



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego CA 92101

March 1999

NEWSLETTER

Volume 23, No. 3

What's This Picture of a Parlor Organ Doing on The Front Page of a Ship Modelers' Newsletter?

Well, actually, it's a model of a parlor organ 6" high by 3 1/2" wide (on the 1"=1' scale), and it was the most fascinating entry for Show-&-Tell in the February Guild meeting. Brought by longtime member **Ernie Andrew**, it resulted in half an hour of intense explanation by him and discussion by the 20 members present, who were perfectly happy to overlook the fact that a parlor organ isn't a ship.

The 61 keys of this remarkable instrument can create 61 different tones over a five-octave range. In other words, if you had tiny fingers you could play any tune you chose on it. Since that's not practicable, Ernie has fitted it with a battery powered electronic tone generator that enables the organ to make pretty music.

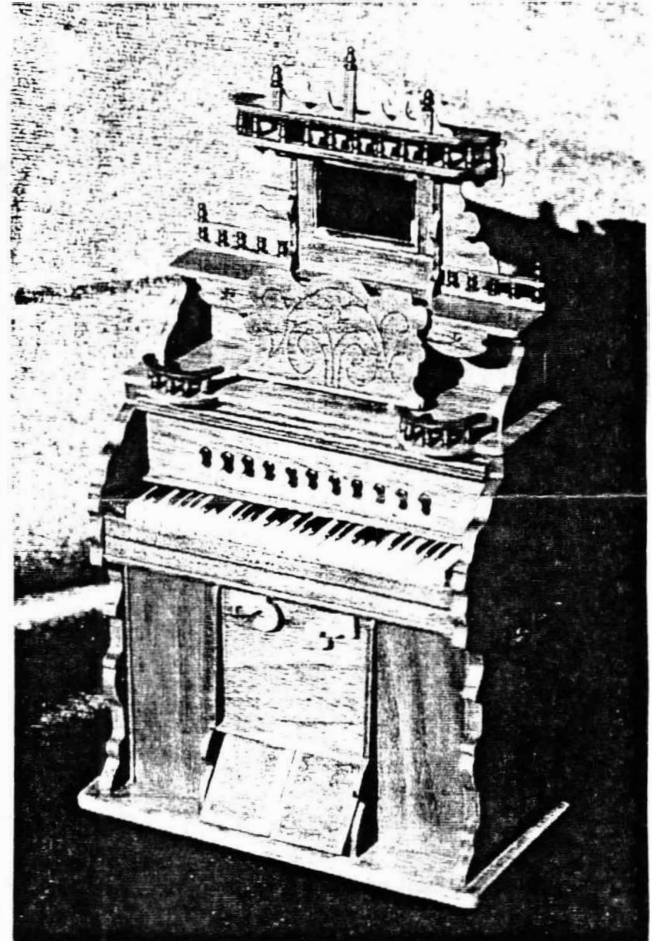
Ernie copied the model from a Scottish reed organ that he owns, built in Glasgow, Scotland in the late 1800s by William Thomson. It is ornamented with a number of little balusters and a set of finials, small turned spires. Ernie invented a clever way to make them.

He had acquired, from a friend at work, a machine like a large Dremel tool that was designed for making spiral dental drills for doing root canals. It revs up, with a satisfying low hum-m-m, to as much as 60,000 r.p.m., using 200 to 400 hertz of a three-phase power supply at 180 volts. He fitted it with an adapter that would accept a Dremel collet suitable for 1/8"-by-1/8" ebony stock.

Using thin grinding wheels in the tool, he shaped the cutting edge of an old Xacto knife to the desired profile of the finial. Then, holding it against the ebony as if the wood were in a lathe spinning at 30,000 r.p.m., he quickly cut all the finials that he needed at two per piece of wood.

Ernie is quietly modest about his amazing talents, so he did not bring to the meeting a model that is more astonishing in the tininess its scale, 1/2" to a foot and 3" tall, than the one he showed us. It is pictured next to the mailing address of this issue. The full-sized organ was manufactured by the Packard Organ Company in Fort Wayne, Indiana in the late 1800s; Earnie copied it from a picture in Packard's catalog.

Recognizing that his model organ skills might be of use to builders of model ships, Ernie suggested that this method would work for stanchions and cannons, perhaps



even belaying pins and similar spindles. He knows that making a reed organ or a pipe organ on this scale is probably technically impossible. But he's tantalized by the idea that he might be able to create a miniature steam calliope and mount it on an RC model ship. Wouldn't that be fun?

