



# San Diego Ship Modelers' Guild

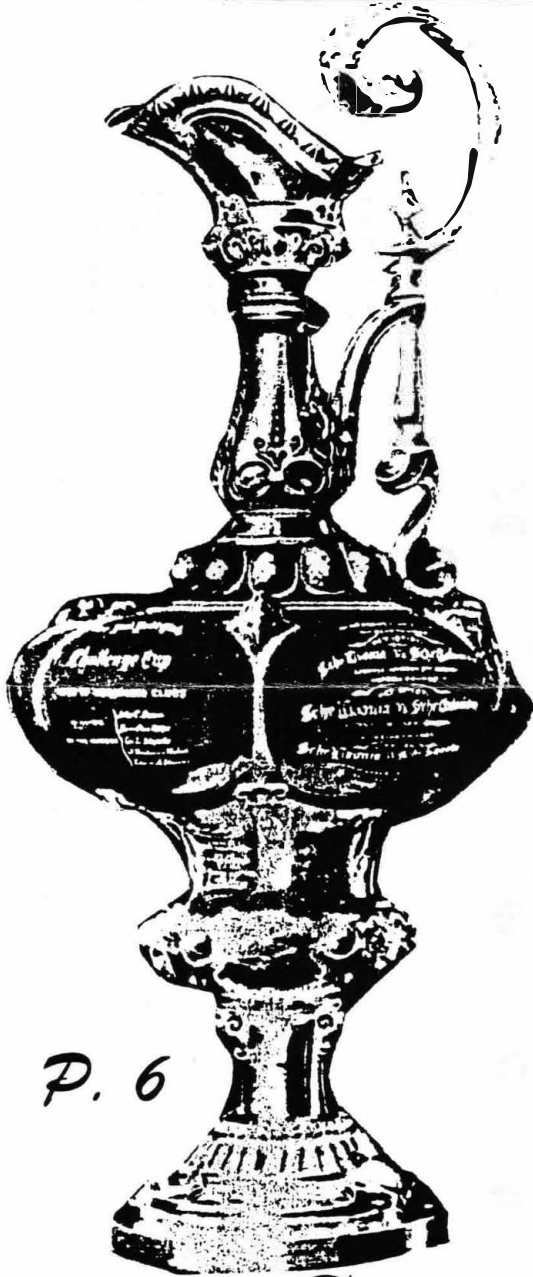
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San Diego, CA 92101

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NEWSLETTER

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P. 6

## Tales of the Cup

BRITISH LADY TO SIR THOMAS LIPTON: *I'm as certain as can be that they put something in the water over there which makes you lose.*

SIR THOMAS: *I completely agree with you madam. It is a better boat!*

## The *Titanic* Docks On the *Berkeley*, Bringing THE CAR

It's hard to imagine the *Berkeley* cruising at flank speed, but at mid-May she's moving fast, in terms of activities, and so is the Modelers Guild

On April 30 an exciting exhibit recreating life aboard the *Titanic* went on display on the main deck (see page 4), joining the extraordinary Dennis Conner Collection of models of all 51 America's Cup challengers and defenders (for the curious stories of some of them, see pages 6-8). In the Model Shop, Joe Bompensiero is nearing completion of his beautifully detailed model of the *Berkeley* to mark her hundredth anniversary next fall. It's a see-through model; some nice touches are the interior lighting and the accurately replicated tile-like flooring of the upper deck. Carrying out another Guild function, Jack Klein, has pinned down his assignments for participants in the Del Mar Fair from June 16 to July 5 (see the table on page 9).

And looming for next year, with the *Berkeley* at its center, is the Nautical Research Guild Conference and Exhibition – roughly San Diego's counterpart to the big show on the *Queen Mary* this spring. Bob Crawford and his N.R.G. committee have worked out an elaborate schedule of activities, exhibits, speeches, tours and receptions for November 4 to 7 in 1999 (see the schedule on page 4).

Modelers and others who attend will be bringing large numbers of models, and the N.R.G. has acquired an ample space for exhibits, the B Street Cruise Terminal.

