pizzuto, Roel, Sanford, Scheet, Seiler, Sellen, Tamayo, Yotter, Zingheim

<sup>2</sup> Adam Tamimi

Business concluded, the Guild Master raised the topic of nautical books that illustrate the actual workings of vessels: he mentioned Patrick O'Brian's *Master and Commander* and CS Forester's *Horatio Hornblower* series as two examples that he intended to read for that purpose.

The floor was opened to book suggestions from others, among which the following were offered by various Members:

- ⚓ *The Sand Pebbles* by Richard McKenna
- ⚓ *The Good Shepard* by CS Forester
- ⚓ *The Shattered Sword* by Parshall and Tully
- ⚓ *The Perfect Storm* by Sebastian Junger
- ⚓ *Thunder Below* by Eugene Fluckey
- ⚓ *Run Silent, Run Deep* by Edward Beach
- ⚓ *The Hostile Shore* by Douglas Reeman
- ⚓ *All Hands on Deck* by Will Sofrin
- ⚓ *The Young Officer's Sheet Anchor* by Darcy Lever
- ⚓ *Anatomy of a Ship* by Conway Maritime Press
- ⚓ *In the Heart of the Sea* by Nathaniel Philbrick

If those titles aren't enough to whet your nautical appetite there are dozens more listed on our Website's [Fiddler's Green](#) page.



Steve then called for the refreshment break (which, thanks to Purser John Walsh now includes hot tea) after which he introduced and moderated [Show and Tell](#) for the balance of the evening.

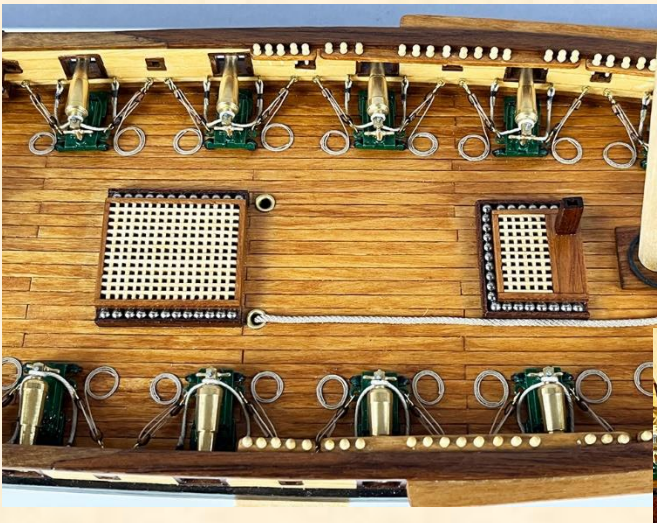
The Powder Monkey rang the ship's bell at 7:40pm and brought our May meeting to a close.





**Don Dressel** was first up for Show and Tell and despite having vowed *not* to bring VASA back down to San Diego any longer showed up with... VASA. Don has been working on installing her deadeyes and recently turned her masts and bowsprit.

- VASA by Don Dressel
- Corel kit, plank-on-bulkhead, wood
- 5/32"≈1' 1:78, under construction



**Steve Miller's PRINCE** made its own reappearance this month (*which has appeared more times... VASA or PRINCE?*) sporting an entire set of fully-rigged cannon. Steve also began to rig her anchors — check that hawser-work!

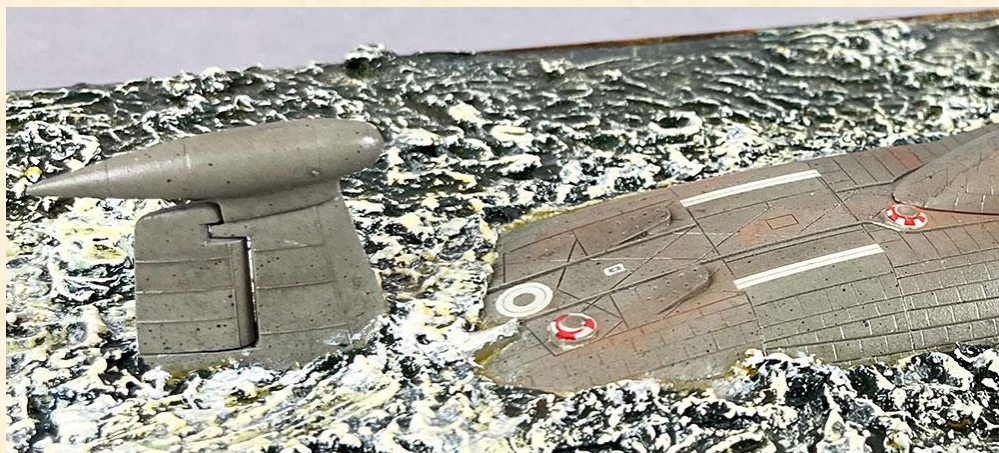
- PRINCE DE NEUFCHATEL by Steve Miller
- Constructo kit, plank-on-bulkhead, wood
- 13/64"≈1' 1:58, under construction



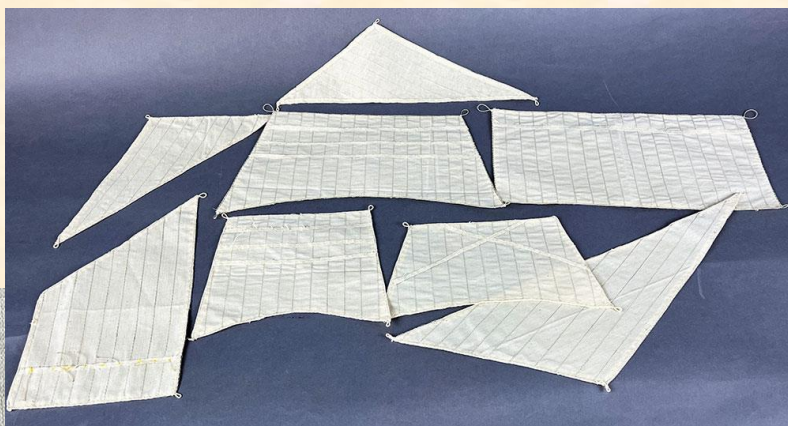




**Mike Florio** brought in a waterline model which he kit-bashed from a Revell kit of a Soviet Typhoon Class submarine in order to represent the fictional RED OCTOBER.



