



# San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego CA 92101

June

July 1999

NEWSLETTER

Volume 23, No. 6

## TRICKS OF THE TRADE

### Steel Wool for Smoke, Rubberized Thread for Shrouds, 'Found' Wood for Hulls, Gunports for Windows

At the May Meeting, Show-&-Tell was the whole show. The six greatly varied models on display were eminently discussible and intensively discussed.

**Robert Hewitt** brought the first wooden model he ever made, a scratch-built H.M.S. *Victory*. He used a plastic version of the ship as a plan, scaling it down to 1"=20". The hull is bread-and-butter, with basswood lifts.

She's rigged complete with sails, including stunsails. Robert designed the railings on his computer and had them etched in New York.

He contacted the H.M.S. *Victory* Museum in Portsmouth, England, which sent him paint chips so that he could match the warship's colors. Home Depot mixed the paints—and he now has enough for several hundred more *Victories*.

Robert also produced the latest of his nearly microscopic models, this one the tugboat *Mite*, copied from a Model Ship Builder plan. It's 2¼" long, carved from holly, and set in a sea of plastic. The puff of smoke from the stack is formed from 0000 steel wool.

**Fred Fraas's** World War II Liberty ship *Jeremiah O'Brien* was begun in 1993 and finished just a few hours before the May meeting. In the years in between, he put *O'Brien* on the back burner while he built his Bluejacket *Lackawanna* and his U.S.S. *St. Lo*—and worked his way down his wife's long list of Honey-Do's.

As completed, this model is another fine example of Fred's perfection in detail. For the hull he used "found" wood—poplar from old warehouse pallets. Failing to get the material flat and square enough with his table saw and belt sander, he turned it over to Dixeline Lumber, which for \$10 trued it up on the firm's precision sander/milling machine.

This produced two identical long blocks which, when glued together side by side, established a vertical center plane from bow to stern. Though Fred intended only to create a block wide enough for his needs, having a clearly defined center glue line is often welcome and useful in model building.

Then, using Xacto knives, sandpaper and templates, he hand-carved the hull to a shape that passes the most demanding eyeball test. The scale is 1/8"=1'.

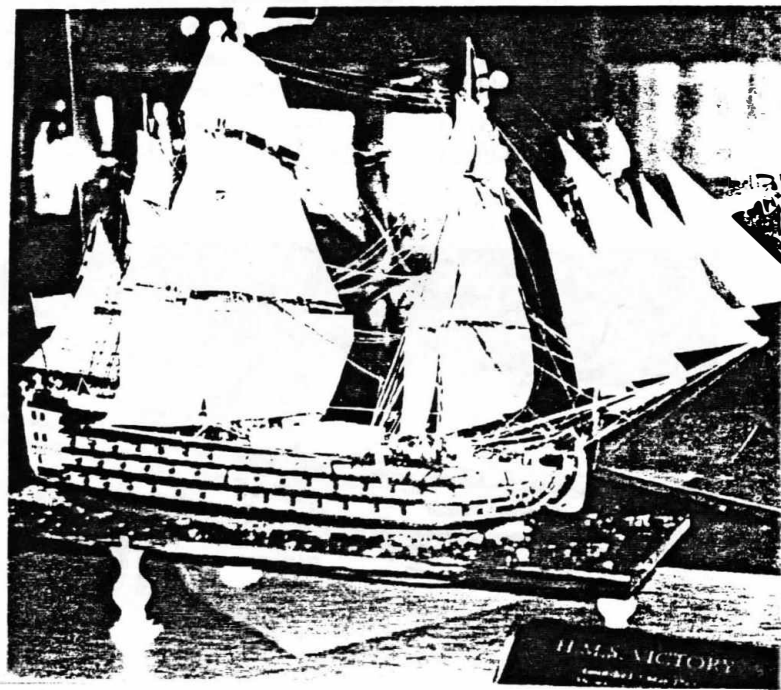
"Topside structures including the deckhouse were 'scratched' from sheet styrene," Fred writes. "Plans were provided by both Bluejacket and Robert F. Sumvall. Fittings were obtained from Bluejacket and HR Products. Paint came from Floquil and represents the original World War II color scheme."

For stays Fred chose rubberized thread, to make them look taut. They are white because on the ship they were white. But the cargo whips are black because, Fred reasons, they were bound to be dirty from the grease in the blocks they ran through.

*Jeremiah O'Brien*, the last of the Liberties, was in the San Francisco Bay mothball fleet from 1946 to 1979. Since 1980 she's been a museum ship in San Francisco. In 1944 she sailed to Normandy for the 50<sup>th</sup> anniversary of D-Day, where she had been on June 6, 1944.

**Jerry Deschenes**, one of Show-&-Tell's most reliable suppliers, again produced a well made historical model, the *Benjamin W. Latham*. Built about a hundred years ago on the East Coast, she was a fishing vessel that towed a longboat—as she does in Jerry's model.

The discussion revealed a fair amount of ignorance



*Victory* with her stunsails flying

on the part of the attending members, but the nature of the schooner gave some clues. The *Latham* has a roller on the port rail about amidships, which probably facilitated pulling a purse net full of surface fish aboard, where they could be dumped into the hold through two hatches.