A welcome visitor, **Martha Ogazon**, of Alpine, brought with her a nice beginner's success in model building—and along with that an urgent plea for help and advice. The model, about 26" long and 7" in the beam, is the hull of a cartopper sailboat that she built from reduced plans for the full-size version. It's a double-chine, centerboard kind of sailing dory, "probably a

pleasure boat." She says she had "lots of problems due to inexperience." but got help from teachers in the Chula Vista High School woodshop, who also thickness-planed the wide strakes of whitewood to about 3/16".

"I grew up in La Paz, in Baja, and always liked boats like *pangas* very much," Martha said. She was urged to join the Guild, get advice from the guys in the model shop, and to bring this model and two others to the Saturday, March 13 morning workshop on the *Berkeley*.

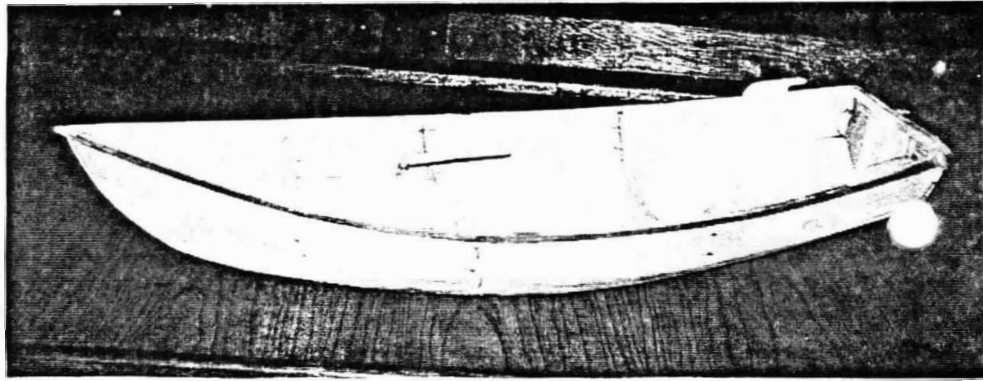
Jerry Deschenes' latest Show-&-Tell was an English warship named *Baltic*, built in 1753 and later captured by Americans and turned into something like a revenue cutter. Jerry built it from an Arkit kit, taking 1,000 hours for the frames and double-planking and all the rest.

He remarked that he found all that expenditure of time to be particularly soothing at a period when his life was full of worries. That resonated with many members. "Modelers don't need psychiatrists," was the general idea.

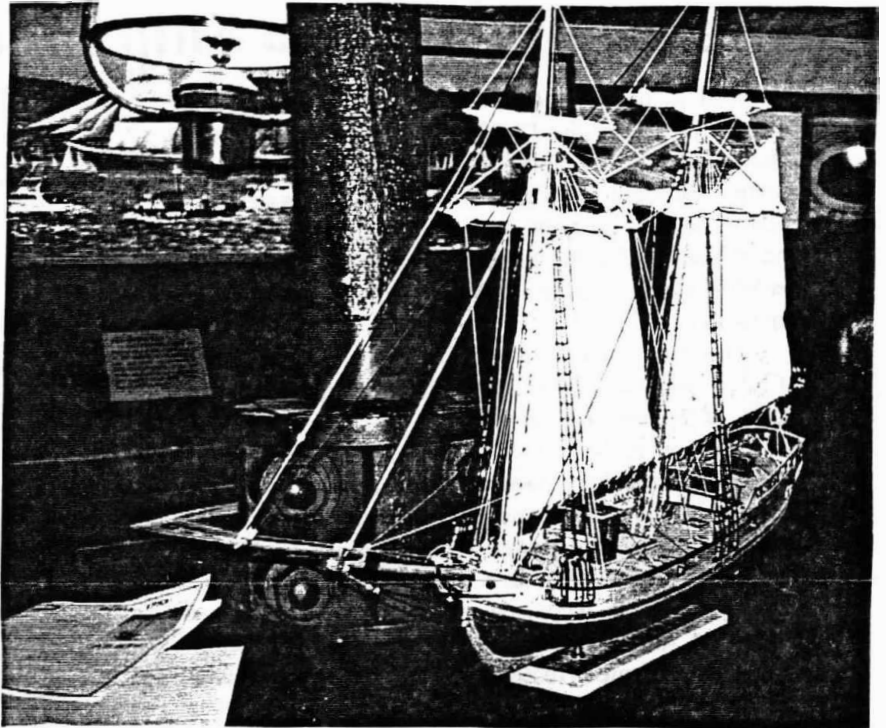
Phil Mattson commented that modeling "calms you down, keeps you sane." **Bob Wright** remembered a dentist who skipped patients so that he could work on models. When Bob builds a model, "I imagine myself on deck, and I'm happy." **Robert Hewett** dissents. "I actually work harder at my job," he says, "so that I can get away from modeling."