The main speakers will be:

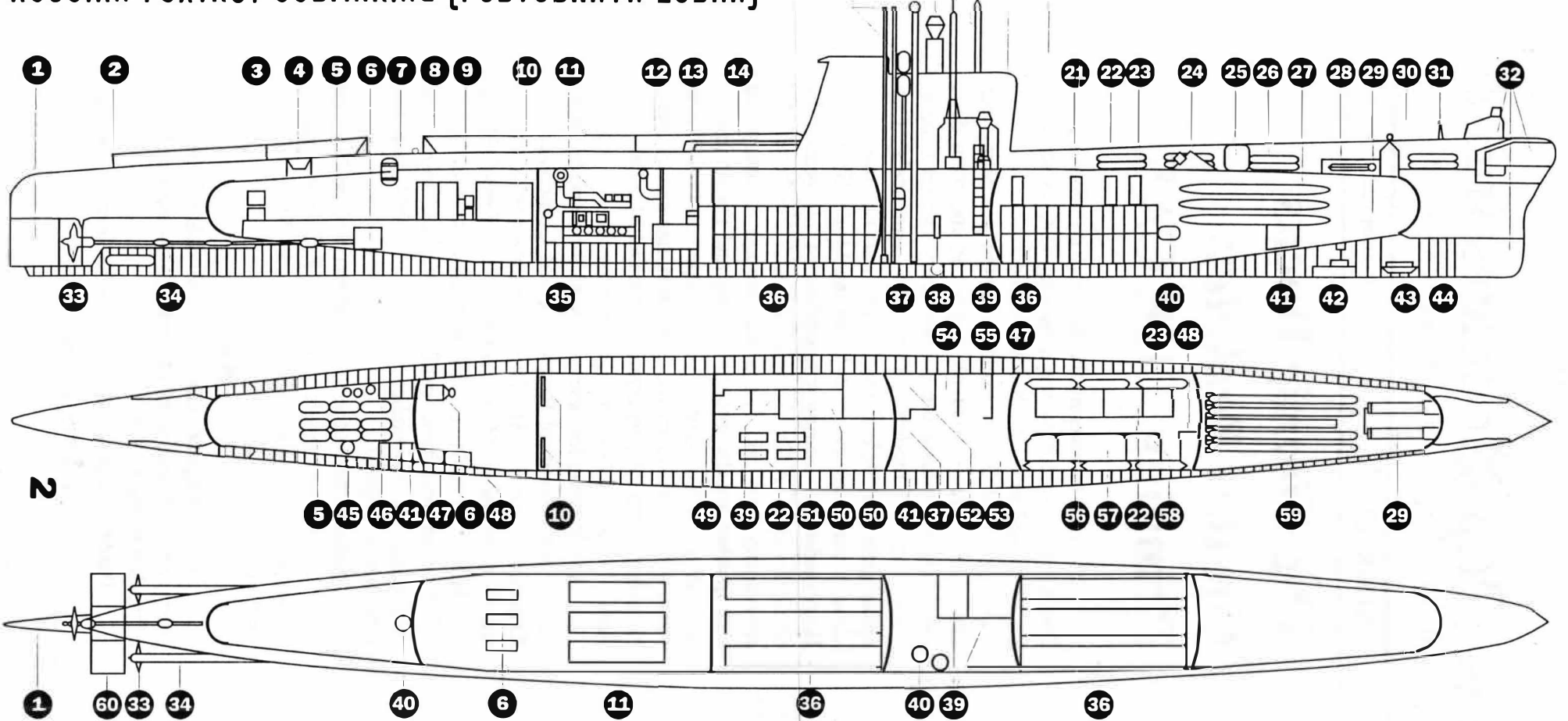
**Dana Wagner**, Curator of Models of the U.S. Navy, who will deal with "the practical aspects and uses of models by the U.S. Navy."

**Diane Cooper**, Curator of Collections of the San

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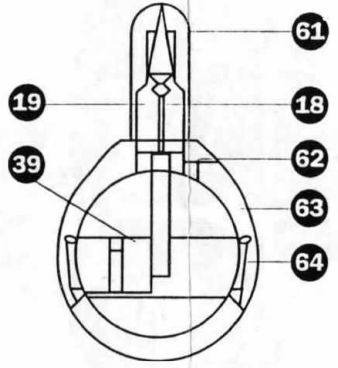
# RUSSIAN FOXTROT SUBMARINE (PODVODNAYA LODKA)

641 Design Pacific fleet diesel submarine



- 1 Vertical rudder
- 2 Anchor lights
- 3 Torpedo tubes
- 4 After message buoy
- 5 Sailors' berths
- 6 Propulsion motor
- 7 After access hatch
- 8 Stern capstan
- 9 Electric driven compressor
- 10 Diesel compressor
- 11 Main diesel engine
- 12 Fan
- 13 Water pumps
- 14 Reclining radio antenna
- 15 Retractable radio antenna
- 16 Retractable radar antenna

- 17 Snorkel
- 18 Periscopes
- 19 Conning tower (fin)
- 20 Access hatch
- 21 Officers' wardroom
- 22 Officers' quarters
- 23 Captain's cabin
- 24 Torpedo loading hatch
- 25 Forward radio marker buoy
- 26 Air-storage tanks
- 27 Torpedo racks
- 28 Forward planes
- 29 Torpedo tubes
- 30 Forward capstan
- 31 Anchor lights
- 32 Sonars