**Paco López de Arenosa** came to Show and Tell with a full suite of hand-made sails that he has been working on for his model of the bomb-ketch LA CANDELARIA.

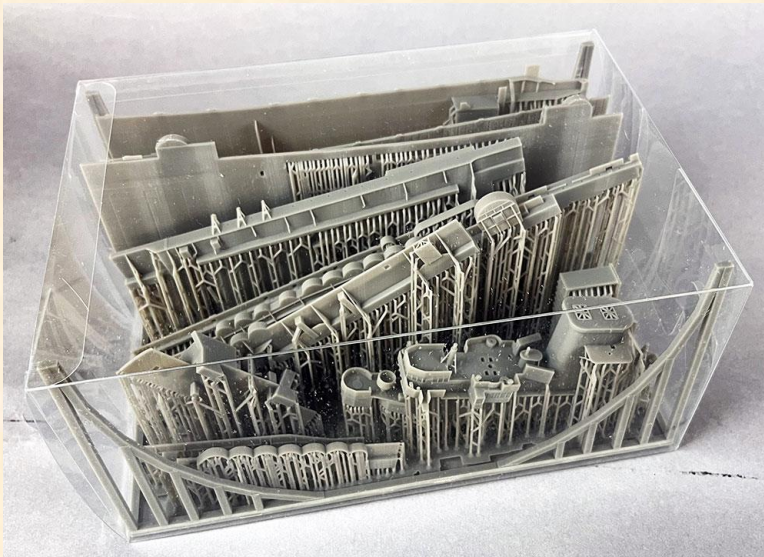


- *LA CANDELARIA* by Paco López de Arenosa
- Dikar kit, wood
- 5/32"≈1' 1:76, under construction

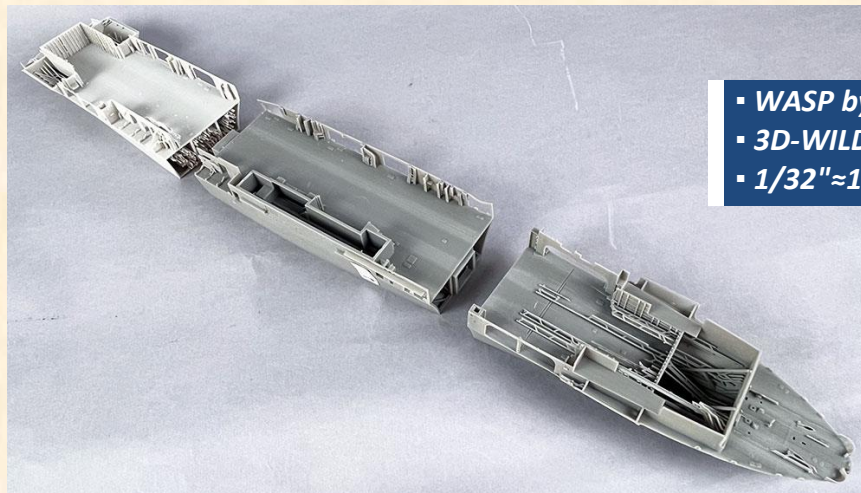


First time guest **Adam Tamimi** jumped right into Show and Tell by showing up with a 1:700 scale Trumpeter kit of REPULSE. This kit comes with standard plastic-on-sprue pieces but *also* includes a laser-cut wooden deck and a sheet of photo-etched brass.

- *REPULSE by Adam Tamimi*
- *Trumpeter kit, plastic, wood, photo-etch brass*
- *5/32"≈1' 1:700, under construction*



**Karl Zingheim** brought us the latest in 3D printed kits with 1:350 scale kit of WASP. Interestingly, Karl found that many of the interior spaces (such as hangar bays) were cluttered with extraneous plastic, apparently part of this kit's 3D printing process. Karl thinks that perhaps this kit was a first design attempt by a non-modeler.



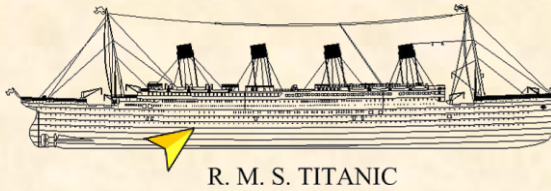
- *WASP by Karl Zingheim*
- *3D-WILD kit, 3D printed plastic*
- *1/32"≈1' 1:350, under construction*

## Flotsam and Jetsam

*"I hate storms, but calms undermine my spirits"*

*Bernard Moitessier, sailor*

### **Soundings** – pronouncing nautical terms



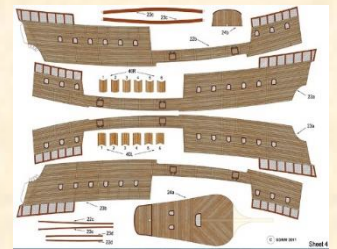
If it's not the left side of a vessel then it must be the **STARBOARD** side. Right? Right! But what really counts is how you say it: is yours the right pronunciation?