The purpose of the rowing boat, according to "Ships and the Sea," would be to pay out the net around a shoal of fish and hand its warps (towlines) over the rail of the schooner. Apparently to leave plenty of working room on the aft end of the deck, the schooner's mainmast is stepped well ahead of the usual position, resulting in a huge mainsail. The stern overhang is also uncommonly long.

Another interesting touch is the vessel's small propeller, with a shaft run not through the sternpost but through the planking on the port side near the sternpost.

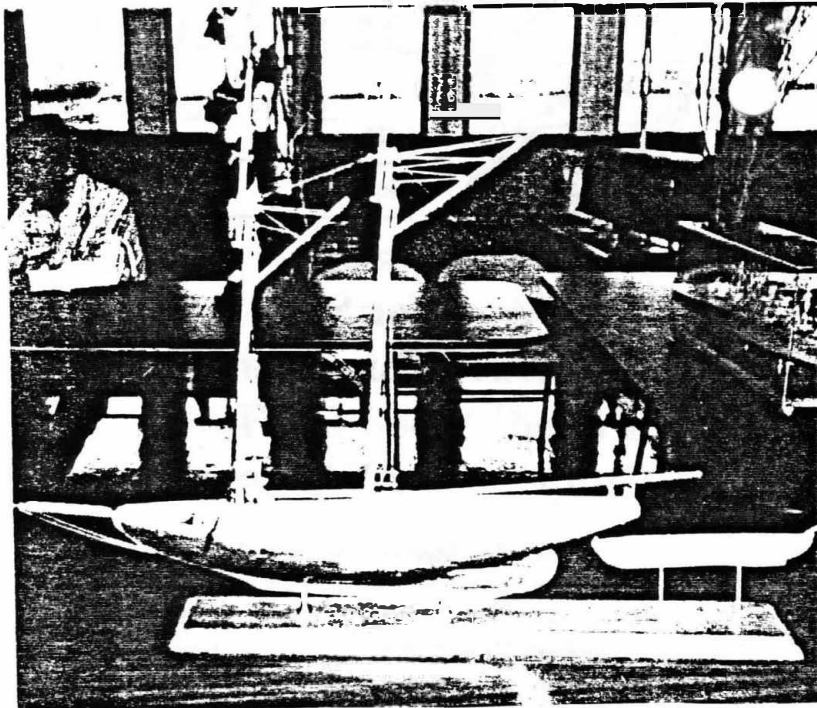
Though said to be among the smallest of East Coast fishing schooners, the *Latham* seems big enough at 125 feet. Jerry built her double-planked-on-frame from a Shipways kit, on a scale of 1/4" to a foot. The job took six months of work on his normal pattern of three hours in the morning and three more in the evening.

The saga of **Royce Privett's** *Essex* continues nicely. For this appearance she sported fife rails for the fore and main masts, ladders from the gun deck to the quarter deck and the gangways, and deadeyes and chainplates on both sides.

Royce brings *Essex* to meetings on a long construction cradle with handles, but the ship already has its elegant permanent cradle, installed right after he finished copering the bottom.

All of the problems of building a half-hull model continue to concern **Jack Klein** as work time on his *Challenger* nears one and one-half years. "Sometimes I think it would be better to make the full model, then cut it in half and throw one side away," says Jack.

The *Challenger* was an 1856 steam-and-sail warship

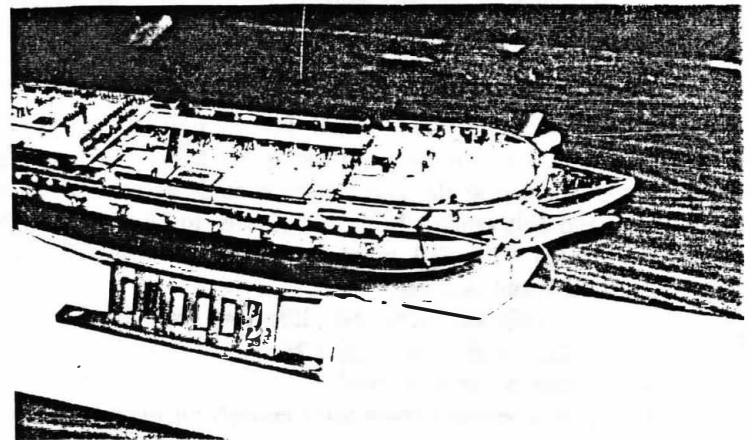
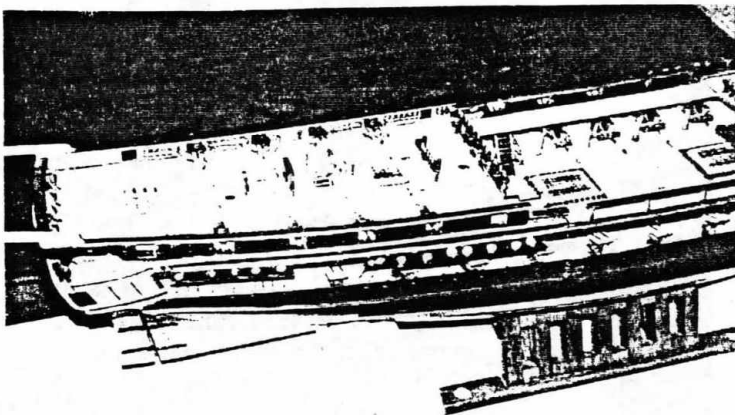


**Benjamin W. Latham and longboat**

converted in 1872 into an oceanographic explorer. Eventually the model will be displayed in the Maritime Museum's new Charting the Seas exhibit, in a case that will let the viewer see the ship from outside and inside.