- 33 Propeller
- 34 Propeller shaft
- 35 Fuel tanks
- 36 Battery space No 1, 2, 3 & 4
- 37 Compass
- 38 Quick-diving Kingston valve
- 39 Storeroom
- 40 Pumps
- 41 Fresh water tank
- 42 Ballast Kingston valve No 2
- 43 Ballast Kingston valve No 1
- 44 Chain locker
- 45 After compass
- 46 Main hydraulic plant
- 47 Toilet
- 48 Washbasin

- 49 Galley
- 50 Radio room
- 51 Petty Officers' cabin
- 52 Radar room
- 53 Ballast control centre
- 54 Torpedo control centre
- 55 Chart room
- 56 Mate cabin
- 57 Chief mate cabin
- 58 Sonar room
- 59 Torpedoes
- 60 Horizontal rudders
- 61 Conning tower (fin) outer casing
- 62 Air valve
- 63 Ballast tank
- 64 Ballast Kingston valve

## Long Beach Gets a Sub

The plans of a World War II Russian Foxtrot submarine shown at the left were brought from Australia by Bob Wright when he and his wife returned from their vacation recently. It is destined to join the *Queen Mary* in Long Beach in the fall (see Notes at right).

The sub measures 91.5 meters in length overall, and 7.5 meters in breadth. Its displacement is 1,950 tons surfaced. The maximum diving depth is 280 meters, the working depth 250. It can do 16.6 knots on the surface, 15.5 submerged.

The range is 20,000 nautical miles surfaced, 11,000 at snorkel depth at 8 knots, 350 submerged at 2 knots. It can stay submerged for 3-5 days.

### Life in a Soviet sub

- 78 crew share 2 showers and 3 toilets, for up to 3 months at sea.
- Only officers had their own bunks. Ordinary sailors 'hot bunked'. 27 bunks in the aft torpedo room were shared by 52 crew!
- 3 shifts per day: duty, cleaning & maintenance, and rest.
- Galley produced 4 cooked meals per day. Crew were allowed a daily glass of white wine.
- Submariners were closely-screened volunteers, an elite group in the largely-conscript Soviet Navy. They spent 10 of their 30 days shore leave in a sanatorium.

### Strategy and tactics

- Foxtrot class was the largest conventional (diesel-electric, non-nuclear) Soviet sub.
- It searched for and tracked enemy forces during the Cold War, extensively in the Pacific Ocean.
- Its nuclear-tipped torpedoes could destroy a port or a battle group.
- 62 Foxtrots were built for the Soviet Navy between 1958-1971. Others went to India, Libya, Cuba and Poland.

### Dive... Dive!

- 3 diesel engines generate power for electric motors that drive the 3 propellers. At snorkel depth, air for the diesels can be sucked from the surface. Below that, 4 gigantic battery banks take over.
- To dive, the ballast tanks are flooded with water (negative buoyancy). To surface, compressed air from 56 bottles expels the water (positive buoyancy).
- The Foxtrot dives and surfaces quite horizontally. At more than 30 degrees it loses control!
- Crew could evacuate in survival suits, via torpedo tubes, the conning tower or the aft escape hatch. Even from 250 metres down, they had a reasonable chance of reaching the surface alive.

## April Meeting Notes

Only eleven were present when the meeting convened on the or lop deck of the *Star*. Two guests were included in the number: Jackie Jones, who resides in Pacific Beach, and Byron Rowe, coming from Escondido. Where was everyone else? Perhaps some were actually finishing up their taxes before the midnight deadline that night

Purser ED WHITE reported that about two-thirds of our membership have renewed their dues and that we had about \$3/redacted/ in the bank plus more to deposit. BOB WRIGHT stated that he still had the collection of "Sea Classics" donated last year by ROY NILSON. These are for sale at \$1 per copy (which will go into our treasury). See Bob if you are interested.

Bob also gave an informal report on his three-week trip to Australia and New Zealand. He was able to tour a Russian submarine museum ship in Sydney and said that this same sub will be towed to Long Beach later this year and will be open to the public next to the *Queen Mary*.

Two models were featured for Show & Tell. New member HANS MERTEN from San Clemente brought his *Blue Nose II* and K.C. EDWARDS displayed his *Phantom II*, built in 1/8 scale from a Model Shipways kit. DOUG McFARLAND hauled down his TV/VCR combo and showed two videos: a catalog of Model Expo kits which belonged to ROBERT HEWITT, and K.C. EDWARDS' Billing Boats video. Both were very interesting and enjoyable as they gave a good overview of various model kits available and their complexities. Everyone agreed that while the videos greatly simplified model building they also showed how much fun one can have building ship models. But then, we already knew that, didn't we?