In showing his model of the Maritime Museum's *Pilot*, Bob Wright made another point about the personal side of modeling: choosing to build a model for nostalgic reasons. His father-in-law, Captain James Sorenson, was a San Diego harbor pilot in the early '50s and used to take Bob with him on piloting jobs.

Bob bought the half-built hull



Martha's centerboard dory



The February meeting took place in the Star of India's elegant stern saloon. Jerry Deschenes' model of Baltic is pictured next to the Star's rudder shaft

of his model from former Guild member Bill Kelly Fleming, and finished it with his usual clean precision. Scale: 1/4" to 1'. For more about the real-life *Pilot*, see the opposite page.

In other business, the discussion turned to how members possessing surplus modeling-related items could sell to or exchange with other members.

Dave Shelkey brought up the subject by disclosing that he has many copies of yacht plans by such famous designers as Nathaniel Herreshoff that others might like to copy (see page 3). **Dick Strange** noted that other guilds stage annual auctions at which members

bring in no longer wanted items, tools, books, magazines, model-building materials and the like.

Ed White proposed that this Newsletter could start a column that regularly lists negotiable items. Editor Bill Forbis agreed and promised to provide his address, namely /redacted/.

Next Meeting

March						
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

Bring Models. Old or New.

Half-Finished or Neatly

Complete

An Enticing Offer

Guild Member Dave Shelkey has original drawings of the ships listed below and would be happy to lend them to members who might want to make copies. He says that this can be done at Kinko Copy, 3755 Murphy Canyon

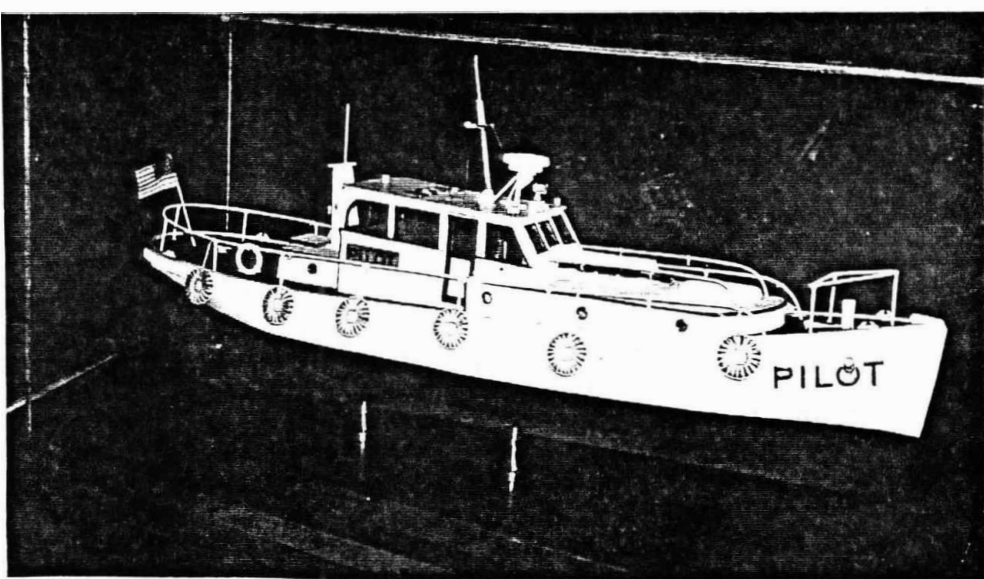
Road (573-0515) for 50 cents per square foot. The plans are mostly old blueprints but, says Dave, "the copies I had made came out very good." He offers to bring specific plans to the March 10 Guild meeting; call him at / redacted/