Reads like: **star•bored** (one word, two syllables, accent on first)

Pronounced: **star•bird** (one word, two syllables, accent on first)

### **Navigating the Website** – [sdshipmodelersguild.org](http://sdshipmodelersguild.org)

Have you tried your hand at building a paper model? Thanks to the Maritime Museum of San Diego, we're able to offer two paper model kit versions of SAN SALVADOR on our [PAPER MODELING](#) page. These 1:100 scale replicas of Cabrillo's flagship await your attention.



### **Around the Scuttlebutt** – latest Guild news



**FAIR VOLUNTEERS:** Guild Booth shifts at the Fair are from 11am to 6pm; please remember to arrive 15 minutes early. You can [check your shift dates here](#); contact Fair Coordinator [Steve Scheet](#) with any questions.



All shifts for the Guild Booth have been filled (for the second consecutive year.) Great job Members!



Rumors of hot tea joining coffee at the refreshment break during monthly Guild Meetings were proven to be true at the May meeting. Thanks go to John Walsh for this welcome addition.



The [2025 San Diego Model Expo](#) sponsored by the San Diego chapter of the International Plastic Modellers' Society (IPMS) is being held June 7<sup>th</sup> at Gillespie Field. This is a great opportunity to check out some fantastic models in the plastic medium.







Summer travel options to the Embarcadero (see our [map](#)):

- ☕ Arrive early (5pm) and enjoy the Guild's social hour aboard the BERKELEY and/or help set up before the meeting
- ☕ Embarcadero public parking lots (metered pay stations)
- ☕ North Harbor Drive street parking in front of the San Diego County Administration building (parking meters)
- ☕ MTS trolley (Blue or Green Line / County Center Station); 0.2 mile walk
- ☕ AMTRAK train (Santa Fe Depot); 0.3 mile walk
- ☕ USS MIDWAY public parking lot; 0.5 mile walk
- ☕ Tuna Harbor public parking lot; 0.6 mile walk
- ☕ Uber / Lyft / taxi
- ☕ Car pool
- ☕ Sleep aboard the BERKELEY

## On The Horizon



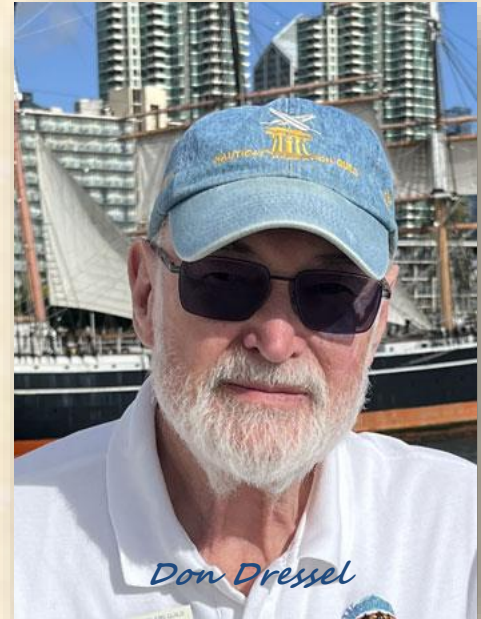
JUN 3	6pm	Officers Meeting	online
JUN 7	9am - 3pm	2025 San Diego Model Expo	Gillespie Field El Cajon
JUN 10	4pm	Community Build Meeting	BERKELEY
JUN 10	6pm	Guild Meeting	BERKELEY
JUN 11 - JUL 6	11am - 6pm	San Diego County Fair (booth volunteering)	Del Mar Fairgrounds / Design In Wood
JUN 24	—	<i>The Second Dog Watch</i>	Website, email
JUL 1	6pm	Officers Meeting	online
JUL 8	4pm	Community Build Meeting	BERKELEY
JUL 8	6pm	Guild Meeting	BERKELEY
JUL 8	noon - 8pm	SDCF model entry (pick-up)	Del Mar Fairgrounds
JUL 11	9am	SDCF booth take-down	Del Mar Fairgrounds
JUL 29	—	<i>The Second Dog Watch</i>	Website, email
AUG 5	6pm	Officers Meeting	online
AUG 12	4pm	Community Build Meeting	BERKELEY
AUG 12	6pm	Guild (Birthday) Meeting	BERKELEY w/cake
AUG 26	—	<i>The Second Dog Watch</i>	Website, email





### **1) How did you come to call San Diego home<sup>1</sup>?**

My first experience with San Diego was in 1965 when I entered the United States Navy and had the good fortune to attend boot camp there. San Diego has changed considerably since then! From boot camp, much to my surprise, I was ordered to the East Coast: I joined the DULUTH while she was under construction at New York Naval Shipyard, Brooklyn, the last US Navy ship constructed there (thus I became a plank owner of the ship as one of the first crewmembers of the ship with the rate/rank of SM3.) Following a brief stop in Philadelphia where we completed some minor work, we proceeded through the Panama Canal to the West Coast and ultimately San Diego, which became DULUTH's home port.



In April 1967 I was deployed with DULUTH to the South China Sea, touching at Pearl Harbor, crossing the Equator (from polliwog to trusty shellback), Pago Pago, and Perth (great gangway-to-gangway liberty here!!) We sailed northwards to Subic Bay and then DULUTH participated in the Vietnam conflict, anchoring off Danang in the South China Sea. Finally, following months of operations off North Vietnam, DULUTH sailed homeward via Subic Bay, Hong Kong, Japan, and Hawaii to finally dock back in San Diego in December 1967.