First Mate DOUG McFARLAND deserves a big thanks for hauling in his TV/VCR combo. Perhaps we (can show more videos such as these at future meetings. Do you have a favorite video that you think our members would enjoy? If so talk to K.C. or Doug about scheduling.

--FRED FRAAS

### May

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24 31	25	26	27	28	29	30

### Next Meeting



## The Busy Berkeley

CONTINUED FROM PAGE 1

Diego Maritime Museum, whose enticing subject is "Pacific Coast history – the Rodney Dangerfield of nautical study."

**Ray Ashley**, Executive Director of the San Diego Museum, who will talk on "models and museums into the 21<sup>st</sup> century."

Tentatively lined up are:

**Lloyd Warner**, owner of Warner Woods West (*Fine woods for Ship Modelers*) in Torrance.

**Ken Gardener**, the modelmaker who built the Conner Collection.

Among the technical lecturers, modelers can particularly look forward to Guild Member **Phil Matson**, speaking on "techniques used in building the *U.S.S. Bennington* model" in the San Diego Museum.

### And about THE CAR . . .

The sight that knocks your eye out as you enter the Berkeley exhibit called "Titanic: History and Hollywood" is the actual Renault Sedan de Ville used in the movie as passengers boarded the ship and later, in the hold, as the scene of lovemaking by the leading couple. This three-ton vehicle is glorious in brass and silver paint, with an open-air driver's bench and a darkly enclosed, shiny black passengers' cab.

Right behind the car is a *Titanic* lifeboat with two simulated passengers, a reminder that the ship's lifeboats were not only few but small and spare. The rest of the exhibit is mostly display cases crammed with fascinating artifacts, photos and informative, storytelling captions.

They include gowns worn by Rose and her mother, and uniforms used by officers, stewards and sailors. There's a large black coil from the newly invented Marconi radio telegraph, such as the *Titanic* carried, plus forms for the telegrams that the passengers delighted in sending just for the novelty.

One touching photograph shows Isador Straus, the founder of Macy's, and his wife. They deliberately decided to end their long and devoted marriage by going down with the ship.

One learns that a first-class passage on the *Titanic* cost \$4,400, the equivalent of \$50,000 today.

To let the visitor imagine the huge engine rooms glimpsed in the film, the tour on the *Berkeley* includes a look at the ferry's own triple-expansion engine, with its powerful piston rods and cranks.

Even before *Titanic* fever hit the *Berkeley*, people who work on the ferry had begun to notice that the favorite spot for young women to be photographed these days is astride the bowsprit of the *Media*, with their arms spread wide like Rose's in the movie.

## Possible Schedule for the NAUTICAL RESEARCH GUILD CONFERENCE AND EXHIBITION November 4-7, 1999

Monday-Thursday Attendees registration aboard the *Berkeley*

Thursday, November 4, 1999

Morning NRG board meeting aboard the *Berkeley*  
Navy ship tour  
Possible tours:  
Destroyer or amphibious type at 32<sup>nd</sup> Street  
Carrier a North Island Naval Air Station  
Submarine and Ballast Point training facility

Afternoon Vendors set-up in Cruiseship terminal  
Museum sponsored harbor cruise 1:00 PM  
Harbor excursion  
Hornblower Yachts  
*Medea* (Museum vessel)

Evening Model registration begins in Cruiseship terminal  
Attendees registration opens – Holiday Inn

Friday, November 5, 1999

All Day Registration continues – Holiday Inn on the Bay  
Model registration continues – Cruiseship terminal  
Models exhibit open – Cruiseship terminal  
Vendors open – Cruiseship Terminal  
Museum docent tours of Museum vessels

Morning Seaworld tour for spouses – 9:00 AM- 5:00 PM  
Afternoon Tour of Space and Naval Warfare System Center  
San Diego (SSC San Diego) model shop – This shop builds brass models 1/4"=1' (1:48) of each class, and in the case of the carries, each individual ship (23' long) as test platforms for new antennae. The test facility is adjacent to the model shop atop Point Loma (Nice view of San Diego).  
Guild business meeting – 3:30 PM  
Cocktail reception aboard *Star of India*

Evening

Saturday, November 6, 1999

All Day Vendors open – Cruiseship terminal  
Model exhibit open to public – Cruiseship terminal

Morning Wild Animal Park tour – 9:00 AM- 4:30 PM  
Continental Breakfast and technical sessions at Holiday Inn 8:30-11:30 AM  
Phil Matson Techniques used in building the *U.S.S. Bennington* model  
Dana Wagner Practical aspect and uses of models by the U.S. Navy  
Diane Cooper Pacific coast history - the Rodney Dangerfield of nautical study