- ATKIN *Little Maid of Kent*. V-bottom auxiliary schooner. 30'-0" L.O.A. 24'-0" L.W.L. 10'-0" beam. 5'-0" depth. Four drawings. Scale 1/2"=1' (1934)
- ATKIN *Little Ranger*. Double-ender auxiliary ketch. 42'-8 1/2" L.O.A. 38'-0" L.W.L. 11'-2 1/2" beam. 5'-2" depth. Four drawings. Scale 3/8"=1' (1937)
- ATKIN *Victory*. V-bottom runabout. 13'-6" L.O.A. 13'-0" L.W.L. 5'-2" beam. 1'-4" depth. Four drawings. Scale 1"=1' (1930)
- ATKIN *Nancy Jean*. Keel knockabout sloop. 18'-6" L.O.A. 18'-6" L.W.L. 6'-4" beam. 3'-0" depth. Scale 1/2"=1' (1950)
- WILLIAM GARDEN Study plan of 34'-8" steel schooner. Scale 1/2"=1'. One drawing (1953)
- WIRTH MUNROE Study plan of 59'-0" three-masted schooner. Two drawings (1941)
- L. FRANCIS HERESHOFF Auxiliary ketch 45'-3" L.O.A. 30'-9" L.W.L. 12'-6" beam 5'-0" depth. Nine drawings (1935)
- L. FRANCIS HERRESHOFF *Marco Polo*. Three-masted schooner. 55'-0" L.O.A. 48'-9" L.W.L. 10'-0" beam. 5'-6" depth. Twenty-three drawings. (1950)
- W.A. DOLE 45'-0" schooner. Five drawings (1955)
- EDWID MOUN Auxiliary ketch. 46'-0" L.O.A. 14'-2" beam. 7'-0" depth. Two drawings. Scale 3/8"=1'-0" (1959)

PIRATE ALERT!

Shades of Captain Kidd and Blackbeard and the Pirates of Penzance! For a forthcoming exhibit on the *Berkeley*, the Maritime Museum's Mark Allen wants to borrow just about anything piratical. Guild members can help with pirate-ship models or other ships of the era—Manila galleons, for example, or other ships that could have been pirates' targets. Plus any kind of artifact, such as swords and guns, associated with piracy.

YO HEAVE HO AND A BOTTLE OF RUM



By chance, Wright's Show-&-Tell model is the subject of the article below

At 85, Pilot Prepares an Illustrious Future

She's a good honest sea boat with a good honest name: *Pilot*. Thousands of times she has carried a human pilot out to four miles beyond Point Loma and put him aboard a tanker, a tramp, a square-rigger or a stupendously big cruise ship, in order for him to bring the vessel safely to a San Diego dock.

Now *Pilot* is going into a new line of work, under the supervision of her owner, the San Diego Maritime Museum.

Beginning about the end of this year, when groups of schoolchildren arrive in the morning beside the *Star of India*, they will divide into two groups.

One will board the *Star* for a history lesson. The other will board the *Pilot* and head down the harbor to the Chula Vista wildlife center for an ecology lesson—all under a grant from the state.

By then, *Pilot* will be a brand-new version of herself.

In December, she was lifted out of the water of her berth beside the *Berkeley* and trucked to a corner of the cavernous B St. pier.

There two expert boatbuilders named Jeff and Seth went to work. They tore out the deck and pilot-house, and stripped the planking to bare wood—good, usable wood.

That can't be said of the rotten frames. Just about every other is now being removed preparatory to being replaced.

In that process, a strip of 1/4"-by-3" wood will be bent, glued and stapled to the inside of the planking at the frame position. Then another strip will be laminated over the first, and so on until the frame's thickness is three inches.

When that job is done, the rotten frames between the new ones will be replaced in the same way. The engine bed will also have to be rebuilt, but the old engine, a 350-horsepower Caterpillar diesel, will be overhauled and reinstalled.

While they had a chance, Guild members John Fluck, Bob Wright and Ed White took off *Pilot's* lines, in hopes that they can be used by some model-ship builder.

In an article for *Mains 'l Haul* a while back, Bob Wright provided a peek at *Pilot's* past. She "was built in 1914 by Goularte Boat Works at the foot of G Street and launched on August 7, 1914. . . . [She] is planked with 1 1/8" Douglas fir with oak frames, and has a length of 54 feet, a beam of 13.7 feet, and a draft of 5.7 feet."

Bob notes that though *Pilot* was taken over in World War II by the Coast Guard, she continued to use civilian pilots. Very civilian—Senior Captain Harry Krog insisted that all pilots wear business suits and hats, and they still do. And they take great pride that in all of *Pilot's* years there's never been a serious accident.

Thru The Lubbers Hole

by Robert Hewitt

The Great Leviathan

The practice of whaling extends back into the dim reaches of history. Stone-age men braved the terrors of the sea to hunt the great air-breathing monsters. The flesh of one whale might keep an entire community alive through winter. Harpoons of bone have been found in paleolithic cave sights along western European shores. In Scandinavia, rock carvings dating to 10,000 BC depict harpoons, skin boats, and whales.

