

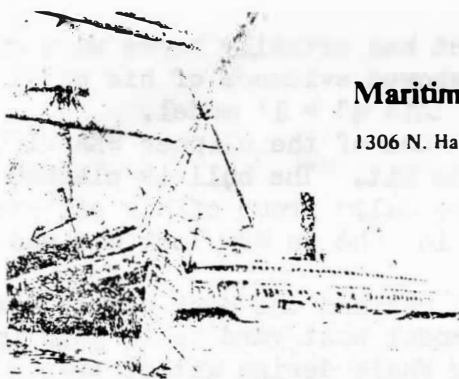


San Diego Ship Modelers' Guild

VOLUME 8 NUMBER 11

NOVEMBER 1984

WE HELPED TO SAIL STAR



Maritime Museum Association of San Diego

1306 N. Harbor Drive, San Diego, California 92101 • 234-9153

October 29, 1984

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Mr. Roy T. Nilson
Master
San Diego Ship Modelers Guild
88 "H" Street
Chula Vista, California 92010

Dear Roy:

On behalf of the Board of Trustees of the Maritime Museum of San Diego, I wish to express our appreciation for the recent contribution of \$100 to our STAR OF INDIA Sailing and Preservation Fund.

This contribution, along with those of our many other supporters, will make possible the sailing of California's most historic tall ship on the 11th of November 1984.

This contribution has a very special meaning in view of the very close relationship of our museum with the Ship Modelers Guild over the years. On this and other occasions, the Guild has always been available and ready to support our cause and needs. We deeply appreciate this loyal and dedicated relationship.

Please convey our warmest personal regards to all members of the Guild.

Sincerely,

EDWARD H.C. FREDERICKS
Executive Director

LOG of the OCTOBER MEETING

Guild Master Nilson called us to order, announcing his intent to keep the business portion of the meeting brief so we could have plenty of time for our special guest speaker. We welcomed three visitors, David Baumgarten and Francis Fillting who were accompanying Stan Hugill and his wife; and Mark Purvis. There were only two announcements, one for the "Scales for Seals" meet in Tempe, Arizona on November 10 to benefit the Arizona Lung Association, and a request for help with security and crowd control at the dock for the sailing of the STAR OF INDIA.

Proceeding on to SHOW AND TELL, we had an impressive collection of models including a fleet of three CROCKETT's (PG-88), all from the Dumas kit, by modelers A.J. Neubauer (his is named USS ANTLOPE), Mike Anderson, and Mark Purvis.

Royce Privett not only opened the box, but has actually begun work on his SMUGGLER from the Bluejacket kit. Royce showed evidence of his usual excellent work with a working companionway on this $\frac{1}{4}$ " = 1' model.

Tom Hildebrand showed off his completed model of the clipper SEA WITCH. It is in $\frac{1}{8}$ " = 1' scale from the Marine Models kit. The hull is planked over and most fittings were replaced. Tom should be duly proud of his efforts in this superb model. The Sea Witch was built in 1846 in New York and was lost in 1856 off the coast of Cuba.

Aurora Selenian (spouse of yer logkeeper) decided the best way to deal with the take-over of the living room by the model boat yard is to join in the hobby. She has started in on the Laughing Whale design kit of the MUSCONGUS BAY LOBSTER SMACK in $\frac{1}{2}$ " = 1'. This will be a 15" long display model.

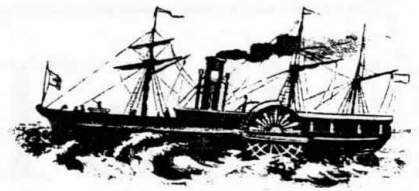
Doug McFarland continues to make progress on his Sloop-of-War HOTSPUR in 1:75 scale. It is now about 70% complete with the masts finished, the lower shrouds rigged and work being done on the gaff and boom.

Bill Kelly-Fleming also is making progress on his Brigantine NEWSBOY from a $\frac{1}{8}$ " = 1' kit. The standing rigging has just been completed and yards slung ready for running rigging. Unfortunately damage to the topmast at the meeting meant more rigging work to be done.

We were all treated to a fascinating talk by Stan Hugill, telling of his life experiences from the days of sail, having first gone to sea in 1920, stories of adventure, and explanations of some of the origins of terms. He passed around photos of his excellent marine paintings, and shared insights into some of the sea shanties. A few of the tidbits:

- "Boomkin" comes from the German for 'a small piece of wood.'
- Americans were the first to ever put a sail on the crojack yard.
- Often the crojack sail was used to over cannon balls.

Stan will be in town until mid November. His book SHANTIES FROM THE SEVEN SEAS is currently available at Upstart Crow for about \$13.00. This book is the bible on shanties. For those in other parts of the country, it is published by Routledge & Kegan Paul, 9 Park Street, Boston, MA, 02108; ISBN #0-7102-0412-4. In order to properly show Stan our appreciation we passed the hat and through the generosity of our members received a tidy sum to help pay for his trip from Wales. Thanks!



EDITORIAL

One of the primary purposes for our meetings is to bring our models in order to share tips and problems. In the early years of our club, this is why people came to meetings. Most of our time was spent on modeling techniques. Some modelers are understandably hesitant to take a model out of the house for fear of damage after much hard work. We tend to feel safer taking our models to a group of fellow modelers because we assume they will understand the need to be careful around our precious endeavours.