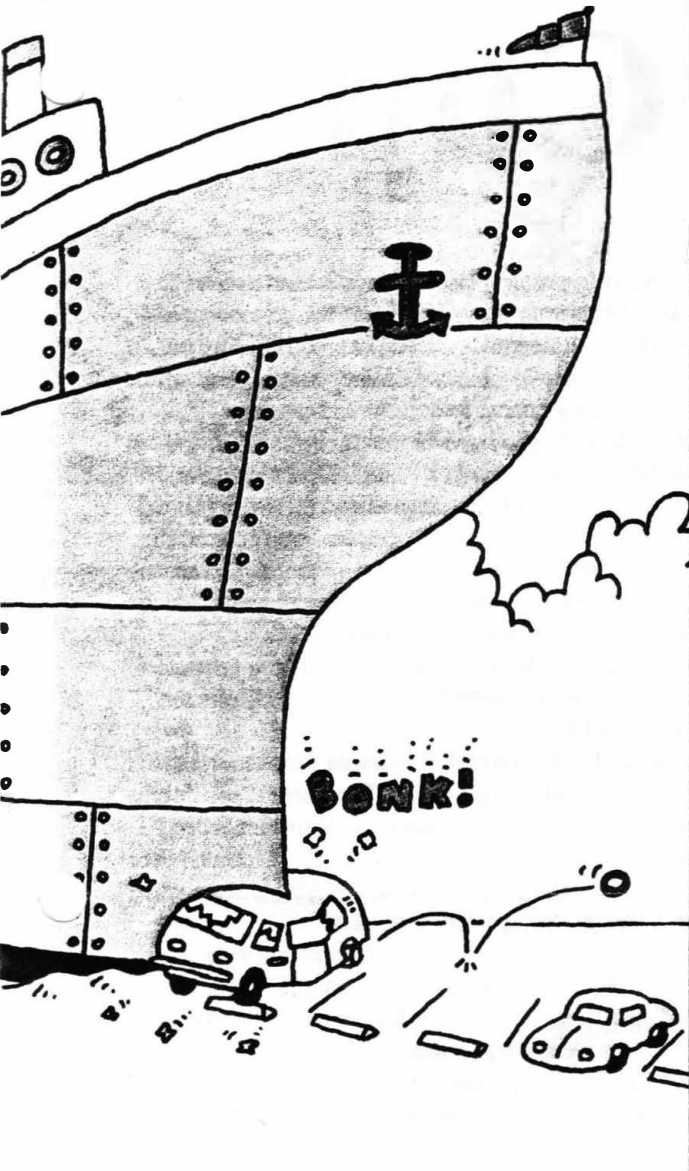
Afternoon Lunch – 11:30  
Technical sessions at Holiday Inn 1:00-4:00 PM  
Ray Ashley Executive Director of the San Diego Maritime Museum will discuss models and museums into the twenty first century

Evening Two additional speakers to be announced  
Banquet aboard the *Berkeley* 6:30- 9:30 Speaker to be announced

Sunday, November 7, 1999

Morning San Diego Zoo tour for spouses – 9:00 AM – 4:30 PM  
Vendors open – Cruiseship terminal  
Models open – Cruiseship terminal  
Round Table discussions by Saturday's speakers  
Demonstrations

Afternoon Conference ends  
Model and vendor Exhibit closes at 4:00 PM  
Model pick-up and exhibit break down 4:00 PM



*When the ship hit the van*



**HAGAR THE HORRIBLE**



# Tales of the Cup

*Shamrock . . . Resolute . . . Sceptre . . . Livonia . . .* all by themselves the names of the great America's Cup challengers and defenders since 1870, now on display as models in the fabulous Dennis Conner Collection at the San Diego Maritime Museum, bring to mind thrilling races, heroic seamanship, hilarious episodes and nearly murderous competition. A fascinating book in the museum library, *The \$30,000,000 Cup*, by Jerome E. Brooks, tells dozens of exciting and stormy and often wry stories that make the models in the exhibit spring to life. Here are summaries of a few of them, with supplementary information from a picture book called *America's Cup Defenders*.

## A Charming and Outrageous British Lord

The events leading up to the 1895 match promised to make it the best until then. It turned out to be the sourest.

Rules adopted several years before – mainly limiting waterline length to between 65 and 90 feet – resulted in nearly equal boats. The New York Yacht Club's entry, *Defender*, 123' overall, 88'5" waterline, 12,602 sq. ft. sail area, was designed by the famous American architect Nathaniel Herreshoff. The Royal Yacht Squadron entry, *Valkyrie III*, 129' overall, 26.2' waterline, 13,028 sq. ft. sail area, was the work of Britain's best, George Watson.

Vanderbilt money built *Defender*. The challenger was the charming, and in the end outrageous, Windham Thomas Windham-Quin, fourth Earl of Dunraven.