In the land of the Basques around the Bay of Biscay, whaling progressed from random slaughter to an organized hunt. When the Basques originated is unknown. They were a people entirely different from their Spanish and French neighbors. A few of their words did find their way into other languages. One of them was "apori" meaning to grasp or hold. In time it became the Spanish word "arpon" from which came the English "harpoon".

The first Basque whalers probably attacked whales stranded in the shallows. By 700AD, according to ancient texts, the Basques were paddling out to the Bay of Biscay in flotillas of small boats in organized hunts against the beasts they called sarda.

The whales they hunted were not the toothed sperm whales found by latter-day whalers, but the right whale. This whale was among the species known as baleen whales. These whales were endowed with wide rows of mouth slats called baleen. Baleen is composed of keratin, the same substance as that of human fingernails.

The Basques not only made use of the whale meat, but rendered its blubber in tryworks on the beach for oil used to light their homes. Whale bones were used to make knives and spades. The baleen, tough and flexible, was used as horse whips, archer's bows, and soldier's shields. When shredded and colored, baleen also made impressive plumes for warrior's helmets.

As the value of whales increased, the animals were driven from the Bay of Biscay. In the 15th century the Basques were ranging further out to sea in sail and oar-powered galleys modeled on Roman designs, and later in pure sailing ships. Some were carracks as much as sixty feet long. There is evidence in early maps that Basque whalers, in the middle ages, probably sailed past Iceland to Greenland and Newfoundland, reaching the new world after the Vikings, but a century before Columbus.

The Basque carrack was succeeded in time by the faster caravel. They carried two whaleboats to launch over the side when whales were sighted. These early whaleboats had flat sterns and were not as seaworthy as later double-ended boats.

The whale was harpooned and towed back to the ship where its blubber was cut into chunks and stored in casks to be brought home. The weather in the northern latitudes was usually cool and kept the blubber from spoiling.

The British and the Dutch, previously good customers of the Basques, decided to go it on their own, and by the late 17th century, the Dutch alone had nearly two hundred whalers in northern waters. By the mid 17th century the Basque's dominance of whaling had come to an end. The British and Dutch were fighting to gain control of the northern whaling waters. The Dutch finally drove out the British.

The wide-scale hunting by the Basques, Dutch, and British could not compare to the harvest that would be reaped by the Yankees of New England. The New Englanders raised whaling to its zenith.

The New Englanders had hundreds of ships cruising the world over. Whale oil lighted cities and homes and lubricated machines. Baleen found scores of new uses, from chair springs, hair bristles, to buggy whips, skirt hoops, and corset stays.

In the 1690's whaling followed along the coast. After a few years there was a scarcity of whales within easy reach. At that time the New Englanders used small sloops trailing one or two whale boats.

In 1712 one whaler, Christopher Hussey, and crew were caught in a wild storm and driven out into the Atlantic. When the storm subsided, they found they were in the midst of a great herd of whales. They were not the familiar baleen whales with double spouts, but enormous beasts with a single spout. He set out his boats and they were able to catch a sixty-footer. He carried the beast back to Nantucket lashed to the side of his sloop.

What Hussey encountered was a herd of sperm whales. The Nantucketers were not entirely unfamiliar with the sperm whale, one had washed up on shore a few years earlier. They were surprised at the richness of its blubber. It produced an oil far superior to the oil of the right whale. They assumed the sperm whale was extremely rare, or a mutation. Hussey had proven that it was not rare, but a deepwater dweller.

As the Yankee whalers quickly discovered, the sperm whale was not only a richer prize than the right whale, but a much more fearsome quarry. The creature would come roaring up from a dive and leave the water almost completely. It also could stand on its tail, thrashing powerful flukes, and turn in a circle to view its surroundings.

The sperm whale could dive deeper and stay down longer than any other whale. A sixty-footer could remain under water for an hour. Its average speed was about three knots, but it could accelerate to ten to twelve knots and keep this pace for an hour. The Atlantic sperm whales migration pattern extended from 40° south latitude to 40° north. Forty-forty was the name given by some whalers.

A highly structured society, the sperm whale herds contained from a dozen to a hundred animals. Female sperm whales would assist one another in danger. Males displayed aggression toward one another only at mating time in spring.

Male sperm whales would fight titanic battles. A young bull would challenge the leader of the herd. The cows would swim to the periphery, watching the spectacle. The bulls would approach each other at full speed and meet head on with a huge impact. They would seize each other in their jaws and roll over in a sea of blood. The encounter would usually end with the challenger swimming painfully to the rear of the herd as they reformed and went on their way.

By 1740 some fifty sloops were bringing back five thousand barrels of oil a year valued at \$25,000. In 1774 the Nantucket fleet of one hundred and fifty ships provided an income of \$500,000 annually. The average vessel brought back one hundred and fifty barrels.