While R/C models of necessity have to be durable, we still have several static models whose works are more fragile. As we were in the mix and mingle portion of our last meeting, I got nervous as I saw gesturing hands come very close several times to some of the detail work on the patrol boats. **MATES! WE ARE GETTING VERY CARELESS AROUND THE MODELS.**

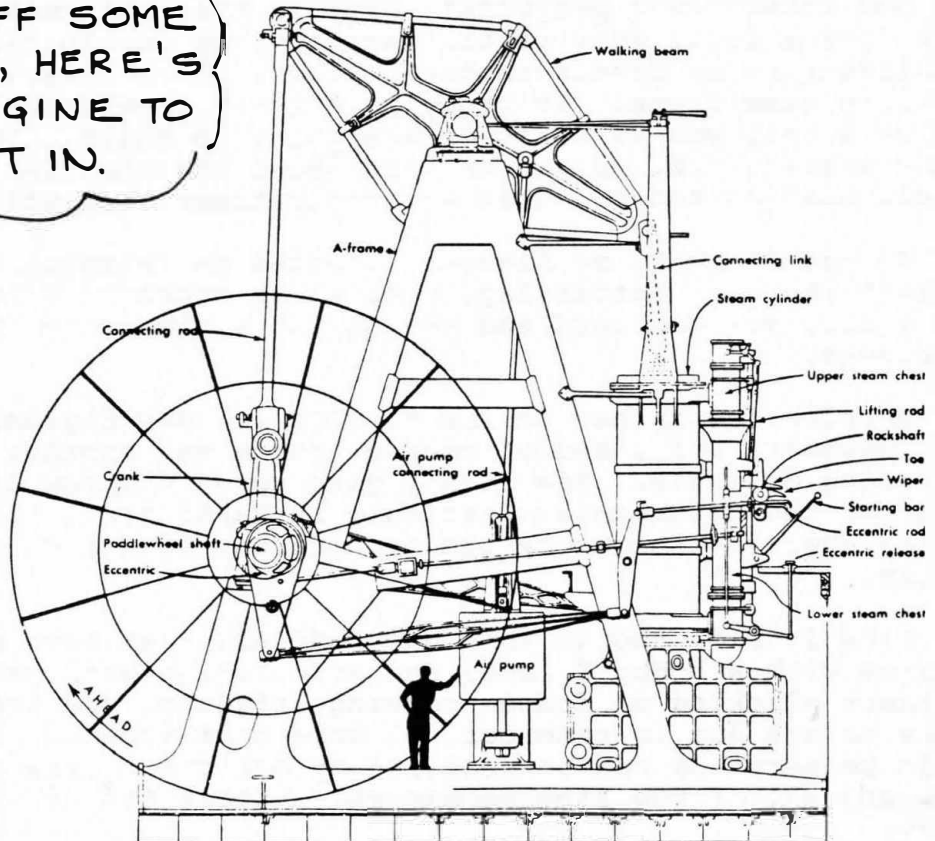
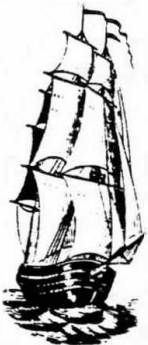
When I got back to where my model was, I discovered that someone in their carelessness had snapped my main topmast. This was extremely disheartening, not only because of the work that went into it, but also because that model is part of my scarce pittance of a livelihood, being built with the hopes of selling it to pay the rent. The resulting damage meant an additional 10 hours in making a new topmast and completely re-rigging stays and shrouds. (That amounts to a day's work without pay!)

My frustration and disappointment will pass quickly--in fact it is mostly gone now that repairs have been completed. But for many modelers, that would have been enough to turn them off from ever bringing a model to another meeting, if not from coming altogether.

My friends, we must take care around the models and show them the respect we have for each other's work. Accidents will happen to models, but a modeler should feel that a model will be safe in our meeting environment.

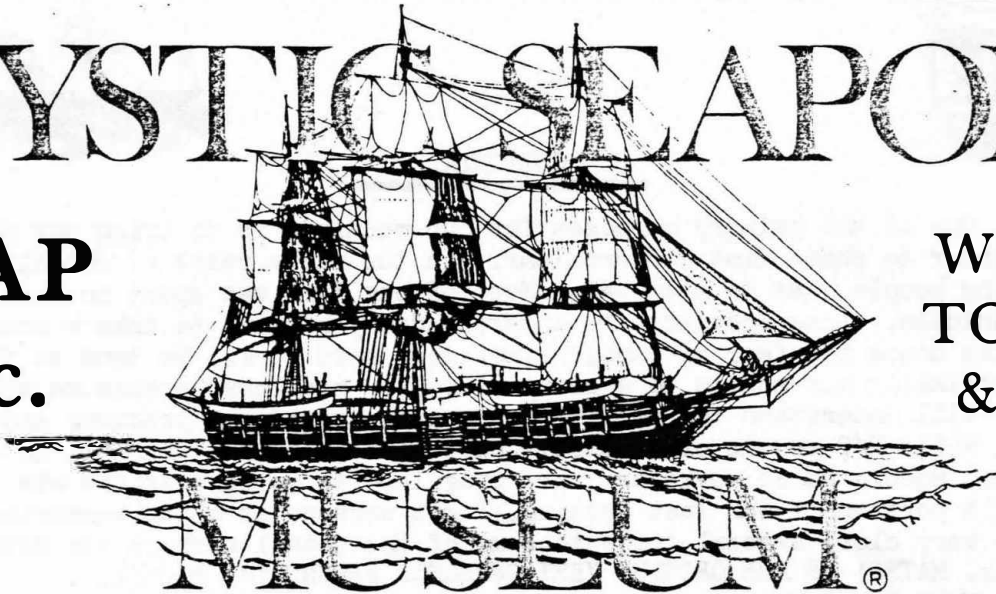


SINCE BILL LET OFF SOME STEAM, HERE'S AN ENGINE TO PUT IT IN.



MYSTIC SEAPORT

MAP
&c.



WHAT
TO SEE
& DO

I recently visited the Mystic Maritime Museum and Gallery, in Mystic, Connecticut. For months, my fiancée', an artist from there, has been telling me many tales regarding the history and beauty of the early New England whalers and the lifestyle associated with it.