Some interesting features are:

- Gunports converted into windows, with gunport-style lids in case of bad weather. Exception: one midships gun remains on each side.
- A propeller than can be uncoupled from the shaft and hoisted into the ship so that it won't create a drag when the ship's under sail.
- A mainmast stepped on the orlop deck, and a mizzen stepped on the tween-decks, in order to make space for the boiler and engine.



**Stern and bow of *Essex*, showing deadeyes and chainplates, fife rails and ladders**

**In other action** at the meeting, Jack Klein announced that the promised *Medea* cruise for Del Mar Fair volunteers will take place in August. **Bob Crawford** said that the yacht's schedule will soon be expanded to include twilight cruises from 5 to 7 p.m.

Robert Hewitt pointed out that the case for his tiny *Mite* came ready-made from Carl's Glass and Mirror on Market St. between 9<sup>th</sup> and 10<sup>th</sup>. He'd prefer glass thinner than 1/8", but in any case (haw!) won't use Plexiglas because it scratches too easily. Plexiglas defenders said that the scratches can be polished away using carnauba wax applied with well-worn diapers.

Crawford happily reported that the authorities have backed away from running part of November's Grand Prix race up and down the Embarcadero, which could have made a shambles of the Nautical Research Guild's major Conference and Exhibition at that time. For the N.R.G. shebang he promised "good speakers, lots of dealer shows, plenty of giveaways and a Who's Who of the model world."

He needs Guild members to "make nice and friendly" (and keep an eye on) those from far and near who will be attending the exhibits of 200 models on the Cruise Ship Terminal. Some of these "hospitality people" will be needed as greeters in the hotel lobby across the street.



**Steel-wool smoke**

*{Many pictures omitted because of excessively poor quality.}*

June						
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	25	26
27	28	29	30			

**NEXT MEETING**

**CORRECTED LIST OF DATES FOR VOLUNTEERS AT DEL MAR FAIR**

Because of an editing error, the Del Mar Fair staffing calendar in the May issue omitted the names of those who will serve during the week of June 24-30. **Most volunteers will serve from 10 to 6; the shorter hours for others are shown in parenthesis after their names.**

A corrected list for all of the days from June 16 to July 31 follows:

- June 16—Joe Bompensiero, Jack Klein
- June 17—Joe Bompensiero, Jack Klein
- June 18—Bob McPhail, Jackie Jones (10-2), Tom Taylor
- June 19—K.C. Edwards, Robert Hewitt
- June 20—Robert Hewitt, Jim Balesteri
- June 21—Joe Bompensiero, Jack Klein
- June 22—Chuck Hill, Dick Strange, Nick Rugen (10-2).
- June 23—Joe Bompensiero, Jack Klein
- June 24—Joe Bompensiero, Jack Klein
- June 25—Dick Strange, Ed White (9-12), Nick Rugen (1-6)
- June 26—K.C. Edwards, Robert Hewitt
- June 27—Robert Hewitt, Jim Hammond
- June 28—Joe Bompensiero, Jack Klein, Ed White (9-1)
- June 29—Chuck Hill, Dick Strange, Suzanne Levonian
- June 30—Joe Bompensiero, Jack Klein, Ed White (9-1)
- July 1—Joe Bompensiero, Jack Klein
- July 2—Chuck Hill, Dick Strange; Jackie Jones (10-2)
- July 3—K.C. Edwards, Robert Hewitt
- July 4--Robert Hewitt, Jackie Jones (10-2), Jim Hammond (12-6)
- July 5—Joe Bompensiero, Jack Klein

**Jack Klein wants to stress again that if you are unable to keep your commitment, please call him (/redacted/) at least 24 hours before you are due at the Fair. It is imperative that all those who are volunteering attend the Guild meeting on June 9 for passes and instructions.**

**FREE PARKING  
DIRECTIONS TO THE HORSE PARK  
From San Diego**

5 North to Del Mar Heights road. Make a right turn on to Del Mar Heights road. At second light turn left on to El Camino Real. Go until you see a Horse Park sign on the left-hand side. If you end up on Via de la Valle you went 1/8 mile too far.

**From North County**

5 South to Via de la Valle. Go left (away from Fair) and follow signs to Horse Park.

## Star to Sail in the Harbor In a Spectacular Parade Of Tall Ships on July 13

The San Diego Maritime Museum and its *Star of India* have inherited the Tall Ships Parade that San Francisco originally intended to stage to celebrate the Sesquicentennial of the California Gold Rush.

On July 13, the *Star* will sail out into the harbor to join a distinguished fleet of large sailing vessels from around the world. They will include the U.S. Coast Guard's *Eagle*, Japan's *Kaiwo Maru*, Ecuador's *Guayas*, Colombia's *Gloria*, Canada's *Concordia* and two local tall ships, the *Californian* and the *Pilgrim*.

San Francisco lost the Tall Ships Parade when the California Secretary of State's Sesquicentennial Commission could not scrape up enough sponsorship money. "I had to make a tough decision not to go forward," said Secretary of State Bill Jones.

