



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego CA 92101

November 1998

NEWSLETTER

Volume 22, No. 11

In the Historical Star Saloon A Mighty Meaty October Meeting

On Oct. 14 the Guild met, for the first time, in the main saloon of the *Star of India* -- an awesome whiff of history. It brought to mind long-ago times when that Victorian space was home to ships' officers and well-off passengers in two dozen voyages around the world. You could almost feel the ship rolling in the Indian Ocean.

True, it was crowded and dim for the 21 modelers present -- including new member **Jim Smith**. But they were too elated over the Padres' reaching the World Series, a few hours before, to mind.

The meeting was a feast of news, information and nautical chit-chat. Some gleanings:

Things you maybe never knew before.

- Harpoon shafts were often made with the bark left on, according to **Devin Hughey**, who brought his model of a New Bedford whaleboat to the Show & Tell.

- It takes around nine men to tail off on the throat halyard of a large schooner's mainsail, but a single man, clapping on to a stopper rope rolling-hitched to the fall, can hold it until it's belayed. **Gordon Jones** was led to this observation after gazing at **Kris Bodzon's** model of *America* and wondering why such models never show the jig tackle used to move worn parts of the halyard away from blocks that chafe them (see page 3).

- The 100th anniversary of the *Berkeley* has bared some shocking tales of violence in her history. For example: on Friday, April 13, 1911, a man carried a box of blasting caps into the men's head and was blown to bits when they exploded.

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November

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We will meet below-decks on the *Star* at 7 o'clock on Nov. 11.



What IS this boat -- stubby, honest and unpretentious but perky, absurdly tall, and so utterly charming that it seems to be smiling at you? Its builder, New Member Jerry Deschenes, who brought it to the October Guild meeting, has the answers.

Jerry first saw a boat like this near Long Beach, and later spotted one in *Wooden Boat*. He tracked down the designer, J. Benford, of Maine, who provided him with plans and the story of the boat.

She's not one of a class -- not a trawler -- and although about 100 exist in the U.S., they've been built in drastically varying sizes. The real ship modeled here is 35' long and 15' in beam; others run as long as 65'. They are all disproportionately lofty. This model, 26' long, measures 18' from keel to top of wheelhouse.

Apparently the Bedford boats are mostly used as passenger carriers. Jerry thinks of his model as probably a party boat.

He says, perhaps whimsically, that he needed a use for a big piece of 1/64" plywood that somebody gave him. A model ship came to his mind because, while operating a dry cleaning shop for many years during which he was blissfully unaware of the San Diego Guild, he has built lots of models.

This no-name model was beautifully built in plank-on-frame on the 3/4"=1' scale, using basswood and balsa, with the plywood that originally inspired him laid diagonally as the top thickness of the planking.

October Meeting: Harpoon Shafts, Blasting Caps and Tiny Twist Drills

CONTINUED FROM PAGE 1

• If you're used to thinking that twist drills don't get smaller than #80 (.0135"), as in the standard set, you can look forward, says **Bob Crawford**, to buying numbers 81 to 97 (.0059") at next year's National Research Guild Conference and Exhibition in San Diego. Presumably #97 could drill a hole through a hair.

• The visit of the *Pride of Baltimore* in early October won't by any means be the last of its kind. "We want to get one like that every month," said Crawford.

It's OK to be a novice. A running theme of the meeting was that the work of Guild members who may lack experience or skill in one way or another is nevertheless highly prized.

And prized in practical ways. Bob wants all Guild members to show models at the N.R.G. Exhibition here next year. (He was impressed at the beginners' models he saw recently in Morristown, N.J.)

"I would like all our members to display their work, at all levels of accomplishment," he said. "It is important for beginners to be able to show their work in a non-judgmental, non-intimidating setting. We all start as amateurs."

Robert Hewitt reinforced this philosophy by pointing out that Guild members of whatever level get genuine respect when they bring models in for Show & Tell. He also argues that older members should often bring models that they've showed-and-told before – many members present at a given meeting may not have seen them. **Fred Fraas** added that our Guild gains national attention when copies of this Newsletter sent to other clubs contain reports of striking Show & Tell entries.

Nineteen-ninety-nine is shaping up. Bob Crawford opened the meeting by describing his four days at the Nautical Research Guild Annual Conference earlier in the month in New Jersey, part of the buildup for the big show here. "We're all now committed to a bang-up job," he said. "We got our ducks in a row."

Putting up with the racket of jackhammers being used to remodel the Governor Morris Hotel where he stayed, Bob saw "superb" exhibits by vendors such as Bluejacket, which will be duplicated in San Diego. He took note of "incredible tooling – books and books – Abe Taubman had wonderful stuff."

The conference is falling into place closely along the

RIDDLE TIME

Overheard at Anthony's as a few Guild members gathered to dine before the October meeting:

Q. How does the Gennifer Flowers scandal compare with the Monica Lewinsky scandal?

A. Close, but no cigar.

The Birth of an Addict

New Member Devin Hughey is plain flat-out thrilled at his success with the New Bedford whaleboat that he brought to the October meeting.

"I'm just addicted," he says, marveling that anyone with "big fat fingers like me" could produce a model so handsome. "I work four hours a day and weekends," he says. He found "plenty of research available, both book and Web." He even read "Moby Dick."