At first they would bring back blubber in chunks, as did the Basques. In 1740 the Yankees had developed a tryworks that could be used aboard ship. The sloop gave way to much larger ships that carried double-ended whaleboats on davits.

By the late 1780's Atlantic sperm whaling came to a decline. Some captains came home with hardly enough oil to cover expenses.

In 1785 the British whaler EMILLIA found few whales. The captain, James Shields, at the suggestion of a Nantucketer named Archaelus Hammond, sailed around Cape Horn. Off the coast of Chile they discovered that they were in the midst of a huge herd of sperm whales. By September of 1789 they had every cask full of sperm oil.

By the turn of the century numerous whaleships from England and America were sailing around Cape Horn to the Pacific. This became the golden age of whaling.

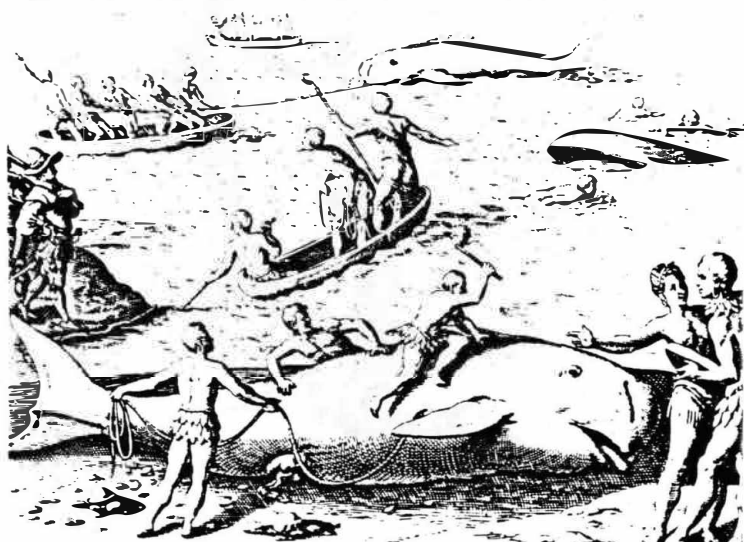
During the war of 1812, the U.S. frigate ESSEX rounded Cape Horn and captured a dozen British whaleships, a setback from which the British never recovered. In 1846 the Yankee fleet numbered seven hundred and thirty six vessels, valued at more than \$21 million, most of them in the Pacific.

Profitable though it was, whaling was a dangerous living. One whale, New Zealand Tom, named after his favorite feeding grounds, was a black sperm whale with a white hump on his back. He destroyed dozens of whaleboats in the 1880's. He was finally taken by a whaleship named ADONIS. In the fight he had smashed nine pursuing whaleboats. Harpoons of several other whalers were found in his hide.

The most awesome whale of all was Mocha Dick. He had an eight foot white scar across his immense head. His first attack was near Mocha Island off the coast of Chile in 1810. In 1840 the English whaling brig, DESMOND, spotted Mocha Dick and lowered two boats. The whale charged the boats, seized one in its jaws and reduced it to kindling. Two men were missing.

One month later, as a Russian crew of the bark SEREPTA was towing a killed whale to their ship, Mocha Dick came between them. He attacked and smashed the boats. The survivors were rescued and the SEREPTA sailed away as Mocha Dick stood guard over the dead whale.

Mocha Dick killed two men the following May. They were from the British



Whaling in 1601

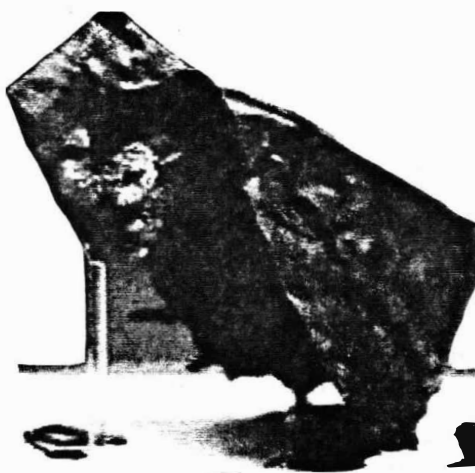
whaler JOHN DAY.