That left the foreign ships all dressed up with no place to go—at least in San Francisco Bay. But part of the original plan was for them race down the coast to San Diego after the Bay parade. The foreigners decided to stick with their plans to sail to California. Only three Russian ships called it off.

Picking up the pieces, the San Diego Maritime Museum has arranged a glorious week in mid-July. As she did last year, the *Star of India*, joined by the other tall ships, will sail under the Coronado bridge.

Then the foreign ships will be moored along the Embarcadero and opened to visitors who buy a "passport" ticket, the receipts of which will help pay the costs of the big show. The museum is also searching for corporate sponsorship for each of the visiting ships.

The *Star* will be on the bay again on August 7 and 8 to celebrate the Navy's Fleet Week. Joining her will be the *Lane Victory* (see below).

## Will the *Lane Victory* Have To Move Back to Suisun Bay?

The Los Angeles Times recently reported that the *Lane Victory* is under severe financial stress. It could conceivably result in the ship being returned to Suisun Bay near San Francisco.

The ship is the only operational World War II Victory ship. It was restored, and is sailed, by World War II merchant seamen, now in their 70's and 80's.

Expenses now exceed \$200,000 per year, and the ship was recently overhauled at a cost of \$400,000. The financial crisis is primarily the result of the rent of Berth 94, which has recently been increased from \$1,400 a month to almost \$4,500 per month.

*Lane Victory* officials report that this is much more

## Shop News

Making uniform hand rails to attach to ladders for 1/8<sup>th</sup> or 1/16<sup>th</sup> scale warship or merchant ship models has always been a frustrating experience for me, even using several self-made special jigs and tools. Brass wire sold in packages of ten one-foot lengths works superbly and can be obtained at model railroad shops. My preference is the .012" size, which will pass nicely through Bluejacket's photo-etched rail stanchions for the scales mentioned above.

You can use the same wire to make ladder hand rails. Cut a piece of 1/16" brass tube to the length of the diagonal portion of the rail. Slip the wire through the tube, and where it emerges bend it to the desired angle to make the horizontal top portion. At the bottom end of the tube, make a very slight bend, slide the tube off, and with pliers increase the bottom bend to the desired angle.

--Fred Fraas, in the August 1994 Newsletter

## Odds and Ends

Abe Taubman, of Taubman Plans Service Intl., 11 College Dr., Box G, Jersey City, NJ 07305, has issued his new catalog for 1999-2000. He'll send you all 170 pages for \$10.

\*

The Testor Corporation, which is owned by the RPM Company, has marketing responsibility for four Testor Corporation subsidiaries: Testors, Model Master, Pactra and more recently Floquil-Polly S Color Corporation. Floquil-Polly has not gone out of business. It was decided to restructure the Floquil line to better fit the synergy of the multi-product lines. As a result, the Floquil Marine Colors, Military Enamels and FloStains have been dropped due to a lack of market activity. Underlying this is the industry trend away from oil-based paints to non-toxic acrylics. The Polly S line has been eliminated in favor of the new Polly Scale line. Any of the discontinued paint that you may find on store shelves is merely residual stock that will not be replenished.

--From *The Broadaxe*, the Newsletter of the Ship Model Society of Northern New Jersey

than other historic ships are charged. San Francisco charges only \$1,000 per month for docking the Liberty ship *Jeremiah O'Brien*. The *Star of India* and the *Berkeley* get an even better deal because they are considered to be tourist attractions which bring visitors to the city.

The *Lane Victory* does have a respectable income. Visitors pay a fee, but much more comes from playing roles in television shows, commercials and movies. For *Titanic*, special effects experts studied her wake during one cruise and digitally inserted it behind their model.—*Ship Modelers Association newsletter*

# Checking Symmetry Using Hahn's Frame Assembly Jig

by Irwin Friedman

Want to know whether the hull you are working on is symmetrical? If you are building a ship model using Harold Hahn's assembly jig, this method will help you. Any two points can be compared. They may be on opposite sides of the assembly jig or on the same side.

## ASSEMBLY JIG LAYOUT

Make the distance between the assembly jig centerline and outside edges equal. This step is important. See Figure 1.

## MEASUREMENT PROCEDURE

With the assembly jig and height gage on a flat surface, set base of gage against one edge of the jig. Call this side "A". Adjust pointer so it touches a frame or desired check point. See Figure 2.

Without changing gage settings, move the gage to the same fore and aft frame position on the opposite side, side "B". See figure 3.

### Case 1

Gage base touches jig edge before pointer reaches frame. Point "B" is closer to the centerline than the check point on side "A" by half the width of the gap shown. See Figure 3.

### Case 2

Pointer touches frame before gage base reaches jig edge. Point on side "B" is further from centerline than the check point on side "A" by half the width of the gap shown. See Figure 4.

### Case 3

Gage base touches jig edge and pointer touches frame simultaneously. Symmetry achieved! Both points are the same distance from the centerline.