Although as a commercial fisherman in Greece and later a member of the Greek navy as a diver, I managed to travel many oceans and see many faraway places, the beauty of Mystic was definitely more than I had ever anticipated or imagined. The museums and galleries, coupled with the rigorous restoration projects that were underway, while tourists thronged the area, were almost too much for any ship modelers mind to fathom for an all-at-once look. Watching a living memorial kept alive through the men and women workers, caused me to reflect back to San Diego and our own Star and other great projects. Despite the fact that I work as a foreman rigger for a local ship repair facility, my imagination raced with visualizations of myself in their place. I've always felt I was born in the wrong time frame! It truly is a great experience to stand on the deck of a ship you've built or are going to build. In my case, the famous whaler, C.W. Morgan brought about sea chanties and the voices of the old whaling songs. What an inspirational moment!

To add to this, my fiancée' dragged me (without much difficulty), to visit the USCG Cutter Eagle, of which brochure I have included and once again, going aboard and seeing the workmanship was a memorable experience.

Unrelenting in her desire to show off New England, she then guided me to Newport, R.I., and of course, there was another whole buffet of sea-faring delights. She didn't give up, and a few days later, I found myself at the Smithsonian Institute in Washington, D.C., marvelling and feeling ever-so-humbled by the magnificent multitude of ship models on display.

Like I said, though somewhat humbled, I am even more inspired now to continue with a hobby I love, and association with people whose hearts are there planking on frame, carving, rigging, and creating a legacy for others to see and to remember. I hope that someday, a facility like the Mystic Seaport one can be realized by our great city and magnificent Star, and all of the fine people who support it!

A. Basimakopulos

San Diego Ship Modeler's Guild
Bill Kelly-Fleming-Logkeeper
/redacted/
Dear Bill,

Although I am a new member, (old fan), I would like to submit the following for your use. I recently visited the east coast, and was so impressed, it motivated me to "share" a few things with you.

Meanwhile, I look forward to the next Ship Modelers meeting.

Sincerely,
Andreas Basimakopulos

P.S. Andreas Basimakopulos
I did win a first place blue ribbon at Del Mar, which my fiancée has proudly displayed.

(SEE PAGE 4)

SAN DIEGO *Argonauts*

(NEWS LETTER)

As mentioned earlier, Woodie could not be present at tonight's meeting due to his attendance at the City Parks and Recreation Board Meeting. This was necessitated by the incident in which a club member told a non-club member he could not use the pond. This individual has approached the city, and they now want some answers. Bill Sage from the Sail Division is attending this meeting with Woodie. Hopefully, they will be able to resolve matters satisfactorily, so that we will not lose the use of the pond.

It wasn't us guys, we know better.

Campbell ¹⁰⁻¹²⁻⁸⁴ in command at NTC here

The Naval Training Center here received a new commanding officer yesterday when Commodore Norman D. Campbell relieved Capt. Herschel L. Plowman of the position.

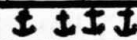
Plowman has served as the center commander since June 1983 when Rear Adm. Warren E. Aut was reassigned to other duties.

Campbell comes to the command of the center here from duties as naval attache at the U. S. Embassy in London.

The training center, which is 61 years old, came into being when the San Diego Chamber of Commerce raised \$280,000 to purchase and donate 135 acres of waterfront land to the Navy. This was combined with another 142 acres donated by the City Council to form the training center.

As center commander, Campbell will coordinate the overall operations of four component commands, including the Recruit Training Command and the Service Schools command.

About 26,000 recruits are trained annually at the center.



KNOTS TO YOU



OVERHAND KNOT



SAILOR'S KNOT

If you can't handle this,
see Gordon Jones.