---

<sup>1</sup> Don is a resident of the Los Angeles area and makes the 200-mile round-trip to our Guild Meetings on a monthly basis with fellow Guild Member (and Angelino) Dave Yotter.



## **2) Tell us a bit about your life/career path.**

I was born in East Orange, New Jersey in 1944. My family moved from New Jersey to San Gabriel, California when I was five years old, so I am essentially a California native.

Prior to entering the Navy I attended Pasadena City College after graduating from Rosemead High School, and thus obtained my AA degree. Using the GI Bill following my honorable discharge in May of 1968, I attended California State University, Los Angeles, graduating in 1974 with a BA in engineering. During this time I worked full time to support myself, being fortunate enough to be able to work as a lab assistant and the Los Angeles County Medical Center and adjust my 80-hour weekly work schedule each quarter to accommodate my class schedule at Cal State.

I then worked for the Los Angeles County Telecommunications Systems Engineering Group and retired in 2005 after 37 years. I have been married to my wife for 50 wonderful years and have two daughters and three grandchildren.

Ship modeling has been one of my main passions since childhood. I have competed 24 plastic and 43 wooden ship models. Most of these wooden models were kits: solid hull, plank-on-bulkhead or plank-on-frame, but several of them are scratch built.



Over the years I have been active in several ship modeling organizations throughout the world including the Ship Modelers Association (SMA), the Nautical Research Guild (NRG), The San Diego Ship Modelers Guild, the Midwest Model Shipwrights, The Society for Nautical Research (England), and the Sydney Model Shipbuilders Club. I'm also an honorary member of ROPE in Japan.

I have held many positions in the SMA from Newsletter Editor to President and was an NRG director for 14 years. I was also chairman of the Western Ship Model Conference and Exhibit in 2011 and am the author of the book [Planking Techniques for Model Ship Builders](#), first published in 1985 and still in print.

### **3) How did you come to the Guild?**

My first contact with the Guild was many years ago when the NRG first conducted one of their conferences in San Diego and used the Maritime Museum of San Diego and local hotels for their conference. I have been a member of the Guild for many years – we used to meet on the STAR OF INDIA. Knowing San Diego from my Navy days, and several Guild Members like Bob Crawford along with the MMSD itself was a great attraction to me.

### **4) Do you recall your first model?**

My first wooden ship model was the Spanish galleon SAN MATEO, a Constructo kit which was an odd hybrid of half solid hull and half framed hull (I have seen no other kit quite like it.) SAN MATEO was 1:96 (1/8"=1') scale build and completed in 1974.



### **5) Of the models you've made, which is your favorite?**



This is a difficult question to answer. SOVEREIGN OF THE SEAS and HALIFAX are two of my favorites, but there are others that I like due to certain aspects of the model itself or how things turned out, along with the quality of the parts supplied in the kit. The more scratch built work done on the ship the better it is: the FRIESLAND, a Dutch ship from a Mamoli kit stands out for the scratch

work I did on the bow headrails and the sails I made.

SOVEREIGN OF THE SEAS started from a Sergal kit but was so highly modified that it was almost scratch built by the time I finished building her. Many of the kit items (including the cannon and the stern light) were scratch-built; much of the carving was done by myself. The masting and rigging was totally scratch built using the book [\*The Masting and Rigging of English Ships of War 1625-1860\*](#) by James





Lees, in which he gives complete details as to the sizes of the masts and yards along with all the correct rigging, both standing and running. The lines were linen supplied by myself and spun on my ropewalk. The masts and spars are all lemonwood. Boxwood details. The stern lantern was carved from boxwood – according to Pepys, an Englishman of the period, he walked into the stern lantern with a number of ladies, so I had to carve and install a few figures on the poop of the SOVEREIGN OF THE SEAS that are attempting to climb into the stern lantern. Just a little fun. All the cannon were cast in bronze as shown in the book [The Age of Evolution. 1523-1715. Vol I of History of English Sea Ordnance 1523-1875](#) by Adrian B. Caruana. SOVEREIGN OF THE SEAS won the Blue Ribbon at the 2009 San Diego County Fair.



The third ship I would call a favorite is the HALIFAX of 1768, a plank-on-frame model at 1:48 (1/4"=1') scale. I remember that it was a lot of fun to make all the frames and the interior bracing and details along with the effort to figure out how to make the hand cannon on deck. All the cannon on the ship were turned on my lathe using brass rod, the barrel being bored out also. The handles

on the railing cannon were made with wood and brass wire. HALIFAX took the Blue Ribbon at the 2018 San Diego County Fair.