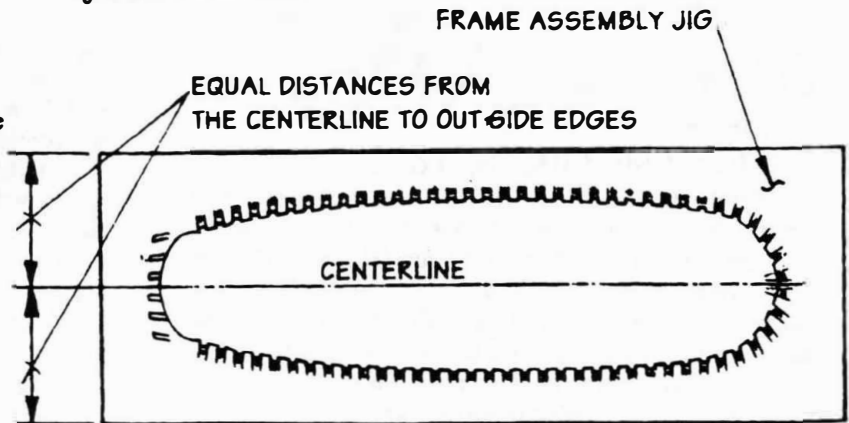


FIGURE 1

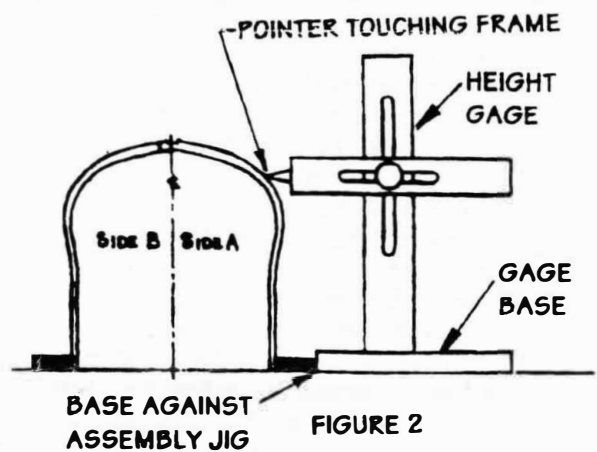


FIGURE 2

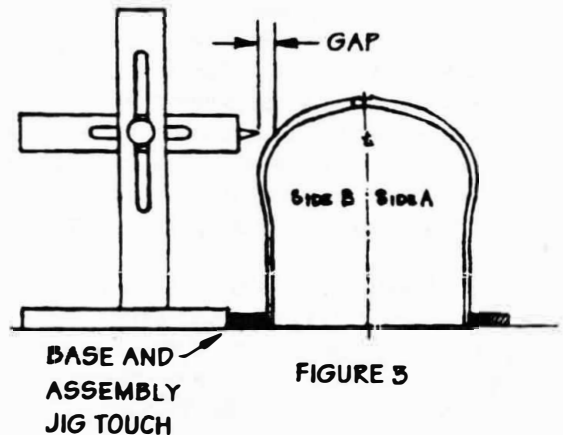


FIGURE 3

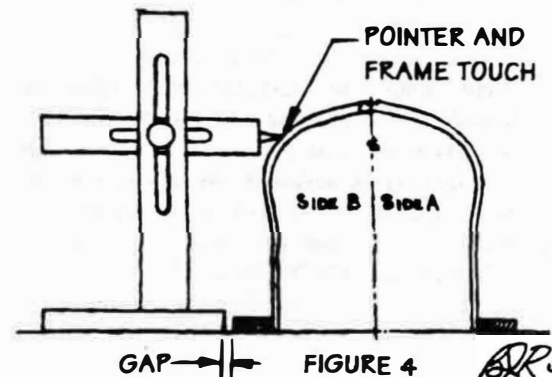


FIGURE 4

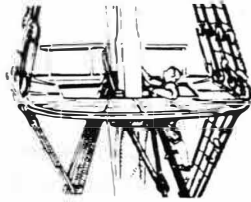
From the Ship Modelers Association Newsletter

AR 3-99

# Thru the Lubbers Hole

By Robert Hewitt

## First Frigate Duel of 1812



Shortly before the war of 1812, an American and a British frigate were riding anchor in Delaware Harbor. The English ship, the thirty-eight gun *GUERRIE'RE* was commanded by James Richard Dacres. Captain Isaac Hull skippered the American frigate, *CONSTITUTION*, that had forty-four guns. The two captains happened to meet ashore in one of the local taverns. They had a heated discussion on the relative merits of their navies. As Hull finished his last tankard of ale, he said to Dacres, "you better take good care of that ship of yours in case I ever catch up with her in the *CONSTITUTION*." Dacres laughed and offered to bet a sum of money, that in the event of a conflict, Hull would come out second best. Hull replied, "I'll not bet money on the outcome, but I'll stake you to a hat that the *CONSTITUTION* comes out the winner." Both men shook hands on the wager and returned to their ships.

War between the U.S. and Great Britain was declared on June 18, 1812. The Royal Navy was at the peak of its power with two hundred and nineteen ships of the line and two hundred ninety-six frigates. The United States navy consisted of seventeen fighting ships and several gun boats and schooners. James Madison, president of the United States, was intimidated by the vast disparity of the two navies. Madison, along with his cabinet, prudently decided that all U.S. warships would remain in port.

Captain Hull was in Washington during the outbreak of war, and met with the Secretary of Navy, Paul Hamilton. He convinced Hamilton that in a fair fight, the Americans would stand a chance of victory. Hamilton and Hull arranged an audience with the president. Madison was convinced and went against the recommendations of his cabinet, authorizing a squadron of warships to leave port.