SHOW & TELL

by Nilson

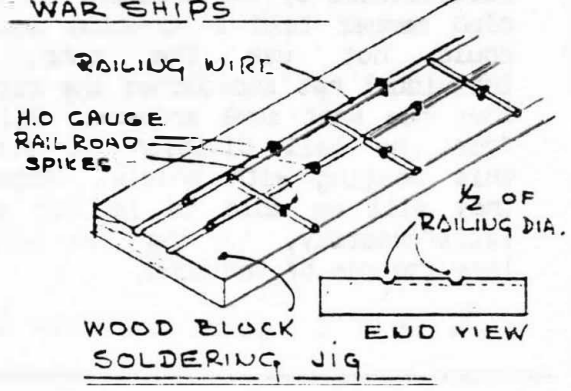
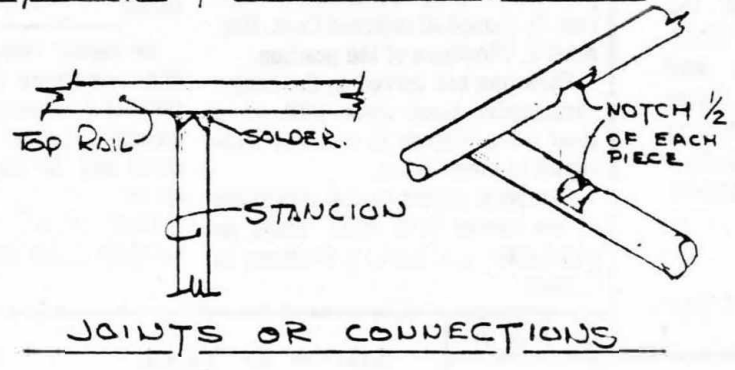
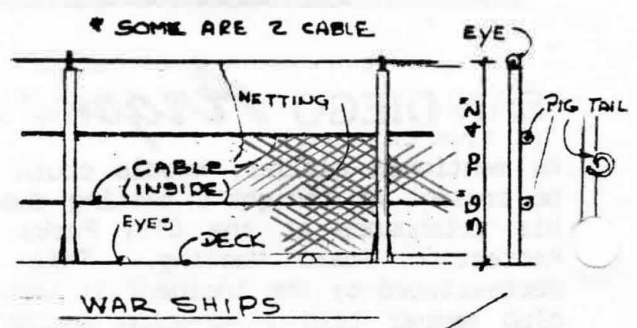
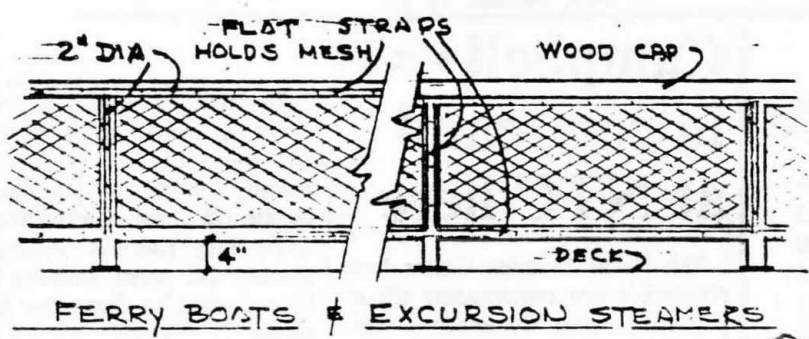
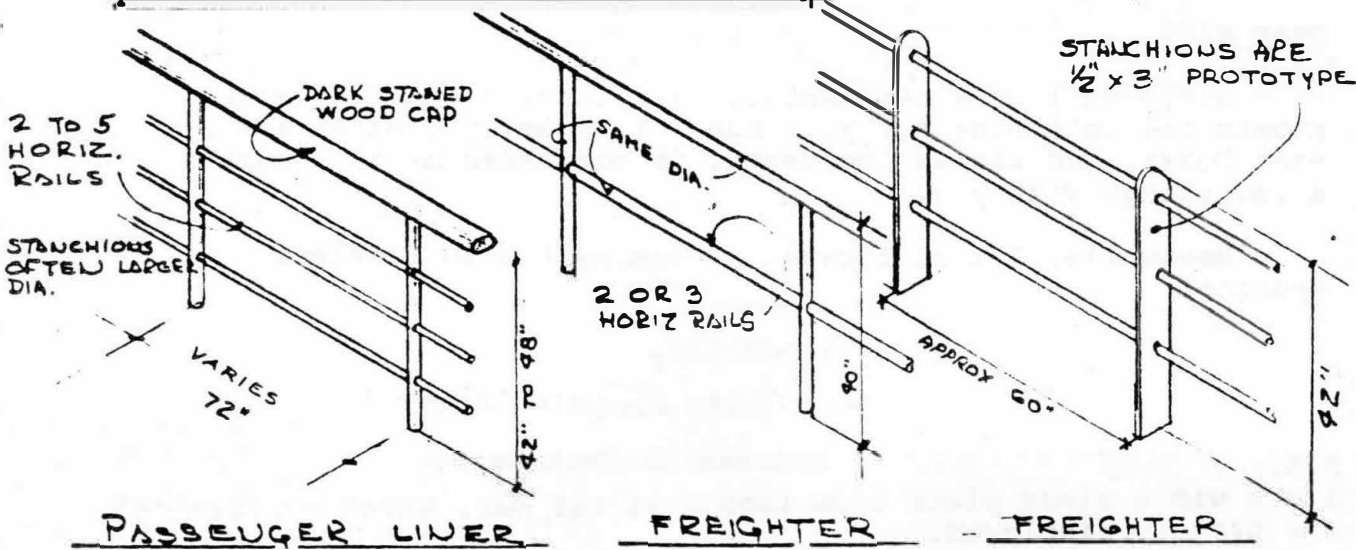


"I THINK IT'S THE SEAWITCH, CAPTAIN"