In 1842 Mocha Dick made an unprovoked attack on a lumber schooner. He crushed the stern but the lumber kept her afloat. Three whalers were in the area and came to the rescue of the schooner. They also put two whaleboats each into the water. Mocha Dick went on a twenty minute dive. When he surfaced, one whaler was able to hit him with a harpoon. The whale floated on his side and gave, what the whalers thought was his last gasp. He lay still, as if dead, so they waited five minutes before approaching the whale. Mocha Dick, who had evidently been acting, came to with a furious burst of energy. He dragged the harpoon boat as he smashed one of the other boats. He grabbed it into his jaws and gulped down two men. He smashed another boat and by this time the harpooner cut his line. The remaining men rowed back to their whaleships. Mocha Dick then rammed the hulk of the deserted lumber schooner. His last act of the day was to breach from beneath the CRIEFF, out of Glasgow, and took off her bowsprit and jibboom. Finally the whale swam away, turned, and watched as the whaleships retreated.

It is believed that Mocha Dick was finally caught by a Swedish whaler in 1859. Mocha Dick carried nineteen irons in his hide, these from hundreds of battles in which at least thirty men had been killed and scores of whaleboats destroyed. It is inevitable that the story of this old rouge would pass into literature, as the central figure in one of the greatest of sea stories—"MOBY DICK".



Twisted malleable iron harpoon



Copper sheathing on display
at the State Library
in New South Wales



Captain Bligh

Undersea Search off Pitcairn Island Pulls Up One of Capt. Bligh's Cannons

After Fletcher Christian and his 23 fellow mutineers cramped Captain Bligh and some fellow officers into an open boat for Bligh's epic voyage to Timor, they turned the *Bounty* around and sailed back to Tahiti. But Christian knew that the British Navy would relentlessly hunt him down and hang him, so with eight men he sailed the ship southeast to the speck of an island called Pitcairn.

There, to keep the Navy search party from spotting the ship and finding the mutineers, they burned and sank the *Bounty* in 1789. The strategy worked. Christian, the other men and their Tahitian wives lived on to found a colony that still exists, with a population in 1992 of 54. (for a full account, see Captain Bligh – One Helluva Guy in the April 1998 Newsletter.)

In recent years the islanders and maritime archeologists from Australia's James Cook University (named for the *Endeavour's* captain) have been retrieving remnants from the site of the *Bounty's* sinking in Bounty Bay. They have brought up copper sheathing, rigging, hull timbers, cannonballs, grapeshot and lead plumbing from the *Bounty's* breadfruit watering system.

Their most recent discovery, according to the Associated Press, is a spectacular one: a 1,760-pound cannon covered with 200 years of marine growth. To get it to the surface, the university's expedition had to devise a special air-powered elevator. The cannon's a reminder that Captain Bligh's little breadfruit ship was, after all, a man-o-war.

DEPT. OF CORRECTION AND AMPLIFICATION

Dick Strange, the new member introduced in the February issue, was treasurer of the Nautical (not National) Research Guild.

Howard (not John) Kreuzinger provided information for Robert Hewitt's article on rice-paper sails in the January issue.

The full name of the new member who was reported in the February issue to be "scratchbuilding a *Cutty Sark*" is Donald Bienvenue.

Volunteers Needed to Tend the Guild Booth at the Del Mar Fair

Time sure has a way of slipping by, and believe it or not we are starting to prepare for the Del Mar Fair.

Those who volunteer will receive two passes to the Fair for each eight-hour day – 10 a.m. to 6 p.m. If you have only four hours to spare you will receive one pass. For those who have split shifts, if you can be there three times you will receive an extra pass. All of this plus a *Medea* cruise sometime in August.

I have made up a calendar for the months of June and July. All who are willing to volunteer please indicate

and July. All who are willing to volunteer please indicate in the appropriate date giving your name and home phone number along with your time. I cannot guarantee the day or time and will contact you accordingly.

You can give me your requests at a meeting or drop them off at the museum or mail them to me c/o San Diego Maritime Museum, 1306 N. Harbor Drive, San Diego CA 92101

Jack Klein

/redacted/

JUNE

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
13	14	15	16 Fair Opens	17	18	19
20	21	22	23	24	25	26
27	28	29	30	1	2	3
4	5 Last Day	6	7	8	9	10