Devin built plank-on-frame from a Model Shipways kit, on the 3/4"=1' scale – "a wonderful scale to work in!" He used the ends of brass tubing to simulate nailing on the hull. He deftly penciled seams on the sails. He discovered that "if you lay down enough solder you can file the excess off" and get effective results.

"Because of the amount of gear on board," he comments about the whaleboat, "not only was it a challenge for the crew to stow away gear and keep it accessible and stay alive, but also it makes a challenge for displaying properly."

Obviously Devin likes challenges, and meets them well.

lines of the schedule printed in the May Newsletter. As noted last month, the Navy has withdrawn from its promised tour of the Point Loma model shop, but a possible tour of the Scripps Oceanographic Institution's various vessels may more than make up for it.

The Maritime Museum may also be able to arrange a visit by some interesting historical ship, such as San Francisco's *Jeremiah O'Brien* or Seattle's *Lady Washington*. And a Chicago scholar named Gus Agustin has promised to describe the research that he has done on our *Medea* from a Midwestern point of view.

Show & Tell. You could hardly expect more variety in five models than what the members saw in October.

One was tiny: **Robert Hewitt's** six-inch (including long bowsprit and jibboom) *Niagara* – the very Lake Erie warship whose story he told in his column titled "We Have Met the Enemy and They Are Ours" in last month's Newsletter.

For the rigging, Robert used six sizes of line, dipped in thin glue and hung with weights to dry straight. He molded the rice-paper sails on a compound called Sculpy, and darkened them with Floquil Bright Oil. The model floats on a sea of 1/16" acrylic coated with Liquidtex to simulate waves.

The real ship measured 110' on the gun deck, and the bowsprit measured 40'. Robert sailed on a replica of it on Lake Erie last summer.

By comparison, another model was enormous. That

was **Jerry Deschenes'** party boat, pictured and described on Page 1.

Next came something rare at Guild meeting: a large half-hull model, this one built by David Shelkey. The ship itself was an L. Francis Herreshoff double-ended, three-masted schooner, 55' feet long with a 15' beam and a 19,000 lb. keel. The model utilizes 1/2" mahogany lifts with a thin strip of birch at the waterline – all emphasizing the contours as a half-hull model should. It is tastefully mounted on what started life as a drawing board.

Devin Hughey's aforementioned New Bedford whaleboat provided lots of Show and lots of Tell (*see the accompanying article.*)

Kris Bodzon, as he did in September, brought in his *America*. "Finishing up the *America*," he notes, "I have added sails obtained from the kit manufacturer, Mamoli."

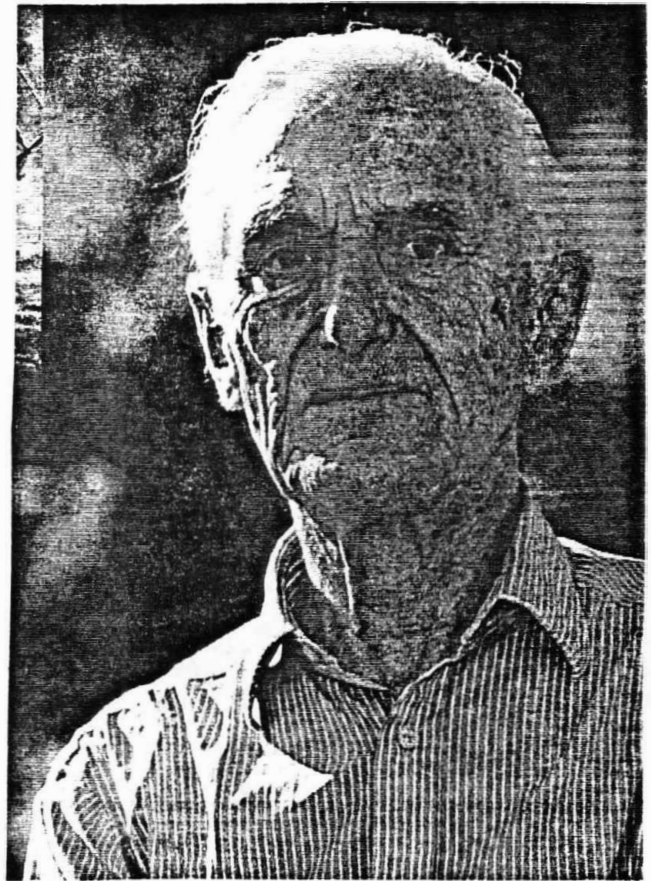
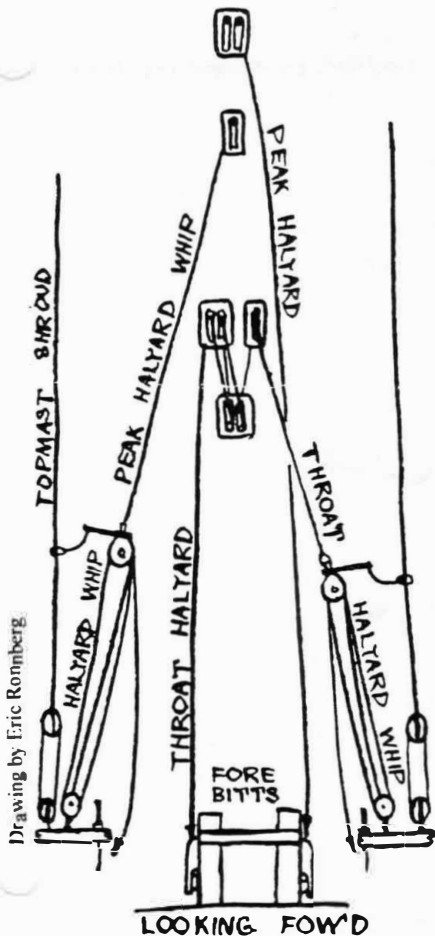
In his report of his trip East, Bob Crawford mentioned that he had admired models by Robert Sumerall, Curator of Models at the U.S. Naval Academy in Annapolis, "built on the 1/16" scale that put most others built on 1/8" to shame." To my mind, **Fred Fraas** pulled off that trick with his *United Victory*, built over a period of 13 years and brought to the October meeting. A steam-powered, steel cargo carrier was just what the five-ship Show & Tell needed for a grand finale.