Hull took the *CONSTITUTION* out of Annapolis on July 5, intending to meet Commodore John Rogers's five-ship squadron out of New York. Rogers, however, was racing south to intercept a convoy of British merchantmen heading from the West Indies to England,

On the afternoon of July 16<sup>th</sup>, off Egg Harbor, Hull spotted four ships. All sail was made to see if they were Rogers fleet or the British. The winds were light, and as night approached, Hull maneuvered close enough to flash signals. After receiving no return signal, he determined they were the enemy.

Just before daybreak, on the 18<sup>th</sup>, two English frigates were spotted about five miles astern. They were the *BELVIDERA* and *AEOLUS*. A large man-of-war *AFRICA*, and another frigate, *SHANNON*, were about ten miles back. The *SHANNON* was the flagship of Captain

Philip Vere Broke, commander of the British Blockade of New York. The wind died after sunrise the *CONSTITUTION* would not respond to the wheel and the bow swung towards the two British frigates. Hull ordered boats to be put into the water to swing them around and pull them away from the enemy. The British did likewise and continued the chase

Finding the British gaining, Hull ordered gangs of sailors with axes to chop out the aft cabin windows. He mounted two cannons in the openings, an 18 and 24 pounder. Two additional guns were added through the ports in the quarterdeck. By seven o'clock, a stern shot was fired, but fell short. During this time *GUERRIE'RE* had taken a position between *BELVIDERA* and *SHANNON*. The English continued to close.

Lieutenant Richard Morris suggested they try kedging. Four hundred fathoms of rope were spliced and tied to small anchors. The anchors were towed to boats to the full extent of the line and dropped into the water. The cable became taut, and the crew grabbed the inboard end of the rope and ran aft with the tackle, pulling the ship forward. The British were surprised to see the American frigate dart forward. They quickly adopted the same tactics and *BELVIDERA* stayed close. About nine p.m. on July 18<sup>th</sup>, the two ships fired on each other. In order to lighten his ship, Hull had the men pump out 2,300 gallons of drinking water. Additional boats were added to the *BELVIDERA*. At 10:30 a strong breeze came up and the boats were brought in. The English ship stayed close.

At nine a.m. the next morning an American merchantman was spotted on the *CONSTITUTION'S* weather beam. As soon as the British spotted her, they hoisted United States flags, hoping to decoy her. Hull immediately raised the British colors and fired a salvo. The merchant ship decided she had no business in the area and swung about, making her escape.

On July 19<sup>th</sup>, the winds gradually increased and *CONSTITUTION* widened the gap. At 6:30 p.m. a rainsquall blew in dead ahead of *CONSTITUTION*. Hull was able to determine it was only a thin gust of rain. Since the British had matched every move, Hull resorted to a bit of clever showmanship. He sent all hands aloft to cast loose all the light sails. The British, noting the frantic haste of the Americans, promptly cut down all their own sails except storm canvas and prepared for a heavy gale.

As soon as *CONSTITUTION* entered the concealing sheet of rain, all sails were run up and the frigate raced ahead at full speed. By the time the English were aware of what was happening, *CONSTITUTION* was over twelve miles ahead. At about 8 p.m. captain Broke called off the chase and headed north to resume the blockade of New York. The *GUERRIE'RE*, however, pulled into Halifax for repairs. The pursuit lasted for three nights and two days, sixty-six hours in all, and had to be one of the slowest chases in naval history.

Since the blockading English fleet surrounded New York, Hull set a course for Boston. After fitting out, he headed north for the Saint Lawrence River, where he

seized two prizes on August 10<sup>th</sup> and 11<sup>th</sup>. On August 15<sup>th</sup> he recaptured the U.S. brig *ADELIN*E, taken by the British earlier that year. On August 17<sup>th</sup>, Hull overtook the U.S. privateer, *DECATUR*. Her captain, William Nicholas, informed him that a large warship was in the area, Hull immediately took chase. On August 18<sup>th</sup> the warship was spotted under light sail, and seemed to be waiting for *CONSTITUTION* to overtake her.

At 4:10 the British frigate hoisted her flag. It was the *GUERRIE'RE*, commanded by Darces. William Orne, a prisoner on the *GUERRIE'RE* was captain of an American brig, earlier captured by Darces. *GUERRIE'RE* opened with a broadside but all fell short. He swung his ship about and fired another broadside. In response to the attack a couple of over-anxious sailors fired their bow guns. Hull immediately issued orders that no gun was to be fired until he gave orders. Darces kept trying to maneuver his ship to fire a broadside, but Hull zigzagged to close in. For over an hour the ships continued this tactic.

The gunners were becoming anxious and wanted to return the fire, but Hull, while pacing the deck, kept denying them. Finally the two ships were in range, *GUERRIE'RE* fired another salvo, but the shots were high and passed through *CONSTITUTION*'S rigging. *CONSTITUTION* was on *GUERRIE'RE*'S quarter with only forty yards separating them. "Now boys! Pour it to them", Hull screamed. The command was given with such fervor that Hull split the breeches of his uniform. Each gun had been double shotted, and *GUERRIE'RE*'S spars could be heard crashing to her smoke-filled deck.