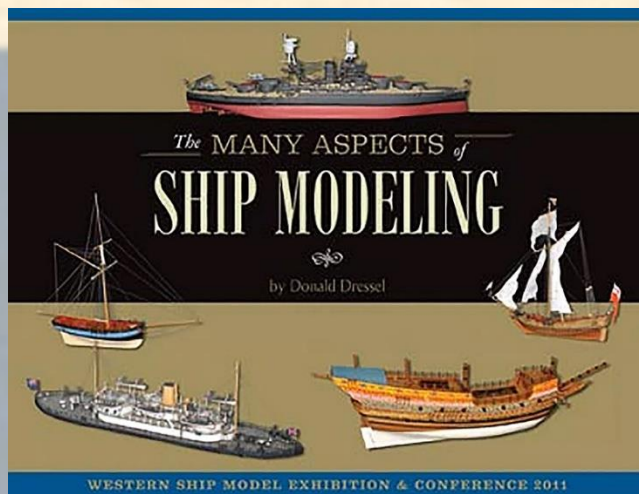
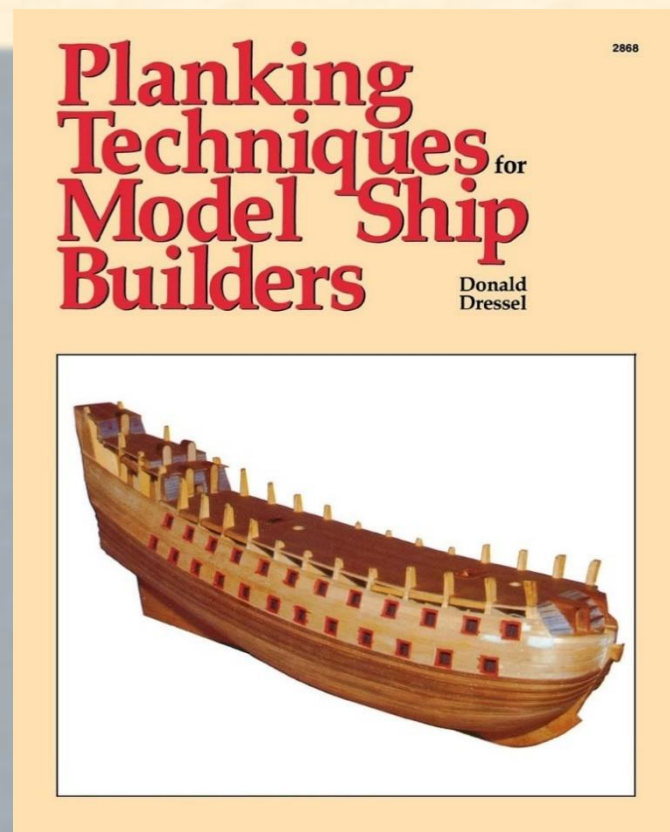


There are several other models that are also favorites for one reason or another (I cannot share them all) but I would like to highlight one other one: the Japanese Woody JOE kit of a wasen (a traditional Japanese-style ship.) The material supplied in the kit is excellent and the Japanese wood smelled so nice and fresh when working on the model that it was a pleasure to

build. This photo also shows HMS ROE-BUCK in the background, a completely scratch built model still under construction.

**6) Describe another avocation you enjoy.**

I did enjoy HO trains for a period of time, but have since lost interest.



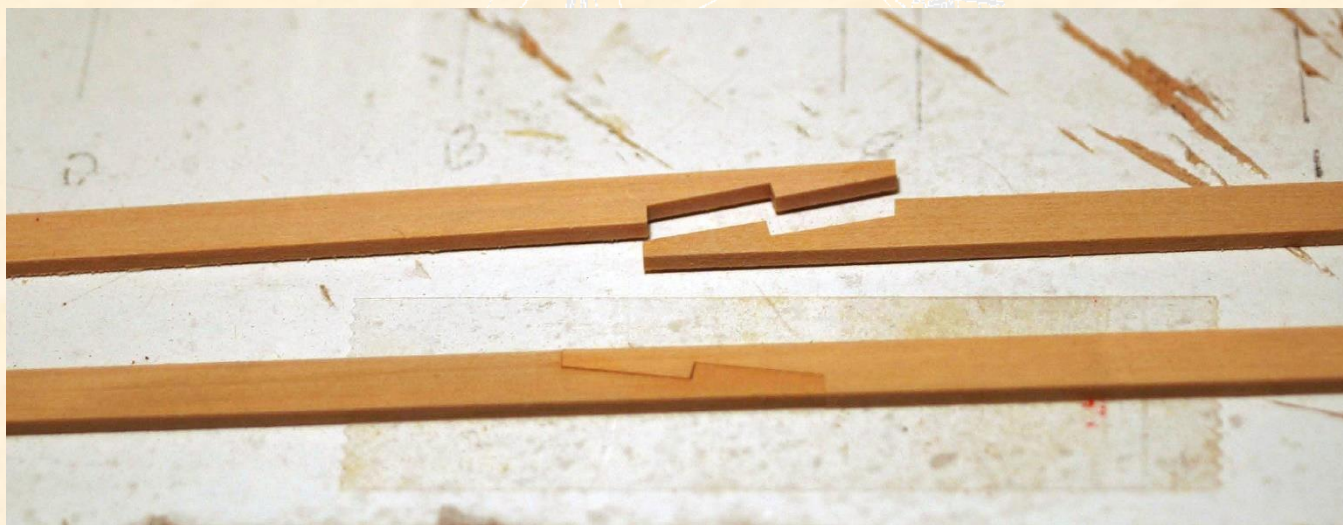




In [Part Seven](#) I covered fashioning the black strake and the wales, which stabilized the exterior of the hull. With the majority of the framing and fairing inside and out complete, it's now time to do the same for the hull's interior.

### ***Cutting the Keelson's Hook Scarf Joints***

First up is the keelson. This is a large timber that sits on top of and locks the frames in place and is through-bolted to the keel. The keelson is made of five pieces that are hook scarfed to each other. The challenge here is making the hook scarf joints, some of which are straight and two that follow the curvature of the fore and aft deadwoods.