Bill Forbis

Jig Tackles, Also Called Halyard Whips

The purpose of any tackle (pronounced tay-keel) is to provide mechanical advantage. In addition to doing that, jig tackles for halyards (1) allow for that final "tuning" or "stretching," and (2) provide a means of moving the halliard to other points of wear on long voyages, so that all the chafe from the blocks does not occur in the same spots. The halliard would become unsafe and made useless, requiring new line throughout – thus forcing greater expense and the time and trouble of re-reeving.

--Gordon Jones



The New York Times

PATRICK O'BRIAN: ON TO NO. 20

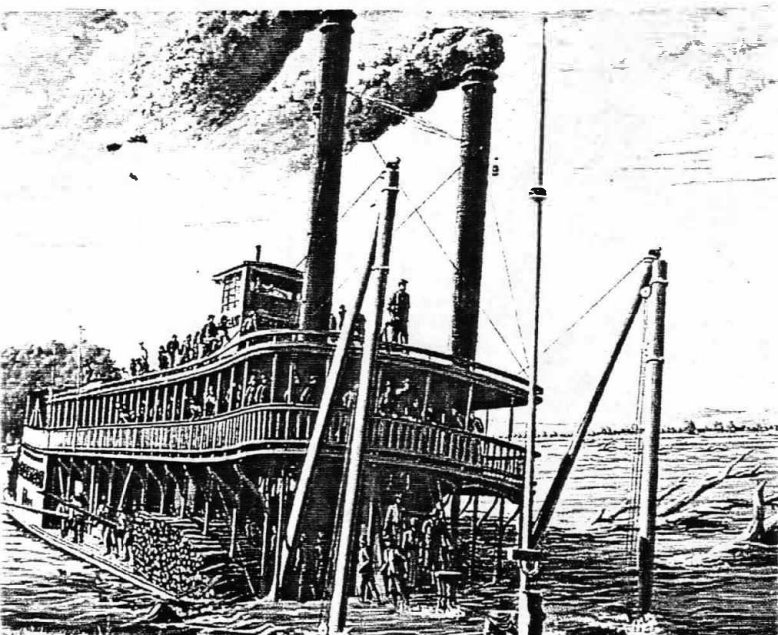
Patrick O'Brian is 83. His newest novel, "The Hundred Days," nineteenth in the Aubrey-Maturin series, is arriving in bookstores.

He has long since left C.S. ("Horatio Hornblower") Forester in his wake, and critics now compare him to Melville, Conrad, Trollope, Proust, and Jane Austen. Since 1969, when his sea stories took off with No. 11, "The Reverse of the Medal," he has made buckets of money.

But as the *New York Times* wine critic Frank J. Prial recently discovered, O'Brian's life hasn't changed much since 1949. That was when he and his wife, wishing to be poor in a warm climate instead of a cold one, moved from Ireland and England to the village of Roussillon, on the Mediterranean coast of France right where it bumps into Spain.

He lives alone (his wife died earlier this year) in the same charming one-bedroom French/Spanish cottage that he's had for half a century. He customarily drives an antique Deux Chevaux Citroen, reserving his new powerful Renault to get to the nearby Perpignon airport, whence he flies to Paris, takes the Eurostar train to London, and sometimes catches a plane to the U.S.

At home he still cultivates his backyard vineyard, and he gave Critic Prial a couple of glasses of a quite decent little red. And he writes each day until tea time. It's rumored that in O'Brian's next book, Captain Aubrey finally makes admiral.



Bertrand hits a snag on the Missouri River

Sunken Gooseberries & Very Old Olive Oil

The Newsletter is aware that interest in maritime archaeology is not unlimited. But two reports that have drifted in lately seem worth at least a mention. One concerns a Civil-War-era sternwheeler that was discovered about 20 feet under grassland in Nebraska (rather like the Louisiana sidewheelers in an August article). The other tells of the recent spotting in the Mediterranean of the oldest deep wreck ever found.

The 161-ft. riverboat *Bertrand* was launched at Wheeling, W. Va., in mid-1864, and steamed down the Ohio River and up the Mississippi to St. Louis, Mo. There she loaded cargo for Fort Benton, Montana Territory. On April 1, 1865 she hit a snag 400 miles up the Missouri River and sank.