*Defender* easily won the first race, though 60,000 onlookers in pleasure boats and 200 excursion steamers made life rough for the racers' helmsmen. That evening Lord Dunraven let loose a startling charge: that on the previous night *Defender* had secretly taken aboard tons of extra lead ballast, pushing her down in the water and thus lengthening her waterline by perhaps several feet. In effect he charged the Americans with fraud.

A shocked regatta committee discreetly ordered a remeasurement of both yachts early the next morning. *Defender's* waterline turned to be longer by one-eighth of an inch.

At the second race more excursion steamers than ever were on hand, and one of them hid the racing yachts from each other as they crossed the starting line. They emerged ahead of the steamer on collision courses.

When *Valkyrie* tried to back-draft her opponent, her extended main boom clipped *Defender's* topmast shroud.

*Defender* ran up a protest flag and send hands scrambling aloft to rig a temporary stay. *Valkyrie* just kept on going. Wrote Brooks, "It seemed a clear case of hit-and-run, a violation of the age-old rules of safety at sea, and, most amazing, everything considered, just bad manners."

With great daring, *Defender* set a balloon-jib topsail and at the finish line was only 47 second behind *Valkyrie*. The next day the committee disqualified the British boat's victory. Dunraven said he had not seen any protest flag, and placed the blame on *Defender*. In the third race he crossed the starting line and then contemptuously turned away and let *Defender* have a lonely win.

"In such fashion the ninth challenge in the greatest of international yachting contests came to a bilious end," commented Brooks.

Not quite. Lord Dunraven renewed his charge that *Defender* had carried extra ballast. The New York Yacht Club formed a committee to investigate. Captain Alfred T. Mahan of the U.S. Navy and banker J.P. Morgan were members. The resulting report ran to 555 pages and ruled Dunraven's charge "completely disproved."

It turned out, though, that Dunraven *had* seen something fishy going on aboard *Defender* the night before the first race. *Valkyrie* had been permitted to lighten ship by removing water tanks, bulkheads and fittings, so *Defender* did likewise. And, to compensate, it could be seen on the night in question taking on three tons of lead pigs.



SIR THOMAS LIPTON

## The Story of Five Shamrocks

Just before he was born in 1850, Thomas Lipton's parents fled the Irish Potato Famine and settled down to a poverty-stricken life in Scotland. His schooling ended when he was 10. At 15 he had crossed the Atlantic and was taking at any job he could find – including running a tramcar in New Orleans. Then, in New York, he got into the line of business that was to win him a huge fortune: selling groceries, and most particularly tea.

Back in England, he gradually built a giant food-store chain by "opening a new shop every week." In 1895, to help celebrate Queen Victoria's Diamond Jubilee, he fed every slumdweller in London for a full week. That caught the Queen's attention, and in 1898 he was knighted. This honor led Sir Thomas to resolve to create for himself a role much grander than selling tea.

Noting the shame that Lord Dunraven had brought on England, Lipton, whose only previous brush with sailing involved launching a toy boat called *Shamrock* in a mud puddle when he was a small boy, decided to be the yachtsman who would bring the America's Cup back to its original home.

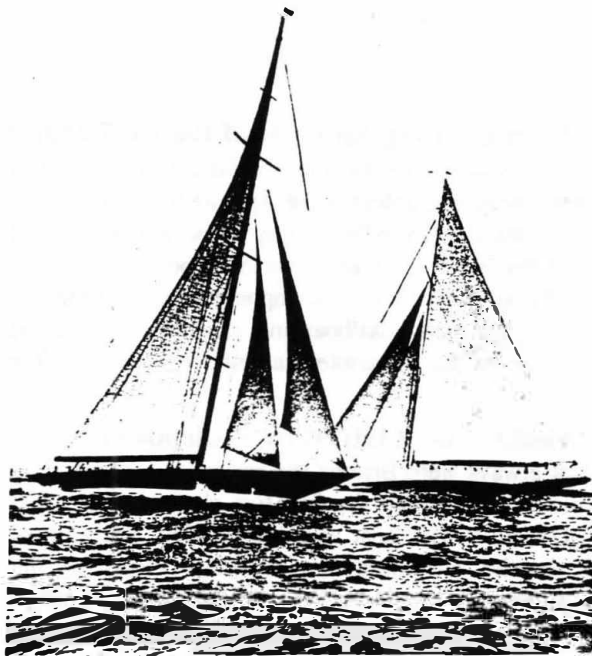
Between 1899 and 1930, Lipton was the challenger in every America's Cup match, entering five successive speedy and beautiful yachts all named *Shamrock*. He employed the best British naval architects, setting them up against the great American designer and builder Nathanael Herreshoff in all but the 1930 match.