SAN DIEGO SHIP MODELERS GUILD

SCRATCHBUILDING RAILINGS

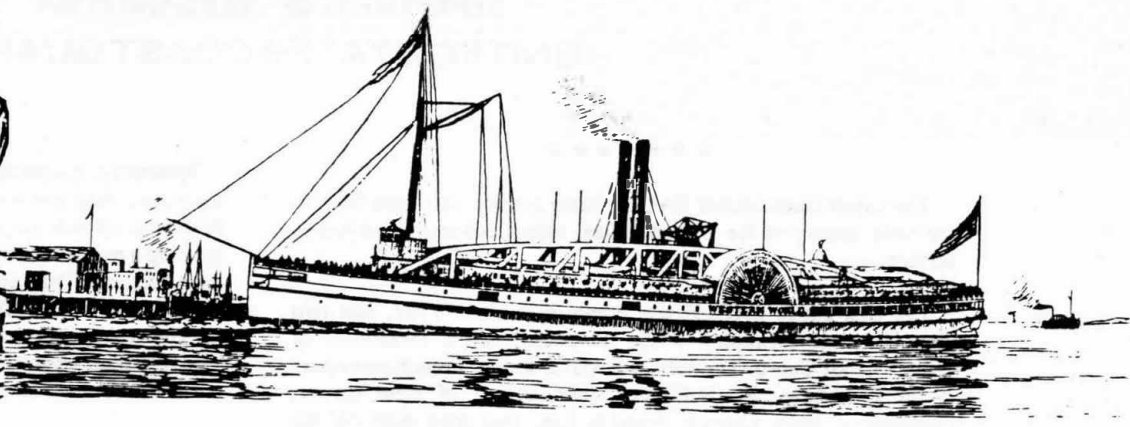
BY R.T. NILSON
11/61



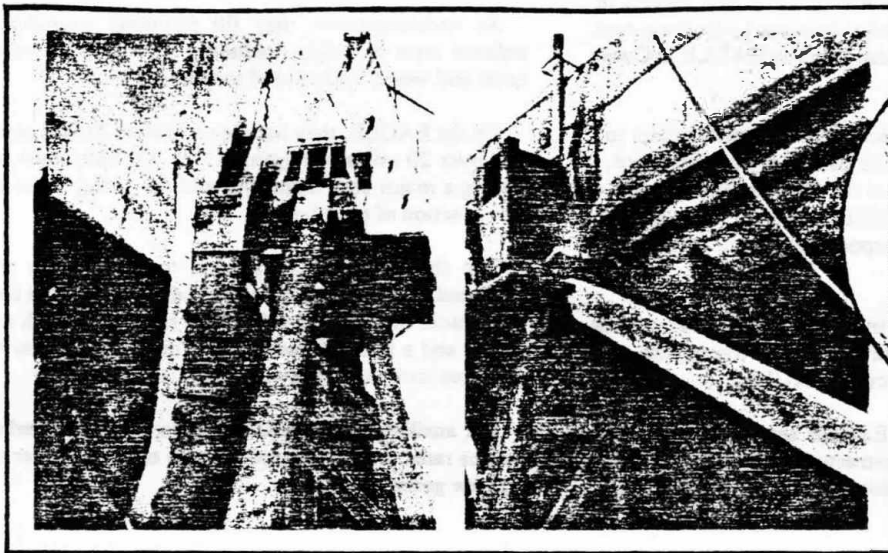
ABOVE RAILING DRAWINGS ARE TYPICAL - ALWAYS REFER TO YOUR PLAN AND ANY PHOTOGRAPHS THAT ARE AVAILABLE. DIAMETER OF STANCHIONS AND HORIZ. RAILINGS ARE FROM 1" TO 3" DEPENDING ON YOUR SCALE, RAILINGS CAN BE COAT HANGER WIRE TO THE SMALLEST MUSIC WIRE (GUITAR STRINGS). WIRE MESH ON ABOVE RAILINGS CAN BE SCREENING OR TULLE (TOLL) ASK THE WIFE ABOUT TULLE. NEEDLE FILES OR MOTO-TOOL CAN BE USED TO NOTCH WIRE (MOTO-TOOL ON BRASS ONLY). FOR WIRE SIZE IN THOUSANDTHS LOOK TO YOUR SCALE LISTED BELOW (APPROX.)

SCALE:

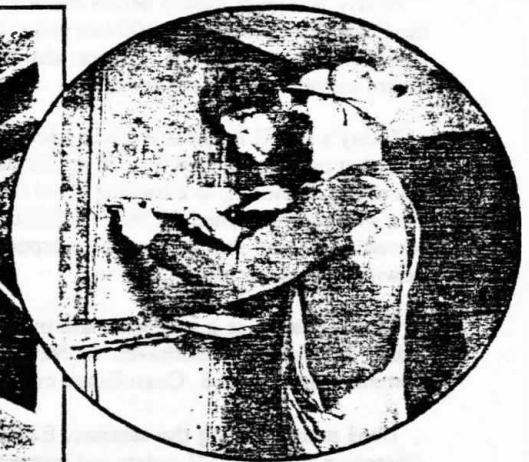
$1/192 = 1/16 \cdot 1 \cdot 0 = .0625$	$1/96 = 1/8 \cdot 1 \cdot 0 = .125$	$1/64 = 3/8 \cdot 1 \cdot 0 = .1875$	$1/48 = 1/4 \cdot 1 \cdot 0 = .250$	$1/32 = 3/8 \cdot 1 \cdot 0 = .375$	$1/24 = 1/2 \cdot 1 \cdot 0 = .500$
1" = .0035	1" = .010	1" = .0156	1" = .020	1" = .0312	1" = .040
2" = .007	2" = .020	2" = .0312	2" = .040	2" = .0625	2" = .080
3" = .0156	3" = .030	3" = .0469	3" = .062	3" = .0938	3" = .125



BREAK WARSHIPS' BACKS TO GAGE THEIR STRENGTH



Bow of the *Preston*, left, supported on a chock similar to one beneath the stern, while the center of the destroyer is unsupported. At right, the buckled hull of the *Bruce*, supported in center only, after breaking tests

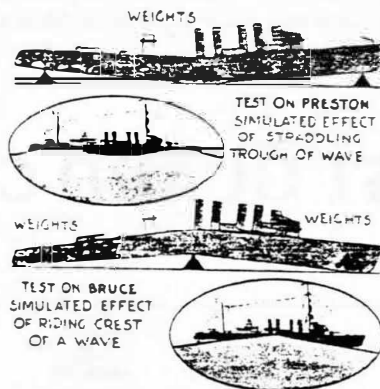


While iron weights were piled into the *Preston* workmen operated a strain gage on its plates to study ship's strength

ENGINEERS of the United States Navy, at the Norfolk Navy Yard, Portsmouth, Va., deliberately broke the backs of two condemned destroyers recently to find out how strong these vessels were. It is possible to calculate on paper the strength of a ship, but this was the first time an attempt was made to find out how near paper calculations came to the actual strength of a full sized ship.

The destroyers *Preston* and *Bruce* were used in these novel tests. The *Preston* was dry-docked on two cradles at her bow and stern, which left her entire length unsupported between them. Weights, old iron, chains, and junk were then loaded into her amidships. Strain gages were placed at various points during the test. While her plates began to buckle visibly on the exterior of the hull and she dropped amidships down onto the dock blocking, records were obtained of the exact stresses that caused her failure.

The *Bruce* was then operated on, but instead of being placed across two chocks like a ship's lifeboat, she was supported



on one cradle amidships. Weights were then loaded into her unsupported ends until they, too, dropped onto the dock's bottom. Strain gages again recorded the stresses.

Breaking the destroyers in this fashion was resorted to in an effort to reproduce actual sea conditions as far as possible. When a ship is lifted up on the crest of a big sea, her bow and stern are unsupported by buoyancy of water just as were those of the *Bruce*. When the sea falls away



Breaking the backs of the destroyers *Preston* and *Bruce* was carried out at night so expansion due to sun would be avoided

conditions are reversed. Ships have failed at sea under just such conditions. Such failures, however, were always emergencies and no one ever had an opportunity of gaging the stresses that caused the failures. Having definite data on the strength of full-sized ships, naval engineers hope to effect a saving in the weight of future craft without sacrificing safety.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

★ ★ ★ ★ ★

The Coast Guard cutter EAGLE bears a name that goes back to the early history of the United States' oldest continuous seagoing service.