The river moved west, as rivers do, and *Bertrand* disappeared in silt. Since she reportedly went down carrying quantities of gold, whisky and mercury, numerous searchers over the years tried to find her. At some point vandals located her long enough to steal her twin engines, probably to install them in a lumber mill.

Finally in February 1968, salvors using a

Vandals located her long enough to steal her twin engines, probably to install them in a lumber mill.

magnetometer picked up on iron plows and barrels of nails in *Bertram's* cargo. They drained the area and dug up the wreck.

What did they find? No gold, a little whisky, nine wrought-iron jars containing 76 pounds of mercury each. In those days, miners in Montana used mercury to leach gold out of gravel. But, says "The Steamboat *Bertrand*," a book by Jerome E. Petsche, they needed a vast assortment of other commodities, as the excavation of the ship revealed. Found in her hold were:

Brandied cherries, canned gooseberries, almanacs, oysters, matches, ink, bandannas, slickers, carpenter's squares, axle grease, nuts and bolts, hearth tools, bullwhips, tacks, starch, padlocks, howitzer ammunition, dresses, whisky glasses, patent medicines, butter, blasting powder, champagne, keyhole saws, cigars and a thousand other items which, taken together, tell a lot about life in Fort Benton, Montana Territory, in 1865.

In September, Odyssey Marine Exploration Inc. of Tampa, Fla., a private enterprise that some time back found a 17th century Spanish merchantman in the Gulf of Mexico, made an amazing discovery while searching for a sunken British warship off Tunisia.

The picture from their camera on a tethered robot showed at least 200 amphoras, the shipping containers of antiquity used for wine, olive oil, honey, fish sauce and many other commodities. The depth: half a mile. The jars have been tentatively identified as Phoenician from around the 5th century B.C. The ship itself is buried in muck.

Bertrand found old gooseberries; Odyssey found very old olive oil. Maybe the firm should go for the British warship, which was carrying up to \$500 million in coins when it went down 300 years ago



From Yankee Magazine



Chesapeake Bay Skipjack

Used on the Maryland waters of the Chesapeake Bay for crabbing and oysters, this is a boat design that combines beauty and function. With a raked mast, very long boom, low freeboard, and sweeping sheer, a skipjack is a wonderful sight on the water. See WB No. 79 for an interesting article on skipjacks, which includes the ratios/proportions that make a skipjack a skipjack. The kit includes full-sized plans, pre-cut parts, sailcloth, custom fittings, display base, and an illustrated 82-page instruction manual. Scale: 7/16"=1'
LOA: 21" Beam: 4 1/2" Height: 20 1/2"
#620-021 Ship Wt. 5 lbs \$79.95



The Snipe

Originally drawn in the early '30s by *The Rudder* editor William Crosby, this class, much like the Lightning class, is still going strong. Ideal for the first-time modeler, you can build this display model without a lot of fancy tools or advanced woodworking skills. The kit includes mahogany for the hull, sails and rigging, wooden spars, and materials to make the stand. You supply the glue and finish. Its simplicity makes it a great gift. Scale: 1"=1'
LOA: 16" Beam: 5 1/4" Height: 19"
#620-028 Ship Wt. 5 lbs \$49.00



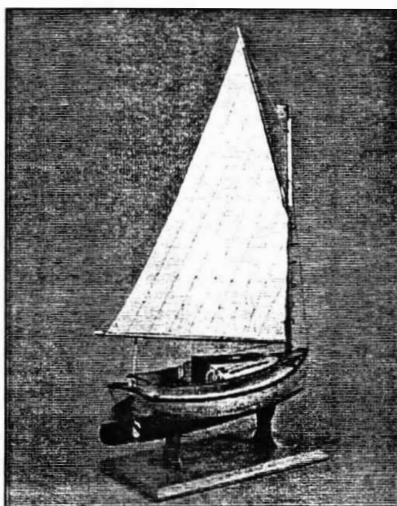
DN Ice Boat

Another class boat from the '30s, this rig is designed strictly for speed. If your idea of fun is blasting across the ice at 60 mph then you'd better build this model—it's guaranteed to give you that same adrenaline rush, right in your living room. All of the materials, including sail and little runners, are included. (See WB No. 86 for an article on DN, and racer/builder Joe Norton.)
LOA: 19 1/2"
Beam: 10 1/2" Height: 22 1/2"
#620-030 Ship Wt. 5 lbs \$44.00



Friendship Sloop Model Kit

Her appealing lines have helped her make the transition from working boat to pleasure boat, keeping this elegant design "alive and well." And, there is still an annual Friendship Sloop race in Maine, drawing over 20 of these traditional craft. The model kit includes straightforward instructions, plans, laser-cut parts—everything you need to build her except paint and glue. She is similar in construction to the Catboat model featured on this page. Scale: 1/2" = 1' LOA: 16"
#620-012 Ship Wt. 4 lbs \$71.00



Catboat Model Kit

This quintessential American boat, originally designed for fishing off Cape Cod, will look great on your mantel or bookshelf. Similar in construction to the Friendship Sloop model kit, many parts are laser cut, making it reasonably fast to build. Hardware (including propeller), rigging, and sailcloth are provided as well as wood, plans, and instructions. Scale: 3/4" = 1' LOA 19"
#620-011 Ship Wt. 7 lbs \$108.00



Nutshell Pram Model Kit

Scaled from the 7'7" Nutshell Pram and true to its features, this kit includes detailed instructions, plans and patterns, tanbark Dacron for the sail, plus sheet and strip basswood. Building this model is a great way to understand the basic plywood construction techniques. If you're thinking about building one of our full-sized Nutshell Prams, warm up with our model. For our full-sized kits see page 33 in this catalog. Scale: 1 1/2" = 1'
#620-001 Ship Wt. 2 lbs \$39.95

To Order Dial 1-800-272-SHIP (7447)

THRU THE LUBBER'S HOLE

By Robert Hewitt

The Low Black Schooner

In 1848, Prince Albert visited a farmer friend in Sussex. His friend was going broke. Albert purchased some farm equipment, and soon the farm was in the black.