A British gunner, who watched his shot bounce off of *CONSTITUTION*'S triple-planked hull shouted, "good God, her sides must be made of iron". That gave rise to the frigates nickname, "Old Ironsides". Captain Orne, on board the *GUERRIE'RE* later wrote: "suddenly a tremendous salvo smashed into *GUERRIE'RE* and the ship lurched and trembled as her mizzenmast was shot

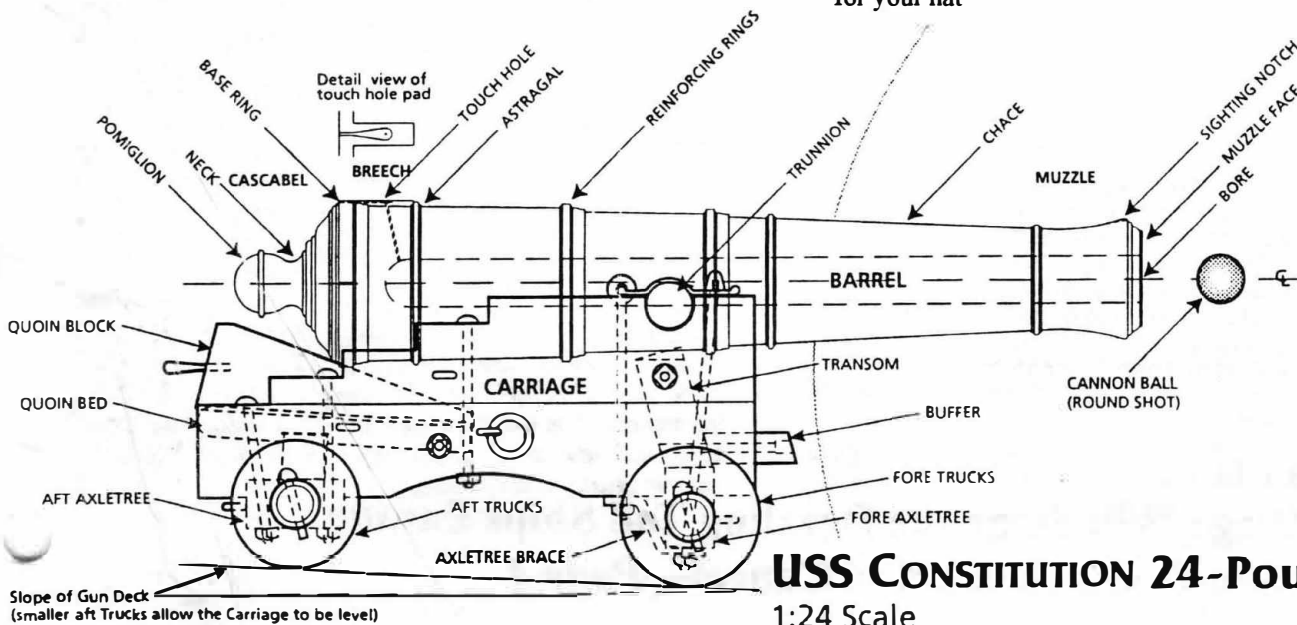
away" *GUERRIE'RE*'S crew tried to clear the wreckage as *CONSTITUTION* drew ahead and fired another salvo. Darces tried to bring his ship behind *CONSTITUTION* and rake her stern. Hull anticipated this move, and swung his ship to port, but *GUERRIE'RE*'S bowsprit locked in *CONSTITUTION*'S rigging. Bugles from both vessels sounded "away all boarders", but heavy seas prevented either party from attempting to board.

Seven marines were stationed on each of *CONSTITUTION*'S mast tops. The best marksman firing muskets while the other six loaded. Captain Darces was struck in the shoulder. When a British shot slashed through the topgallant mast of *CONSTITUTION*, the flag dropped to the deck. John Hogan, grabbed the ensign, climbed the rigging, and lashed the colors to the mast.

Suddenly the surging waves broke the vessels free, but *GUERRIE'RE*'S foremast came crashing down, taking the mainmast with it. *GUERRIE'RE* was now a helpless hulk, but her flag flew defiantly from the stump of the mizzenmast. *CONSTITUTION* moved back a short distance and fired broadsides until the British struck her colors.

Lieutenant George Read and a prize crew were sent over to the *GUERRIE'RE*. The lieutenant saluted the English captain and said, "Captain Hull presents his compliments, sir, and wishes to know if you have struck your flag?" Darces answered, "well I don't know, our mizzenmast is gone, our mainmast and foremast are gone- I think on the whole you might say we have struck our colors".

