



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

September 2008

NEWSLETTER

VOLUME XXXII No.9

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Established in 1972
by
Bob Wright and
Russ Merrill

Guild meeting Report August 13, 2008

A very festive time was had by all aboard the Berkeley during our annual Birthday bash. See photos with in. No written report available, there was a party going on.

Guild meeting Report July 9, 2008 (Missing from last months Newsletter)

Robert Hewitt opened the meeting and there was one guest present. Oral Williams is looking for a new hobby. His current hobby is Intarsia making. The pursers report was read by Ron Hollod. The balance as of May 31 was \$<redacted>. For the period ending 30 June, the balance was \$<redacted>.

There was no newsletter editor's report. Please contact Bob Crawford if you did not receive a newsletter. Bob Crawford's email addresses for all communications is Hmodels@sdmaritime.org or Hcollections@sdmaritime.org

SAN SALVADOR Report: Bob McPhail reported that a request was given to Bob Crawford for three display cases for the models. (one plank on frame and two plank on bulkhead). A "hopeful" completion date by the Festival of Sail was announced. Don Bienvenue, who is working on the six "half hull" models indicated that he needs wood backing for the models. Bob Crawford was notified about this request.

FESTIVAL OF SAIL: The Maritime Museum will participate in a Festival of Sail August 20 – 24. Volunteers are still being recruited. Members are encouraged to sign up. (Hvolunteers@sdmaritime.org) Contact Bob Crawford if you need additional information.

The San Diego chapter of the International Plastic Model Society (event 21 June) was discussed. The one day event was held at the Aerospace Museum, Gillespie Field. Robert Hewitt received a second place for his model entry. First place overall went to a model of the Japanese ship NAGATO.

New Business:

The Guild will hold its ANNUAL PARTY on the AUGUST MEETING DAY. GUESTS ARE ENCOURAGED. It will be "pot luck" with other items being purchased by the GUILD. A sign up list for the pot luck was passed around for sign up. No models or items for show and tell should be brought on this day. Howard Griffus volunteered to purchase additional food items and miscellaneous things for the party.

SHOW AND TELL:

Bill Grolz: Vietnamese Junk
Dave Dana: SAN SALVADOR
Bill Norris: Sovereign of the Seas
Dave Yoder: Hotspring Boat
Robert Hewitt: Agamennon

AUCTION. The guild held an auction which had been rescheduled from the June Meeting. Many interesting items were auctioned and the bidding was very spirited. Ron Hollod collected the winning bid amounts from all successful bidders.

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



SHOW & TELL August 2008

Bob McPhail



Someone's small yacht

Mrs. Luther, Don Bienvenue and Ernie Andrews



Bill & Ernie



Bill Grotz & Family?

Ron Render, Robert Hewitt & Karen Johl



Tony Bunch and wife





Chuck Seiler



Commadore or Navigator waiting for first star shot during sunset?



Alan & Mrs. Good



John & Mrs Saurajot



Bill & Shari Norris

THRU THE LUBBERS HOLE



Early Boat

Development By Robert Hewitt

Boats were developed when there was a need for them and built for basic utilitarian requirements. They were necessary, beneficial and important for people to live. Time, work and scarce raw materials were not put into boats for reasons of romance or aesthetics. Man did not take to water unless the benefits were considerable. They only took to the sea or river when the land alone could not support them. They ventured out to fish for food, to travel to new hunting grounds, to earn a living by trade or by stealing in acts of piracy, or for a combination of these reasons.

Boats have developed all over the world in different ways and at different speeds. Their development has been conditioned by the geography of the local waters and climate. The purpose for which the boat was needed and the availability of local materials played a great part in their development.

If there was a good supply of small timber in a warm climate and an area of sheltered waters, then rafts were developed. If the timber was larger in a colder climate, single and double logs were shaped into boats. If the timber was very small and there were skin bearing animals to be hunted, then skin boats were made by stretching the skins over frameworks of light branches. In some parts of the world where trees have bark of the right properties, bark canoes developed.

Only in areas where there was a considerable choice of timber available did the ideal timber become the choice for a particular boat. The builders of Bridgwater flatners in Somerset, England made them of elm, because it was cheap and readily available. Boatbuilders in areas with a wide choice of timbers would never have used elm in this way.

In many parts of the world sophisticated boat building techniques have evolved. The vessels are often beautiful to look at and are products of very skilled craftsmanship. The edged joined overlapping plank building techniques of Northern Europe and Bangladesh have resulted in boats that are so well designed and developed for their purpose, and so pleasing in form, that they are almost works of art in their own right. The complex structures of the Viking ships found in Norway and Denmark show a high degree of technical sophistication and beauty of form for the boats of the ninth and tenth century. They justify the description of the clinker boat building of that period as one of the greatest technical achievements of North Europe, before the building of the early cathedrals. It has been compared at its best to the art of sculpture.

Until a few years ago the world was full of beautiful boats. They were built by men who constructed them with the discipline of strong building tradition conveyed from generation to generation only by example. They therefore were strongly protected against hasty innovations.

The raft boats of the southwest coast of Africa; the log boats of the coast of Brazil; the smooth skinned fishing boats in southwest England; the dory from northeastern North America, France, and Portugal; were all products of different environments, societies, technologies, and requirements. All of these and many more were highly developed, efficient, and beautiful each in its different way.

Since man has been building them, most boats have not been the product of organized industries, but the part-time work of men who had other trades and learned boat-building traditions as part of their preparation for life. The oldest elements in local traditions lasted the longest. Boats built in recent years show evidence of their origins.

Now, quite suddenly, all of these trades and skills are in grave danger of being lost in a very short time. The introduction of glass-reinforced plastic, plywood, and resin is a major factor. Another is the development of highly commercialized production of boats in factories using standard materials and parts built with a minimum of labor. The third factor is the incorporation of power in the form of small outboard motors, even in the most remote areas of the world. These bring about changes in the boat's shape and structure.

All of these developments mean the early end of the widespread use of boat building traditions, which in some areas of the world go back more than one thousand years. Soon popular awareness of some of the oldest technologies is going to be lost forever.

The new materials; glass reinforced plastic and glued plywood, and sometimes the two used together; in a world where labor is now the largest component in costs, save time in boat building. This material is relatively cheap and readily obtainable in standard sizes and quantities. Above all, once the boat is built, it is strong and stable.

The boat therefore does not have to be nursed like the relatively delicate flexible structure of even the most massively built traditional wooden vessel. The material will not dry out and leave gaping seams if allowed to dry out too completely or too often. Marine borers will not destroy it. There is much less maintenance than for a traditional wooden boat of any form. But the plastic boat will not have as long a life as a well-maintained wooden one and because of this becomes less and less important.



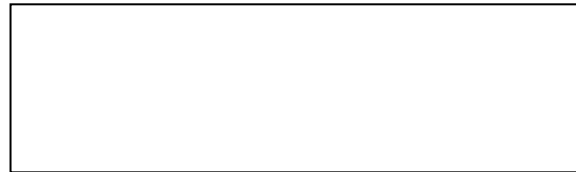
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San Diego Ship Modelers Guild Officers

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**Next Meeting will be Wednesday Sept 10, 2008
aboard the Berkeley at 7:00 pm on the Upper Deck**



Festival of Sail – we had a blast