*Figure 46 — hook scarf joint*

The hook scarf joint shown is in the sheer strake: this one is straight and fairly easy to cut. The key to making it fit is ensuring symmetry: to do so the two pieces are stacked on each other end to end and the joints are cut in the mill as one so that each shares the same cut. One part is flipped over and then the parts are ready to join. The keelson joints were cut in the same manner except where the pieces were curved. They were stacked at an angle with the ends aligned. The joint was cut and when one part was flipped the two parts joined at the joint following the keelson's curve.



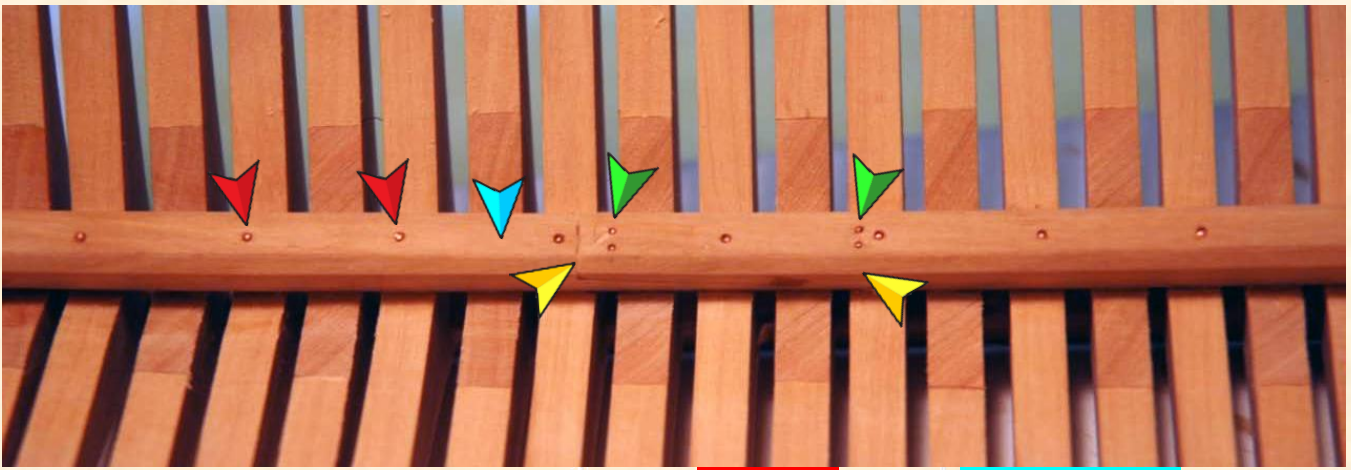


Figure 47 — section of keelson showing large bolts through keelson and keel and small bolts bolting the keelson's hook scarf joint together

The keelson's hook scarf joints were bolted together with  $\frac{3}{4}$ " copper bolts. The keelson to keel bolts were  $1\frac{1}{4}$ " diameter copper bolts. To simulate these I used copper wire of the correct diameter. To look like bolts the ends of the wire bolt needed to be rounded, however trying to do this by filing, sanding, et cetera did not produce acceptable results. Looking to the jewelry industry I found a burr that worked perfectly. It has very small cutting teeth shaped like the inside of a cup/hemisphere. Forcing the end of the wire into the cup produced a nice miniature hemisphere on the end of the wire. The burrs are available in various sizes to accommodate different wire sizes.

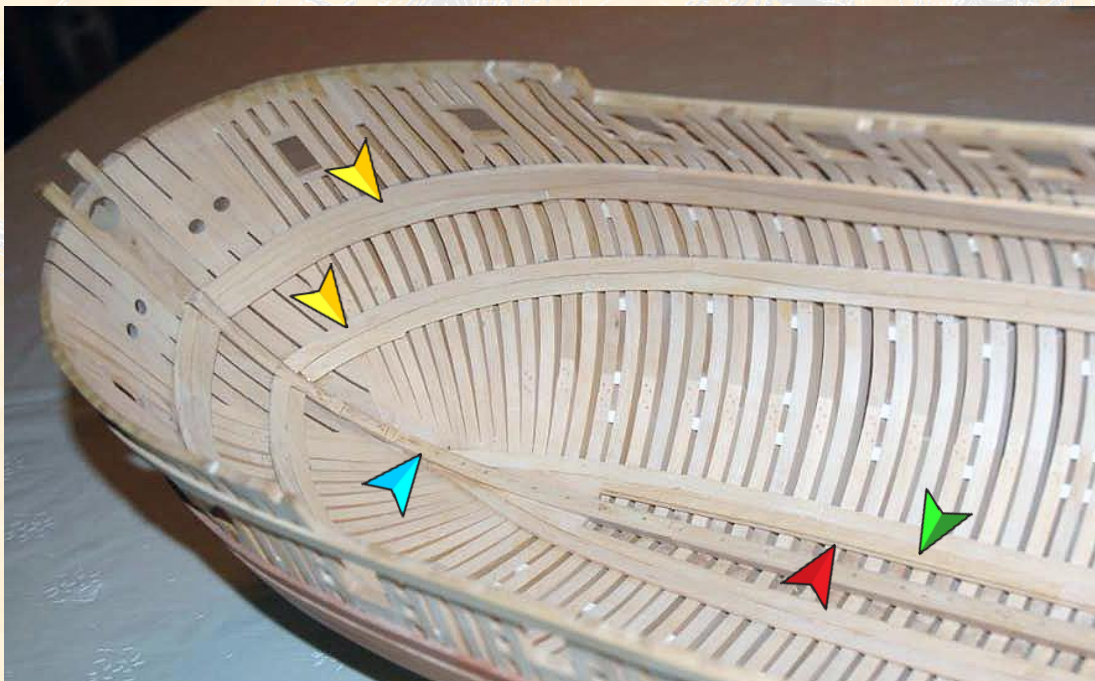


Figure 48 — the keelson following the upward curvature of the bow, deck clamps installed "top and butt" fashion and the limber strakes

Limber strakes rest at the bottom of the hull. There are removable boards (not shown) that fit between the keel and the rabbet in the limber strake.