Albert went on to help some other farmers, and in doing so came up with the idea of having an international exhibition of farming equipment. Before long his idea turned into the Great Exhibition of 1851, where science, industry and art would meet. Industrialists and manufacturers from around the world would exhibit their products in an enormous new glass hall called the Crystal Palace.

On the same day as the opening of the palace, the *New York Herald* reported that William H. Brown had finished his yacht for the World's Fair and would test her powers of sailing in a match with John Cox Stevens' yacht *Maria*.

Brown's yacht was *America*, designed by 31-year-old George Steers. *America* was built on the speculation that she could beat the fastest yacht around. The price was \$30,000, but if the boat was not the fastest, the New York Yacht Club and John Cox Stevens were not obliged to accept her. If she beat all Americans, and was beaten in England, Brown was obliged to take her back without payment.

America was constructed of a composite of woods: 3-inch oak planking, pine decks, mahogany coaming and oak bulwarks. The frames were made of oak, locust, cedar, chestnut and hackmatack. They were braced with diagonal iron straps.

The Famous Circular Cockpit

She carried 61 tons of ballast. The bottom was sheathed in copper. When launched her topsides were painted gray. The most notable aspect of her appearance was the 30-foot circular cockpit surrounding a long tiller.

Aloft she carried 5,263 square feet of cotton duck sailcloth. One noticeable feature was the extreme rake of her masts – 2 3/4" per foot of mast.

The stern was decorated with an American eagle, as shown in drawings produced by Swedish boat builder Fredric Anderson and designer Pehr Wilhelm Cedergren. They did a thorough inspection of *America* and

proclaimed that "American ship designer Steers will change the art of shipbuilding through the excellent construction of the schooner *America*."

The stern eagle, 9 feet in wingspan, was removed when the yacht was repaired in London in 1858. Years later it was found over the entrance of the Eagle Pub on the Isle of Wight. It was obtained by the Royal Yacht Squadron and returned to the New York Yacht Club in 1921.

One of the legends of *America* was that she was invincible, yet the trials against *Maria* showed that Brown had not made good on his promise to produce the fastest U.S. vessel. *Maria*, a fragile, protected-water boat, carried 7,890 square feet of sail. It must be taken into account that *America*, slightly slower than *Maria*, was designed as an oceangoing vessel. John Cox Stevens, who was commodore of the N.Y.C.C., offered Brown \$20,000 for the yacht. Brown had no alternative but to accept.

On June 21, 1851, *America* headed to France, with Captain Richard Brown (no relation to William Brown) at the helm. *America's* performance in the North Atlantic was a delight to all. With all sails set, she passed every ship in sight. On July 11, *America* arrived in LeHavre.

She was hauled out into a drydock, scrubbed down and painted black. On July 30, she sailed to the Isle of Wight. Within an hour after she dropped anchor at Cowes, headquarters of the Royal Yacht Club, several senior officers of the club came aboard to pay their respects.

"If She is Right, Then All of Us Are Wrong"

The 83-year-old Marquis of Anglessey declared: "If she is right, then all of us are wrong." On another day, he leaned over the transom to try to see the propeller he was certain was the key to her success. He would have fallen overboard, except that John Cox Stevens grabbed Anglessey's peg leg, acquired after his own was shot off at the Battle of Waterloo. After observing *America's* steeply raked stem and vertical sternpost, Anglessey remarked that he "had been sailing backward all his life."

A race was scheduled for Aug. 13, but Stevens did not enter because the prize was only £50. He changed his mind after the fleet was three miles ahead. After an hour and 38 minutes he passed the entire fleet and quit the course. That ended any chance that he would get any takers for a wager on himself "not to exceed 10,000 guineas," equivalent to \$54,000.

While at Cowes, *America* was rigged with a flying jib and a gaff topsail. Another race was set for Aug. 22,

Winning the Cup in 1851 was just the first act in *America's* colorful and adventure-filled career, which did not end until 1942.

this time for the prestigious Hundred Guinea Cup, a gaudy bulbous silver vessel 27 inches high and 134 ounces in weight – in fact not a cup at all but a bottomless ewer destined anyway to become the America’s Cup.

At 10 a.m. the starting gun sounded. Seven schooners and eight cutters crossed the line.

America was the last because she overran her anchor. The crew had to douse the sails. After straightening out with the anchor on deck, she got going. Within half an hour she was in second place.

After nine miles and one hour of sailing, *America* was blocked at Nomansland buoy by other yachts sailing wing and wing in a line, and she fell to fifth place. The wind increased, and while *America* could hold her own on a run, she was untouchable on a reach.