The first cutter EAGLE was commissioned in 1792, just two years after the formation of the Revenue Marine, forerunner of today's Coast Guard. The second EAGLE fought French privateers in the Caribbean. EAGLE three operated out of New Haven, Connecticut under Captain Fredrick Lee. Her crew held off the British at the battle of Negro Head during the War of 1812.

Captain Lee also commanded the fourth and fifth EAGLE out of New Haven, from 1816 to 1829.

Nearly 100 years passed before the next EAGLE saw service in the Coast Guard. She was a 100 foot patrol boat used to prevent rum running during prohibition. She was also the only EAGLE in Coast Guard history that was not sail driven.

Today's EAGLE, the seventh in a long line of proud cutters to bear that name, was built in 1936 by the Blohm & Voss Shipyard, Hamburg, Germany, as a training vessel for German Naval cadets. She was commissioned HORST WESSEL. During the war she served as a cargo ship and troop transport and was credited with downing three aircraft in combat.

She was taken as a war prize and in 1946, a Coast Guard crew sailed her from Bremerhaven to New London where she was commissioned the U.S. Coast Guard cutter EAGLE.

Used mainly during the summer, EAGLE serves as a seagoing classroom for about 175 cadets and instructors from the U.S. Coast Guard Academy located in New London.

When at home, the EAGLE rests alongside a pier at the Coast Guard Academy on the Thames River in New London, Connecticut. The Academy was originally founded in 1876 with a class of nine students on board the Revenue Cutter DOBBIN. A series of cutters replaced the DOBBIN and in 1932 a permanent shore facility was built for the Academy, on land donated by the New London community. Enrollment at the Coast Guard Academy now numbers approximately 1,000 men and women, all of whom sail at one time or another on America's only active duty square rigger . . .

Invariably, it is on the decks and in the rigging of the EAGLE that the young men and women of the Coast Guard Academy get their first taste of salt air, and life at sea. From this experience they develop a respect for the wind and sea which carry them throughout their lifetime. They are tested and stretched, often to the limits of their endurance. Working aloft they meet fear and learn to overcome it. The training the cadets receive undersail has proven to be a valuable asset during their careers in the Coast Guard, for they learn never to underestimate the sea.

On the EAGLE, cadets have a chance to practically apply the navigation, engineering and other training they receive at the Coast Guard Academy. As upperclassmen, they perform functions normally handled by officers on the ships. They guide the ship and serve as the leaders they will one day become in the Coast Guard.

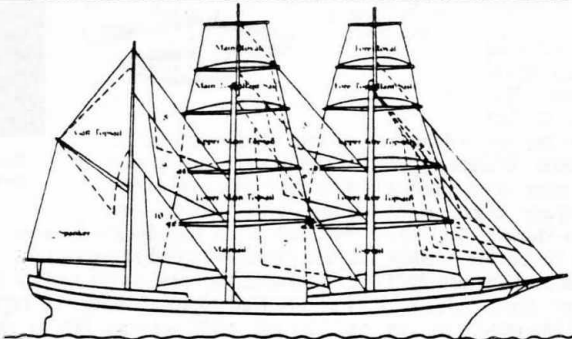
As underclassmen, they fill positions normally taken by the enlisted crew of a ship, including helm watches at the three huge brass and wood wheels used to steer the vessel.

On the EAGLE, they handle more than 20,000 square feet of sail and over 20 miles of rigging. Over 200 lines must be coordinated during a major ship maneuver and the cadets must learn the name and function of each line.

The ship herself readily takes to the task for which she was designed. The EAGLE's hull is built of steel about four tenths of an inch thick. She has two full length steel decks with a platform deck below and a raised forecastle and quarterdeck. Her weather decks are three inch thick teakwood over steel.

For auxiliary power, EAGLE has a 16 cylinder turbocharged diesel engine rated at 1000 horsepower with electrical power supplied by two 225 kw generators.

THE U.S. COAST GUARD CUTTER EAGLE

<p>Length, overall 295 ft. Length, at waterline 231 ft. Beam, greatest 39.1 ft. Freeboard 9.1 ft. Draught, fully loaded 17.0ft. Displacement, fully loaded 1816 tons Ballast (iron pigs) 344 tons Fuel Oil 24,215 gals. Water 56,140 gals. Height of foretruck 147.3 ft. Height of maintruck 147.3 ft. Height of mizzentruck 132.0 ft. Fore and Mainyard 78.8 ft. Sail area 21,350.8 sq. ft.</p>		<p>Speed, under power 10 knots Speed, under sail up to 17 knots Anchors 3,860 lbs.</p> <p>Sail Plan 1. Flying Jib 2. Outer Jib 3. Inner Jib 4. Fore Topmast Staysail 5. Main Royal Staysail 6. Main Topgallant Staysail 7. Main Topmast Staysail 8. Mizzen Topgallant Staysail 9. Mizzen Topmast Staysail 10. Mizzen Staysail</p>
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TUX ANDY

MAIL BAG News and hints from other clubs..

Ships-in-Bottles Assoc. of America has announced the scheduling of the second annual Japanese International Ships-in-Bottles Show. It will be in Tokyo, beginning March 20, and later will travel to several Japanese cities. The only cost is in mailing entries to Japan. For more information contact DON HUBBARD, P.O. Box 550, Coronado, Ca. 92118. Phone 435 3555.

THE MODEL SHIPWRIGHT GUILD OF NEW ENGLAND.....