JULY

SAN DIEGO SHIP MODELERS GUILD

Membership Roster February 21, 1999

Name	City	Sta	Zip	Yr	Spouse	Phone
Ernest J Andrews	San Diego	CA	92116	99	Jean	
Gaetano J Avila	San Diego	CA	92126	98	Elizabeth	
Capt Reuben R Baker	Wellfleet	MA	02667	99		
Jim Balestreri	San Jn Capistrano	CA	92675	98	Masisie	
Joe Beauchemin	Santee	CA	92071	98	Karina	
Bunny Benson	San Diego	CA	92128	L		
Donald Bienvenue	San Diego	CA	92122	99		
Ronald Bluhm	El Cajon	CA	92021	98	Eyra	
Krystof Bodzon	San Diego	CA	92131	98	Agnieszka	
Don Bowes	San Diego	CA	92128	98	Elayne	
Win L Brown	El Cajon	CA	92020	98	Lorraine	
Walter E Cagle	Chula Vista	CA	91910	99	Kathlyn	
Mike Davis	Poway	CA	92064	98	Sue	
John De Friest	San Diego	CA	92124	99	Mary	
Jerry Deschenes	San Diego	CA	91977	99	Yolande	
Kenneth C Edwards	San Diego	CA	92117	99	Jo Ann	
Gary A Emery	San Diego	CA	92128	99	Rosalind	
James Evans	La Mesa	CA	92142	99	Karen	
William J Flemming	Beverly	MA	01915	98	Aurora	
William H Forbis	San Diego	CA	92119	99	Margy	
Fred Fraas	San Diego	CA	92119	98	Shirley	
Jeffrey Fritz	San Diego	CA	92108	98	Judy	
William A Furniss	Mission Viejo	CA	92691	98	Betty	
Icela Gonzalez	San Diego	CA	92105	98		
Albert Grimes	Cordes Lakes, Mayer	AZ	86333	99	Jackie	
Robert J Hallbach	El Cajon	CA	92020	98	Edith	
Randall Hall	Vista	CA	92083	98	Donna Lyn	
James D Hammond Sr	Carlsbad	CA	92008	98	Stephanie	
Jerry E Hazlett	Henderson	NV	89015	98	Arloa	
Helen Hewitt	Buffalo	NY	14225	99		
Garth & Lia Hewitt	Charlotte	NC	28227	99		
Robert T Hewitt	San Diego	CA	92102	99		

#220

Name	Address	City	Sta	Zip	Yr	Spouse	Phone
Devin G Hughey		San Diego	CA	92111	99		
Evan B Hull		Rancho Bernado	CA	92128	98	Virginia	
Bruce R Jamieson		Bonita	CA	91902	98	Cathy	
Lewis E Johnson		San Diego	CA	92120	99	Helen	
Jacki Jones		San Diego	CA	92109	98	Terry	
Gordon Jones		San Diego	CA	92111	98	Betty	
Achim Von Kapff		Chula Vista	CA	91910	99	Pauline	
Paul King		El Cajon	CA	92019	98	Marypaull	
Jack Klein		San Diego	CA	92119	99	Jackie	
W R Kocar		San Diego	CA	92109	98	Vikki	
Frank D Lee		St Louis	MO	63116	99		
D Richard Little		San Diego	CA	92123	99	Annabelle	
Phillip T Mattson		La Jolla	CA	92037	99	Helen	
John Mc Dermott		El Cajon	CA	92021	99	Denise	
Doug McFarland		San Diego	CA	92131	98	Jeanne	
Chuck McGohey		San Diego	CA	92128	98		
Robert McPhail		Bonita	CA	91902	99	Peggy	
Anne Merrill		San Diego	CA	92117	L		
Hans G Merten		San Clemente	CA	92672	98	Hedi	
Mathew Moranville		Poway	CA	92064	98		
Roy T Nilson		Benson	AZ	85602	98	Donna	
Robert E O'Brien		Poway	CA	92064	99	Treva	
Royce Privett		Santee	CA	92071	99		
Richard J Prutow		San Diego	CA	92122	98	Virginia	
Calvin D Raymond		Poway	CA	92064	98		
Dennis Reed		Carlsbad	CA	92008	99		
Duane J Richwine		Coronado	CA	92118	98	Joyce	
Brian Rowe		Escondido	CA	92027	99	June	
Nicholas Rugen		Del Mar	CA	92014	99	Ellen	
David Shelkey		San Diego	CA	92105	98	Elida	
Richard T Strange		Escondido	CA	92026	99		
Thomas L Taylor		San Diego	CA	92109	99	Kay	
Henry S Wenc		La Jolla	CA	92037	99	Lauretta	
Edmund F White		San Diego	CA	92120	99	Ruth	
Steve Woolley		San Diego	CA	92111	98	Barbie	
Bob Wright		San Diego	CA	92119	99	Joyce	

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Ernie Andrews' Parlor Organ
 and its Baby Sister P. 1



/redacted/
 Fred Fraas

98



San Diego Ship Modelers Guild
 1306 N. 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/

Address correspondence to Bill Forbis,
 8404 LaRouche Drive, San Diego CA 92119

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.
- 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.