She was now setting her mainsail, foresail and a fore staysail. Off she flew, and a spectator steamer was barely able to keep up. Cutters were sending spray over their bows, and schooners were wet up to the foremast, but *America* was dry as a bone.

At 12:15, while Brown was trimming his jib sheet, the jibboom broke. He had to head into the wind for 15 minutes while the crew made repairs. At 5:50 p.m., at The Needles, *America* was 7½ miles ahead of *Aurora*, and third-place *Freak* was a mile further back.

A few minutes after 6, as *America* headed toward the finish line, where the royal yacht *Victoria and Albert* was anchored, Queen Victoria asked if *America* was first.

A seaman answered, “Yes, madam.” She then asked, “Who is second?” The seaman somberly responded, “Madam, there is no second.”

Actually, there was a second: *Aurora*, although most of the ships had withdrawn. *America* crossed the finish line at 8:37. *Aurora*’s time was not taken with care, but it was placed at between 8 and 25 minutes behind. If the race had been held with handicaps, the smallest entry, *Aurora*, would have won on a time allowance.

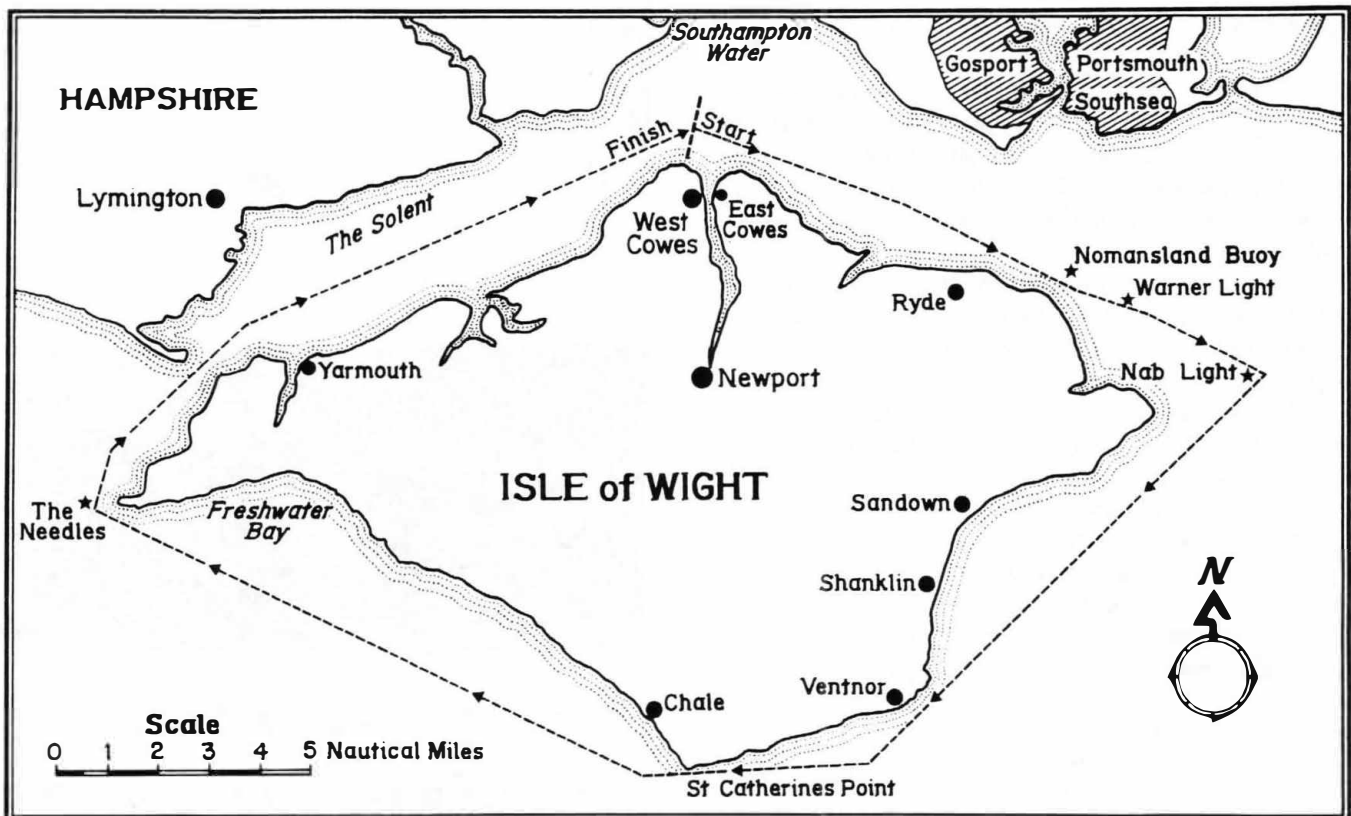
Something in the Water

On Aug. 28, *America* raced *Titania*, an iron-hulled yacht that was thought to be able to beat the American in heavy weather. The English were delighted to be rewarded with a heavy gale, but their hopes were shattered when *America* won by 52 minutes. At a cocktail party a lady said to one of the English captains, “I believe those Americans are putting something in the water to make your ships lose.” The reply: “Indeed, madam, I agree. It is their yacht!”