Let me point out that most errors in scaling are of such small magnitude, that they are probably closer than the comparative scaling of the original ship when first built as compared to the original plans. Let me quote from some notes on the 1926 drawings of the USS CONSTITUTION. "By checking it is found that the Berth Deck Half Breadths show a spreading through the main body of the ship of 8" in excess of the molded Half Breadths as per original design. (that is 16" of difference across the full beam, Ed.) This discrepancy is due without a doubt to numerous repairs, splicing of beams, etc., during repair or restoration periods OR IT MAY BE DUE TO INCREASED BEAM DURING ORIGINAL CONSTRUCTION". These comments were made by Lt. John A. Lord superintendent of restoration and they appear on drawing number 18285 dated Nov. 1926.

SHIP MODEL SOCIETY OF NORTHERN NEW JERSEY.....

Abe Taubman has come up with a list of what museums have what plans. Bill K-F will have this info for the next meeting.....One of the plans that Abe handles appears on the next page of this issue. For you members who don't subscribe to the Boat Model mags, we will run ads such as Abes' appearing on this page. If he doesn't have it, he can tell you where to get it.

SCRATCH MODELERS NOW HEAR THIS!!!!

I am an agent for DYNAMIC MODELS selling their complete line of fibreglass hulls, electric motors, sound systems and R/C accessories . . . Catalog #5 is priced at \$4.00 postpaid (refunded with first order.)

RATHER build from scratch using plans? Then, I offer you the TAUBMAN catalog plus the MAP Plans Handbook #2 of 1,000's of illustrated plans for Warships, Submarines; Sail, Sailing, Yachts, Liners, Tugs, Working Boats, Speed Boats, L.C.'s and more. Cable laid linen rigging, books and accessories. All this for \$3.50 plus \$1.50 domestic 3rd class mail. (Can., Mex. and overseas surface mail \$2.50. Air mail to So. Amer. \$7.00; Pac. area \$9.00).

Those interested in warships, liners and merchant marine add an additional \$1.00 for the Wiswesser catalog.

The MAP #3 catalog for ENGINES - marine, steam, loco., planes, misc. \$2.00 plus \$1.00 shipping.

TAUBMAN PLANS SERVICE

11 College Drive
Box 4G - Dept. SSM
Jersey City, N.J. 07305

(When sending inquiries, please include a S.A.S.E.)

SOUTH BAY MODEL SHIPWRIGHTS.....

Scale Warships Co, BOB EVANS, is offering "Plan-to-Ki conversions featuring Warship Hulls Unlimited hulls. 343 Hearst St., San Francisco, 94112; 415 585 0170.

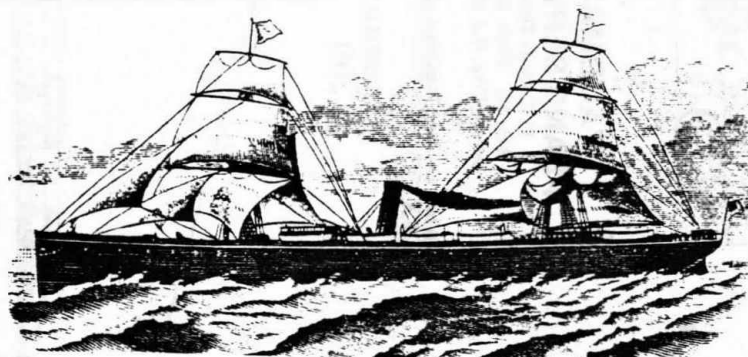
BLISS MARINE 1985 catalog is out...some good deals on discontinued kits.

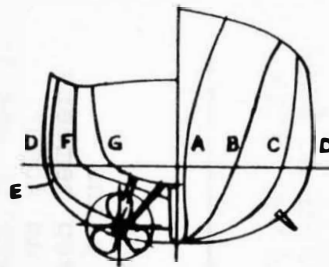
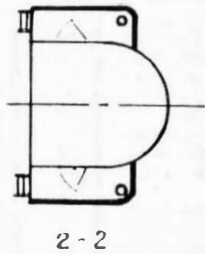
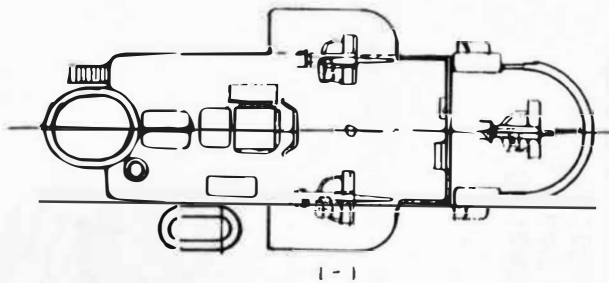
MODEL EXPO 1985 catalog, 115 pages of all types of goodies.

Some of you have been very good with sending info to me for this NEWSLETTER, thanks, but keep it coming or else I have to do a lot of pasting up.

Send To;
Roy T. NILSON
/redacted/

Now to find something to paste into the void below.





DWG. 159X	SUB CHASER U.S.S. PC 461
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WARSHIP DRAWINGS
EDWARD H. WISWESSER
407 N. 25th St., Pennside, Reading, Pa.