## ***The Ceiling and Deck Clamps***

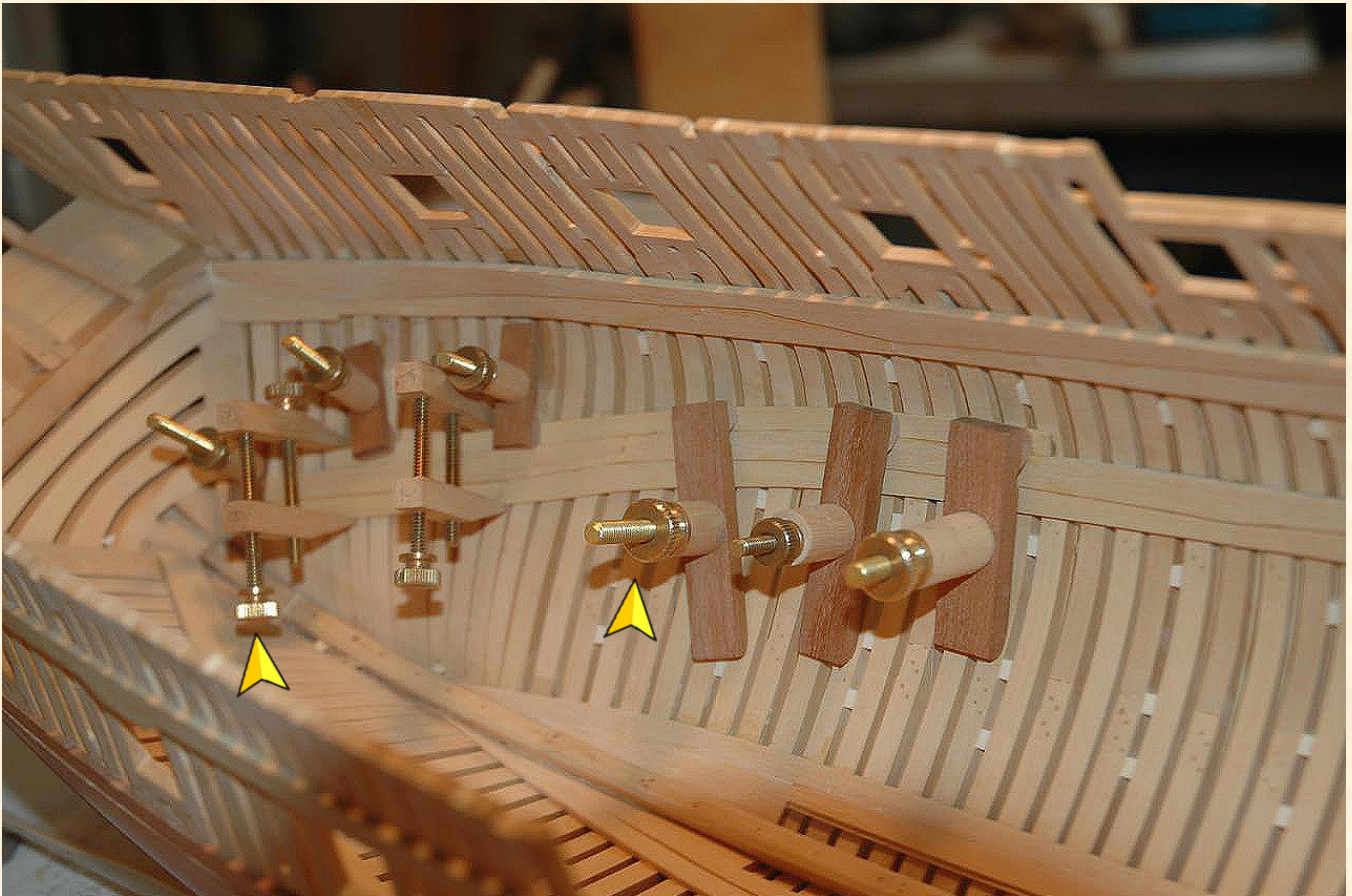
Planking of the interior is known as the ceiling. A special portion of the ceiling are the two rows of double planks that act as support for the upper and lower deck beams: these are usually referred to as **deck clamps**. Like the wales on the hull's exterior, the deck clamps for the upper and lower decks are installed top and butt fashion. This greatly increases the longitudinal strength of the clamps and the hull. The deck beams will sit on top of the clamps.



*Figure 49 — upper **deck clamp** installation using top and butt planking*

You can see in the photo above that the edges of the upper strakes seem to **stand proud** of the lower ones. This is not a mistake: the upper strakes *are* thicker than the lower strakes.