On Aug. 29, the N.Y.Y.C. syndicate and Stevens sold *America* to a 39-year-old English army captain, John de Blaquiere for £5,000 or \$25,000. Blaquiere took the ship on an 8,000-mile cruise to Greece.

In 1852, after returning to England, *America* again raced in the Queen’s Cup, under skipper Robert Underwood, who was the pilot on *America* in the 1851 race. She came in third. *Arrow*, which was in the 1851

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Royal Yacht Squadron Course 1851

The Long, Long Life of *America*

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race, came in first. Then the second-place boat was disqualified, and *America* was awarded second. She was only 1 minute 52 seconds behind *Arrow*.

America was sold again in 1856 to Henry Montagu Upton, who renamed her *Camilla*. In 1858 *Camilla* was sold to shipbuilder Henry Sotherby Pitcher. He rebuilt her, replacing her bottom with elm and oak but not changing her shape.

Pitcher sold her to Edward Decie in 1860. He sailed her to Savannah, Georgia, and sold her to the Confederates for \$60,000. On May 25, 1861, *Camilla* went to sea with Decie as captain, bound for Ireland and carrying Lieutenant James North of the Confederate Navy. James had \$600,000 in bills of exchange and a letter of credit to build warships. When the ship returned to Florida, she was renamed *Memphis* and went into service as a blockade runner.

In March 1862, Jacksonville was taken by Union troops. *Memphis's* fleeing Southern crew removed her spars and, drilling five holes in her bottom, scuttled her. A Union Navy lieutenant, Thomas H. Stevens found her with only her port rail showing. He raised her after a week's work, using improvised pumps.

She again became *America*. New spars were stepped, and she was towed to Port Royal, S.C. She served in the Union blockade from June 1862 until May 1863. For the next seven years she was a training ship.

In 1870 she was recommissioned at a cost to the government of \$19,000, and sailed in the first *America's* Cup Race, finishing fourth.

General Benjamin Butler of Massachusetts purchased *America* in 1873 for \$5,000, in what was thought to be a shady deal, and owned her for 20 years. Although he cared little for racing, he entered her in 28 races. She won five and placed second or third in five more.

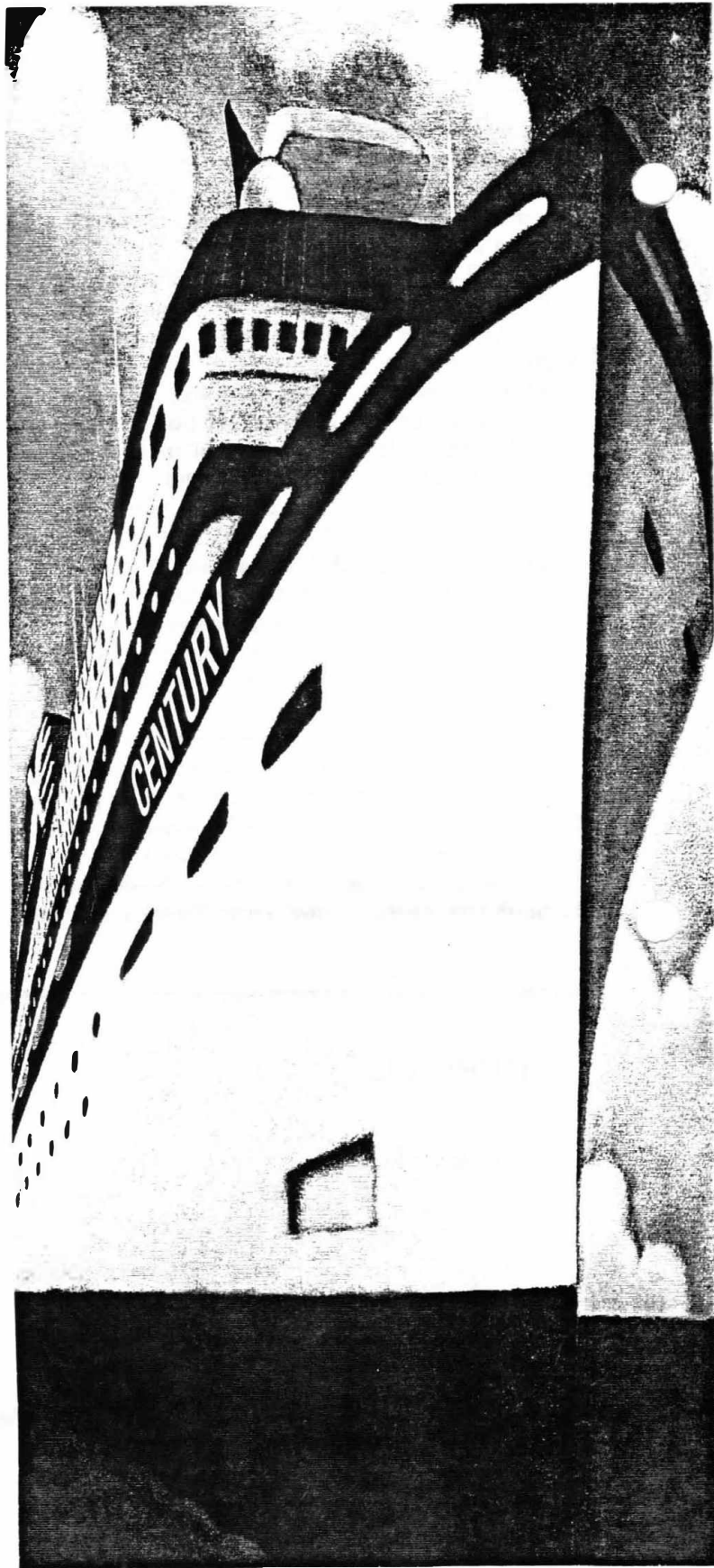
In 1875 Butler employed Donald McKay, the great builder of clipper ships, to modify her rig, add two cabins, and replace the tiller with a steering wheel. The last change by Butler was to have her painted white.