PC 461-496; PC 542-627;
PC 776-825; PC 1077-1265;
PC 1546-1603
319 Vessels

**TAUBMAN
PLANS SERVICE**

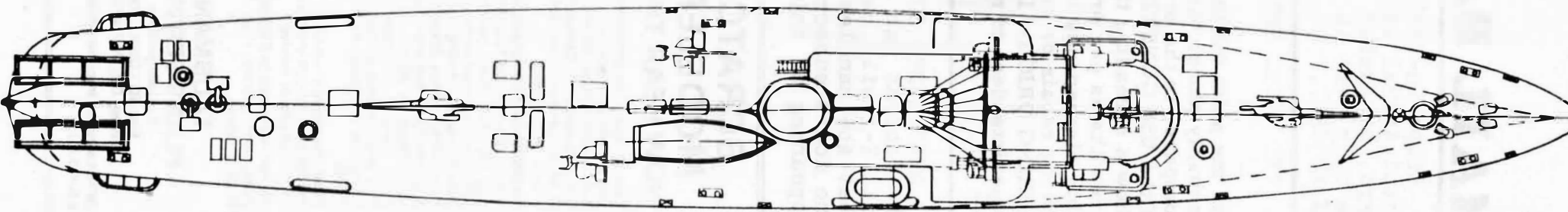
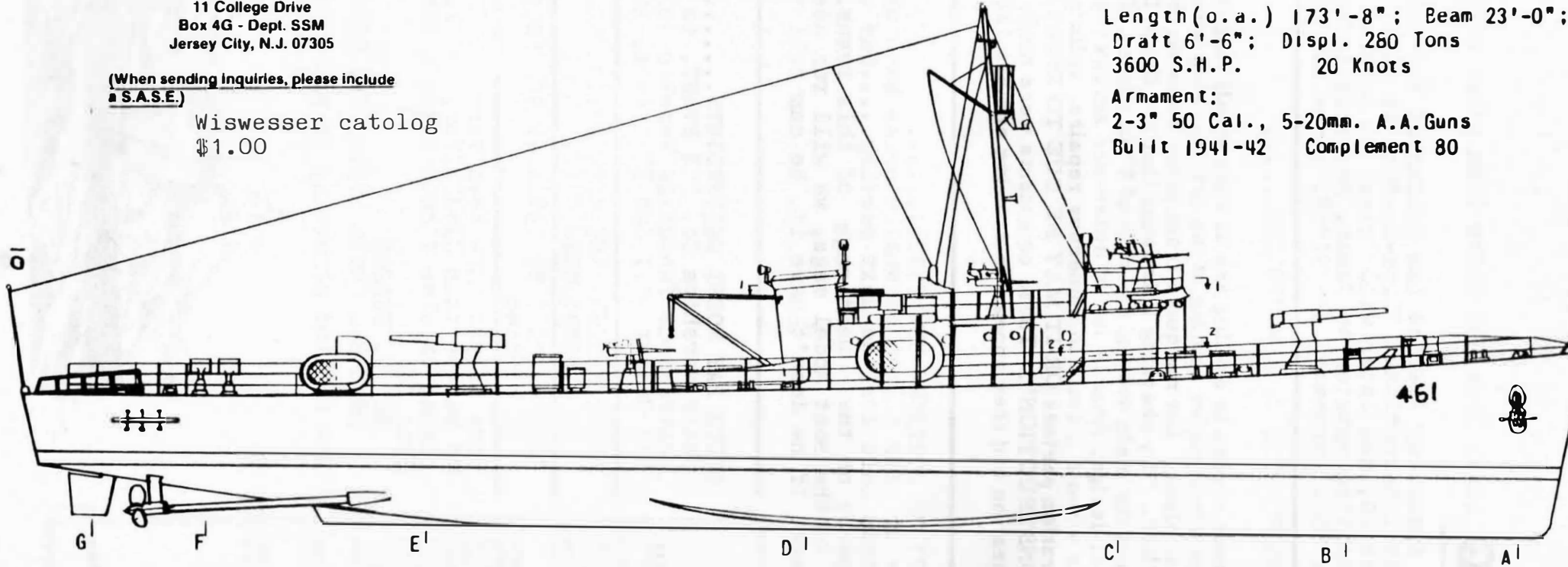
11 College Drive
Box 4G - Dept. SSM
Jersey City, N.J. 07305

(When sending inquiries, please include
a S.A.S.E.)

Wiswesser catalog
\$1.00

Length (o.a.) 173'-8"; Beam 23'-0";
Draft 6'-6"; Displ. 280 Tons
3600 S.H.P. 20 Knots

Armament:
2-3" 50 Cal., 5-20mm. A.A. Guns
Built 1941-42 Complement 80



SCALE IN FEET
0 5 10 20 30 40 50

SAN DIEGO SHIP MODELER'S GUILD
MEMBERSHIP APPLICATION

NAME: _____

ADDRESS: _____

ZIP CODE _____

PHONE NUMBER: _____ - RESIDENCE _____ - BUSINESS _____

RENEWAL MEMBERSHIP NEW MEMBERSHIP

ARE YOU A MEMBER OF THE SAN DIEGO MARITIME MUSEUM ASSOCIATION? YES NO

BASIC MODELING INTEREST:

KIT SCRATCH

FIBERGLASS/PLASTIC SOLID PLANK/FRAME

STATIC RADIO CONTROL

SAIL POWER

PLEASURE MILITARY COMMERCIAL

LIST MODELS YOU HAVE WORKED ON. (PUT A STAR BY THOSE CURRENTLY WORKING ON.)

<u>VESSEL NAME</u>	<u>VESSEL TYPE</u>	<u>NAME OF KIT, SCALE, ETC.</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

WHAT OTHER VESSELS DO YOU HAVE MATERIAL ON (PLANS, KITS STILL IN THE BOX, BOOKS, ETC.)? _____

WHAT TOPICS WOULD YOU LIKE PRESENTED AT MEETINGS? _____

San Diego Ship Modelers' Guild
Bill Kelly-Fleming--Logkeeper
/redacted/



TO:

FRED V. FRAAS

/redacted/

SAN DIEGO SHIP MODELERS' GUILD
OFFICERS FOR 1984

MASTER	ROY T. NILSON	/redacted/
MATE and PURSER	FRED FRAAS	/redacted/
LOG KEEPER	BILL KELLY-FLEMING	

MEETINGS: 3 rd Friday of each month, 8:00 PM
aboard the bark STAR OF INDIA on
the Orlop Deck.

MEMBERSHIP: Dues for members of the San Diego
Maritime Museum and anyone living
outside of San Diego County \$7.50
Non-Museum Members \$15.00. After
July the dues are $\frac{1}{2}$ for the rest
of the year.