*Figure 50 — lower deck clamps being installed*

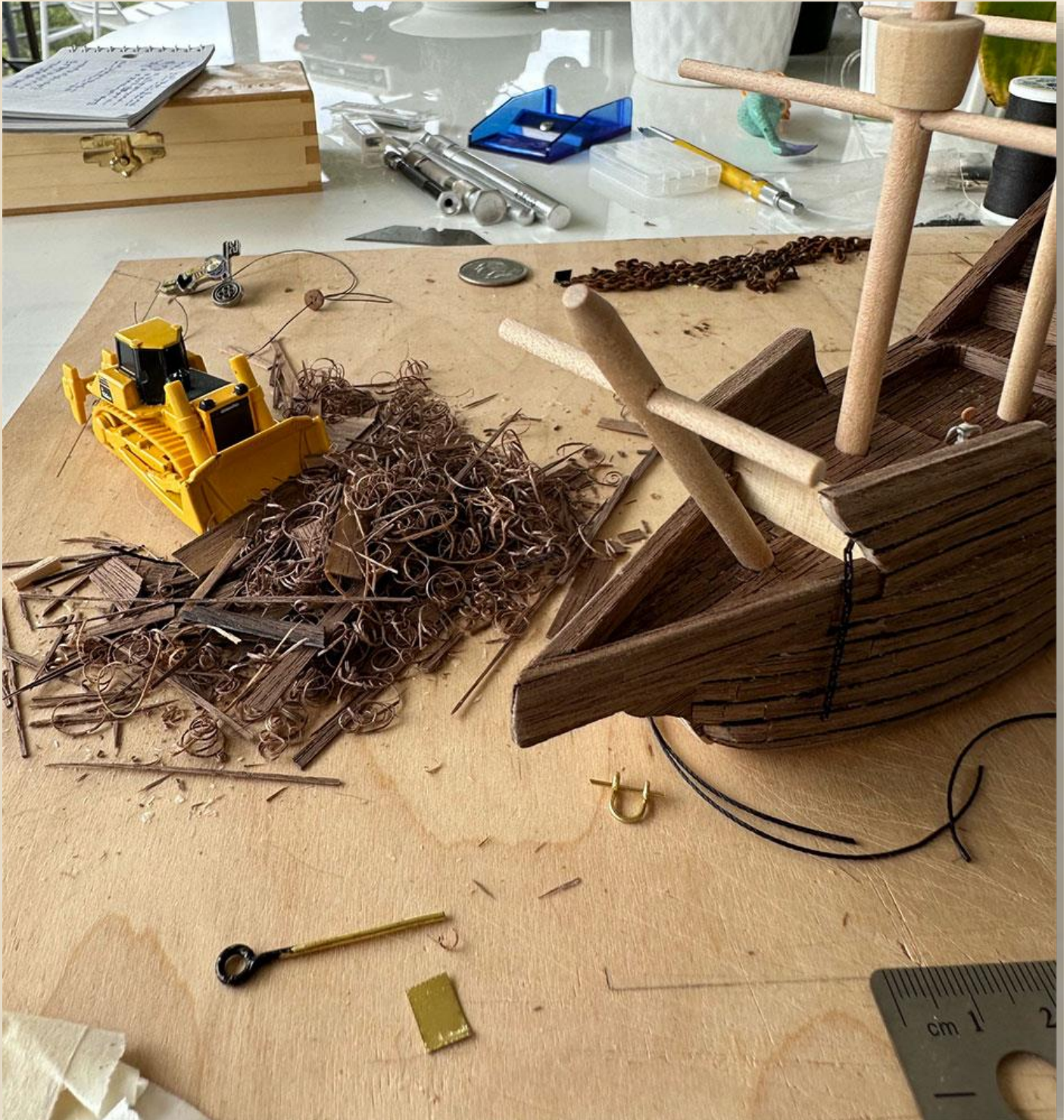
Note the use of the **hand-screw clamps** I made in Part Seven now being used to ensure there are no gaps left between adjoining planks.

**Next time:** I will continue with the interior in the final installment of “Tales of the FLY.”



### ***Work Space Cleaner-Upper***

Work spaces can get... messy. Tools here, bits of brass there, rigging thread, wood scraps and junk just about everywhere. Member Kurtis Sellen sent in this whimsical glimpse of how he keeps his work space clean and tidy.







*San Diego Bay, February 4 2024, 8:08am*

Thanks to our sponsor, the Maritime Museum of San Diego, the San Diego Ship Modelers Guild is fortunate to call not only San Diego Bay our home, but also the steam ferry BERKELEY, part of the Museum's fleet tied up on San Diego's Embarcadero.







## ***Our Founders***

The Guild was founded in 1971 by Bob Wright and Russ Merrill in collaboration with Ken Reynard, Captain of the barque STAR OF INDIA.

## ***Mission Statement***



The [San Diego Ship Modelers Guild](#) is dedicated to the preservation and enhancement of the craft of building scale ship models and to providing a forum for the exchange of ideas, information, skills, and techniques.

## ***Maritime Museum of San Diego***



The Guild encourages all Members to join and maintain an annual membership in the [Maritime Museum of San Diego](#). As our sponsor, the MMSD provides the Guild space aboard the steam ferry BERKELEY to hold monthly meetings; allows us to work in, store supplies, and maintain the Museum Model Shop; and annually awards Guild entrants ribbons and cash prizes for the Design In Wood competition at the San Diego County Fair.

## ***Nautical Research Guild***



The Guild also encourages all Members to join and maintain an annual membership in the [Nautical Research Guild](#). As a chartered Chapter Club, the NRG accords certain benefits, privileges, and protections to our Guild.

## ***Piracy in Model Shipcrafting***

Although there is no single, agreed-upon definition of what constitutes "piracy", the use of another's intellectual or physical property without recompense is the basis for any working definition. Unfortunately, this is an issue that affects our craft: be scrupulous and avoid purchasing pirated kits or materials.



## ***Back Issues***

Back issues of *The Second Dog Watch* are accessible via the [Newsletter Archive](#) which has digital copies dating back to Volume I, Issue 1 (May 1977.)