Butler died in 1893. His son Paul, turned *America* over to his nephew Butler Ames. He sailed her to victory in the Corinthian Yacht Club's Nash Cup Race in 1897.

This was her last win. In July 1901, at the age of 50, *America* sailed her last race and lost by only 20 minutes.

In 1916 the boat was bought by Charles W. Foster of the N.Y.Y.C. and in 1921 she was turned over to the Naval Academy. Her end came in 1942 when she was crushed by snow that collapsed her storage shed. She was scrapped in 1945. Sound wood and lead were recovered for a total of \$990.90.

A model was created out of some of the scrapped wood, and it now sits in the Naval Academy museum. A near replica was built in Port Albany, N.Y. in 1995.



From a Celebrity Cruises ad

**The Prow as a Work of Art
(Suitable for Framing)**



1998 Updates and Changes to the 1997 Brochure

DATE CHANGES....DATE CHANGES....DATE CHANGES

In June 2000 the Hampton Roads area will be hosting OpSail 2000, a splendid display of over 100 tall ships from around the world. The Mariners' Museum is deeply involved in this event, and the dates of the Ship Model Competition and Exhibition have been adjusted as follows in order to coordinate activities between these two exciting community events.

- Fri., March 3, 2000. Deadline for receipt of entry form
- Fri., March 3, 2000 Deadline for receipt of Chapelle binders
- Sat., April 1-Sun., April 30, 2000 Delivery of models to Museum
- Sat., June 10, 2000. Exhibition Opening Reception
- Sat., June 10-Sat., Oct. 28, 2000 Exhibition of models
- Sat., June 10, 2000 Pick up models *not* selected for display
- Sun., Oct. 29-Fri., Nov. 17, 2000 Pick up displayed models

UPDATED ENTRY FORM....UPDATED ENTRY FORM....UPDATED ENTRY

Attached as part of this flyer is an updated entry form which should be used instead of the one included in the brochure mailed last year. The only difference is the dates stated at the bottom.

NOTEBOOKS....NOTEBOOKS....NOTEBOOKS

In the "Rules and Conditions of Entry" section of the brochure, #2 states that a notebook accompanying each model is encouraged, but not mandatory. If a notebook is to be submitted, there should be a *one-page* summary placed in the front with a *list* of points to which the modeler wishes to draw the judges' attention.

AWARDS....AWARDS....AWARDS

The United States Navy Award for the best model of a U.S. Navy vessel will be a turnaround cruise aboard the USS *Constitution* on July 4, 2001. The Navy is not certain at this date which harbor will be the starting point for this cruise.

The United States Coast Guard Award for the best model of a Coast Guard vessel will be an engraved plaque.

Questions regarding this competition may be directed to Patty Andresen,
The Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759.
Phone: (757) 591-7751 • Fax: (757) 591-7312 • E-mail: info@mariner.org.

SAN DIEGO SHIP MODELERS GUILD

Officers for 1998

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

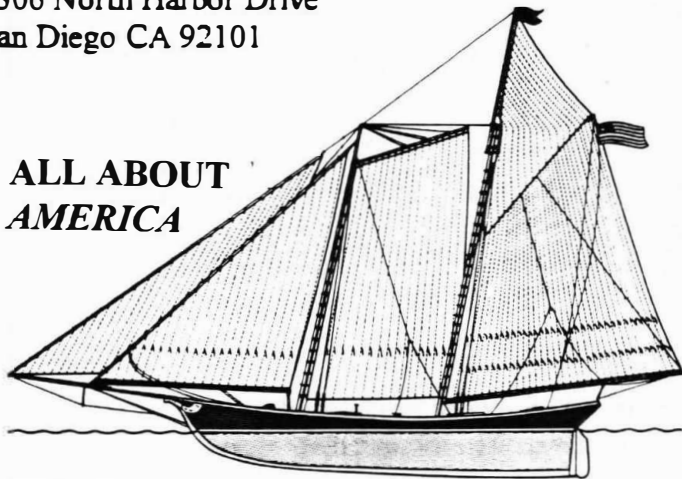
Founded in 1971 by Bob Wright and the late Russ Merrill

SCHEDULE OF ACTIVITIES

Meetings
 Second Wednesday of every month
 7 p.m. social, 7:30 p.m. meeting
 Held on board the ferryboat
 Berkeley
 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.

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



America (1851)

After observing *America's* sharply raked stem and vertical sternpost, the Marquis of Anglessey remarked that he must have "been sailing backward all his life."

SEE ROBERT HEWITT'S COLUMN, PAGE **6**

*For beginners (and others),
 six interesting kits from
 The Wooden Boat Store*