With thirty holes below her waterline and her decks awash, *GUERRIE'RE* was left to sink. Darces was put aboard the first boatload of prisoners brought over to the *CONSTITUTION* and was escorted to Hull's cabin. The wounded captain painfully unclasped his sword and handed it to the victor. Hull gently pushed the blade aside and said: "No, Captain, I'll not take a sword from one who knows so well how to use it, but I will trouble you for your hat"

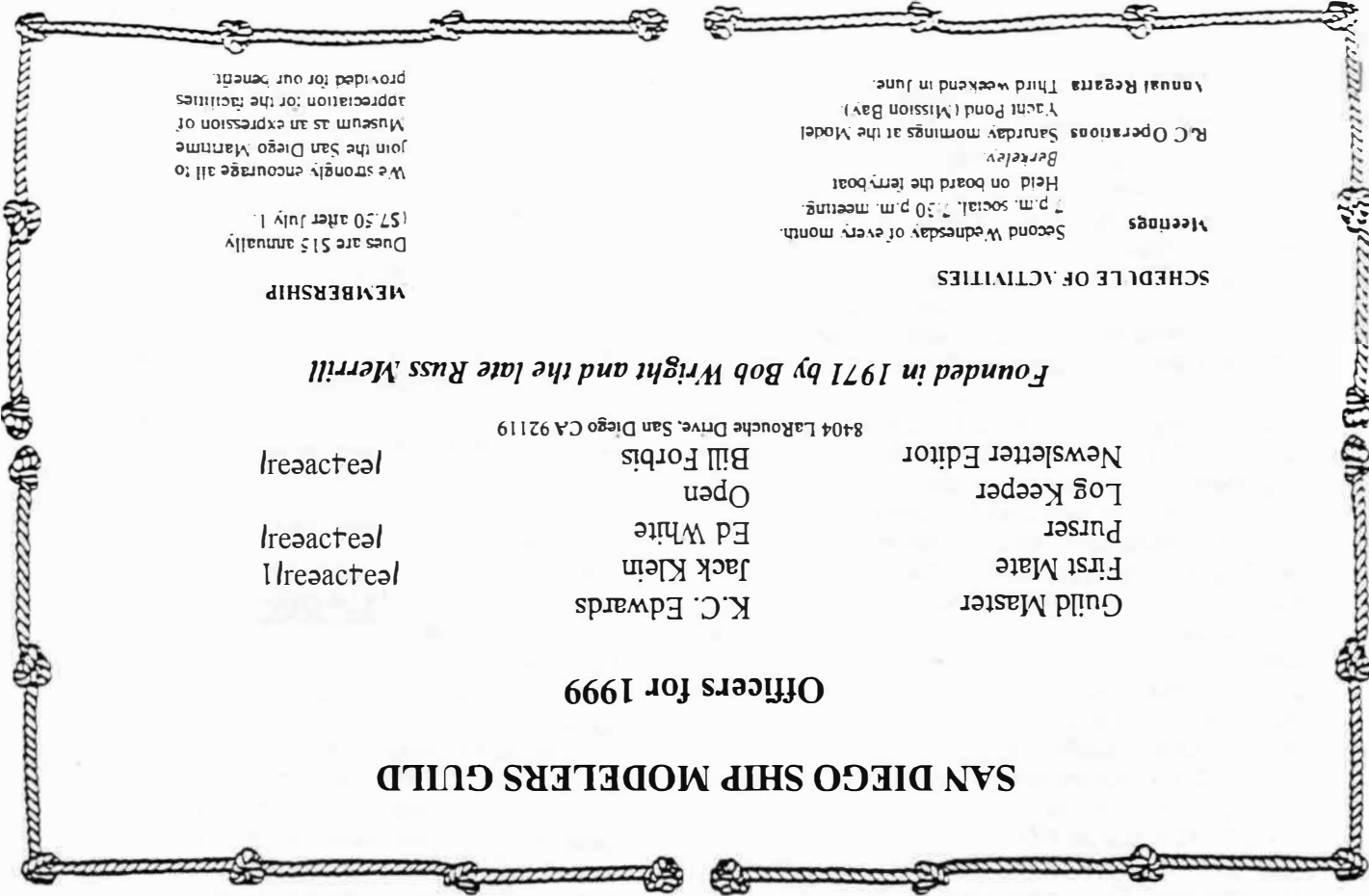


## USS CONSTITUTION 24-Pounder

1:24 Scale

Developed by USS Constitution Model Shipwright Guild of New England for the USS Constitution Museum, Boston, Massachusetts

© 1999 USSCMSG/NE



**SAN DIEGO SHIP MODELERS GUILD**

**Officers for 1999**

Guild Master	K. C. Edwards
First Mate	Jack Klein
Purser	Ed White
Log Keeper	Open
Newsletter Editor	Bill Forbis

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

**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.

**SCHEDULE OF ACTIVITIES**

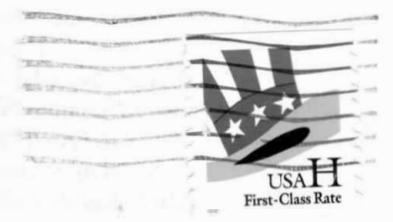
Second Wednesday of every month:  
 7 p.m. social, 7:30 p.m. meeting.  
 Held on board the ferry boat  
 Berkeley.  
 R/C Operations  
 Saturday mornings at the Model  
 Yacht Pond (Mission Bay).  
 Annual Regatta  
 Third weekend in June.



**San Diego Ship Modelers Guild**

1306 N. Harbor Drive

San Diego CA 92101



Fred Fraas  
 /redacted/

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If your address label displays the number 98 highlighted in red, it means that according to our records you are in arrears with your 1999 dues. Please send a check for \$15 to Purser Ed White at 6856 Sara Lee Ave., San Diego CA 92120. If you have any questions, call him at 583-0847

**ON JULY 13**

**San Diego Will Stage the Dazzling Tall Ships Parade That San Francisco Had to Cancel—Page 4**

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