Sir Thomas lost them all, but as a natural-born true sportsman he never laid blame on anyone. Still, as the first three matches show, he got more than his share of discouraging bad breaks.

In one of the 1899 races, *Shamrock I*, which had been towed across the Atlantic by Lipton's luxurious steam yacht *Erin*, lost her topmast to a stray puff of wind and could not finish. In 1901, *Shamrock II* set an America's Cup speed record in the second race, and over the 90 miles and roughly 12 hours of the three races lost by the excruciatingly tiny total of three minutes and 27 seconds. In 1903, *Shamrock III* got lost in a fog, missed the course marker, and didn't bother to cross the finish line.

In all of these matches, the entrants had to meet only one crude and simplistic design rule: the waterline length could not exceed 90 feet. In 1905, most American and European yacht clubs began to move to more sophisticated rules that set 75 feet as the waterline length and laid down a formula for sail area, displacement and hull form

That helped Lipton. Herreshoff had been building light, fragile yachts with one sole purpose: to win the Cup. Lipton had to enter strong, heavy boats that could cross the Atlantic and live long enough to win later races



SHAMROCK V (LEFT) AND ENTERPRISE  
AT STARTING LINE

in Europe. The resulting radically different designs are dramatically visible in the models of the Lipton era in the Dennis Conner collection.

Thus when Cup matches resumed after World War I, *Shamrock IV* and the American *Resolute* were similar boats, although *Shamrock* had to accept a seven-minute handicap based on design.

In the first race, *Shamrock* got a break; a crewman on *Resolute* let go of the throat halyard and the bitter end flew into the sky, giving Lipton's boat an easy, if not glorious, win. *Shamrock* easily won the second race (out of five). Even New Yorkers began to hope that Sir Thomas would finally take the Cup home.

The third race was, amazingly, a dead heat in elapsed time – 4 hours, 3 minutes, 6 seconds. But *Shamrock* had to subtract its handicap and therefore lost. *Resolute* won the fourth race easily. In the fifth, *Shamrock* drifted in "soft spots" while *Resolute* found strong winds and "killed us," said *Shamrock's* helmsman.

In the 1920's, more design changes altered the look of America's Cup contenders. Topmasts, gaffs and bowsprits largely went out of style. In the 1930 match, both the American *Enterprise* and the British *Shamrock V* (which had crossed the Atlantic on her own) went to the starting line wearing the newfangled marconi rig that survives to this day.

Thud! *Enterprise* easily won the first two races. Shortly after the third started *Shamrock V's* main halyard snapped and she had to be towed back to her berth.

Sir Thomas was 80 years old. At last he despaired. "I can't win. I can't win." He died the next year. *Shamrock V* sailed back to England and won many races in British waters.

## The Most Exciting Moment of the 1967 Match

Just because the American defender, *Intrepid*, was the better boat, she defeated the Australian, *Dame Patty*, 4-0 in a match generally judged to be a yawn. What grabbed the viewers' attention wasn't a boat but a plane. A low-flying Coast Guard helicopter carelessly aimed its downdraft at a small sailboat and capsized it. Then, as spectators cheered, the copter gallantly rescued the little boat's crew.

## The Yacht That Arrived by Mulepower

Not always were Britons the opponent in America's Cup races. After losing the first two challenges in 1870 and 1871, no British boat was seen in New York for 14 years. In the meantime the challenge came, to the astonishment of the New York Yacht Club, from a doughty Canadian.

He was Captain Alexander Cuthbert of Cobourg, Ontario, and he was both designer and builder of his boat, the *Countess of Dufferin*, a 107-ft. centerboard schooner. Canadians said that she looked "as saucy and rakish as the most enthusiastic sailor could desire." An American critic scorned her as a "freshwater fisherman" with sails that "set like a purser's shirt on a handspike" and a "hull as rough as a nutmeg grater." In the 1876 races she lost not only to the American entry, *Madeleine*, but also to the 25-year-old Cup namesake *America*, still seaworthy and competing unofficially.

In 1881, Captain Cuthbert cheerfully challenged again. This time his entry was *Atalanta*, after the daughter of a mythical Greek god who promised to marry the man who could beat her in a foot race and to kill all those who tried and failed.

*Atalanta* was a 70-ft. centerboard sloop, first sloop ever in Cup matches. The Americans entered a similar sloop, *Mischief*, the first Cup racer with an iron hull.

Cuthbert's boat had been in frame when he made his challenge in May and he could not get her launched until September 17. The New York yachting season would end in less than a month.

Desperately, Cuthbert sailed *Atalanta* across Lake Ontario to Oswego, New York, and, unshipping the spars, put her on a barge 16 inches too narrow – a problem solved by laying her on one bilge. The boat was ignominiously towed by mules through the Erie Canal to the Hudson River.

Mules? "Those of the New York Yacht Club's membership who did not greet the news with hysterical laughter gave way to a collective shudder," writes Brooks. One upshot of the 1881 match was a ruling requiring challenging clubs to be located on the sea or an arm of the sea, and to send boats to New York under sail on their own bottoms.

In the race, *Mischief*, said one account, easily

"distanced the *Atalanta*, a new yacht, hastily built, totally untried, and miserably equipped . . . and bungled around the course by an alleged crew, who would have been overmatched in trying to handle a canal-boat anchored in a fog."

## Why One Case in the Museum Holds 3 Models

At the first America's Cup match, in 1870, the New York Yacht Club forced the British challenger, *Cambria*, to race against not one designated American yacht but rather against most of the club's whole fleet – 23 boats in all. Predictably, she lost.

Preparing to try again in 1871, her owner, James Ashbury, demanded that the Americans put up a single boat (as became the rule in later Cup racing) against his newly built *Livonia*. The New York Yacht Club offered a complicated compromise: it would enter four boats, but choose only one for any given race.

Ashbury agreed, apparently because the odds looked good enough for him. His *Livonia*, 127 feet overall, carried 18,153 sq. ft. of sail, the most ever by an America's Cup challenger. One of the Americans, *Dauntless*, had the year before lost a transatlantic race to his *Cambria*. And he had seen *Sappho* lose a race around the Isle of Wight in 1968.

It was agreed that the Cup would go to the winner of four out of seven races. The American centerboard schooner *Columbia*, won the first, being the faster boat in light winds.

She also won the second, on a fluke. Though trailing as the contenders neared the outer mark, she tacked around it with the mark to port. The *Livonia's* captain, following British practice, felt obliged to veer left, pass the mark and then jibe, thus losing the lead.

In the third race, the bad luck fell to *Columbia*: she lost her steering gear. This was the only race lost to a challenger until 1920.

At this point, the New York Yacht Club chose to exercise its options, and picked *Sappho*. Since her defeat in England, she had been "hipped" – widened – to carry more sail. She liked heavy weather and won the fourth race. Then the fifth. Again, the U.S. kept the Cup.

*The Canadian entry had "sails that set like a purser's shirt on a handspike" and "a hull as rough as a nutmeg grater."*



# DEL MAR FAIR

The following is the schedule for those who are participating in the Del Mar Fair. If for some reason you are unable to make it on your scheduled day please let me know at least 24 hours in advance. I can be reached at home at /redacted/. All passes and other information will be forthcoming at the June meeting. JACK KLEIN

## June-July 1998

14	15	16 JACK KLEIN JOE BOMP CHUCK HILL	17 JACK KLEIN JOE BOMP	18 JACK KLEIN JOE BOMP	19 CHUCK HILL ED WHITE JOHN FLUCK	20 K.C. JIM HAMMOND
21 ED WHITE JOHN FLUCK	22 JACK KLEIN JOE BOMP	23 CHUCK HILL SUZANNE NICK RUGEN	24 JACK KLEIN JOE BOMP	25 JACK KLEIN JOE BOMP	26 CHUCK HILL JIM HAMMOND	27 K.C. DOUG ROBERT HEWITT
28 K.C. DOUG ROBERT HEWITT	29 JACK KLEIN JOE BOMP	30 CHUCK HILL SUZANNE	1 JACK KLEIN JOE BOMP	2 JACK KLEIN JOE BOMP	3 CHUCK HILL SUZANNE	4 K.C. DOUG
5 K.C. BOB HEWITT	6	7	8	9	10	11



Nautical But Nice

# A Couple of Laughs

Fred Fraas  
/redacted/

See Page 5 for



San Diego Ship Modelers Guild  
c/o Maritime Museum Association of San Diego  
1306 North Harbor Drive  
San Diego CA 92101

## SAN DIEGO SHIP MODELERS GUILD

### Officers for 1998

Guild Master	K.C. Edwards	/redacted/.
First Mate	Doug McFarland	/redacted/.
Purser	Ed White	/redacted/.
Log Keeper	Open	
Newsletter Editor	Bill Forbis	/redacted/.

*Founded in 1971 by Bob Wright and the late Russ Merrill*

### SCHEDULE OF ACTIVITIES

Meetings	Third Wednesday of every month. 7 p.m. social, 7:30 p.m. meeting. Held on board the ferryboat Berkeley.
R/C Operations	Saturday mornings at the Model Yacht Pond (Mission Bay).
Annual Regatta	Third weekend in June.

### MEMBERSHIP

Dues are \$15 annually  
(\$7.50 after July 1).

We strongly encourage all to  
join the San Diego Maritime  
Museum as an expression of  
appreciation for the facilities  
provided for our benefit.