



San Diego Ship Modelers' Guild

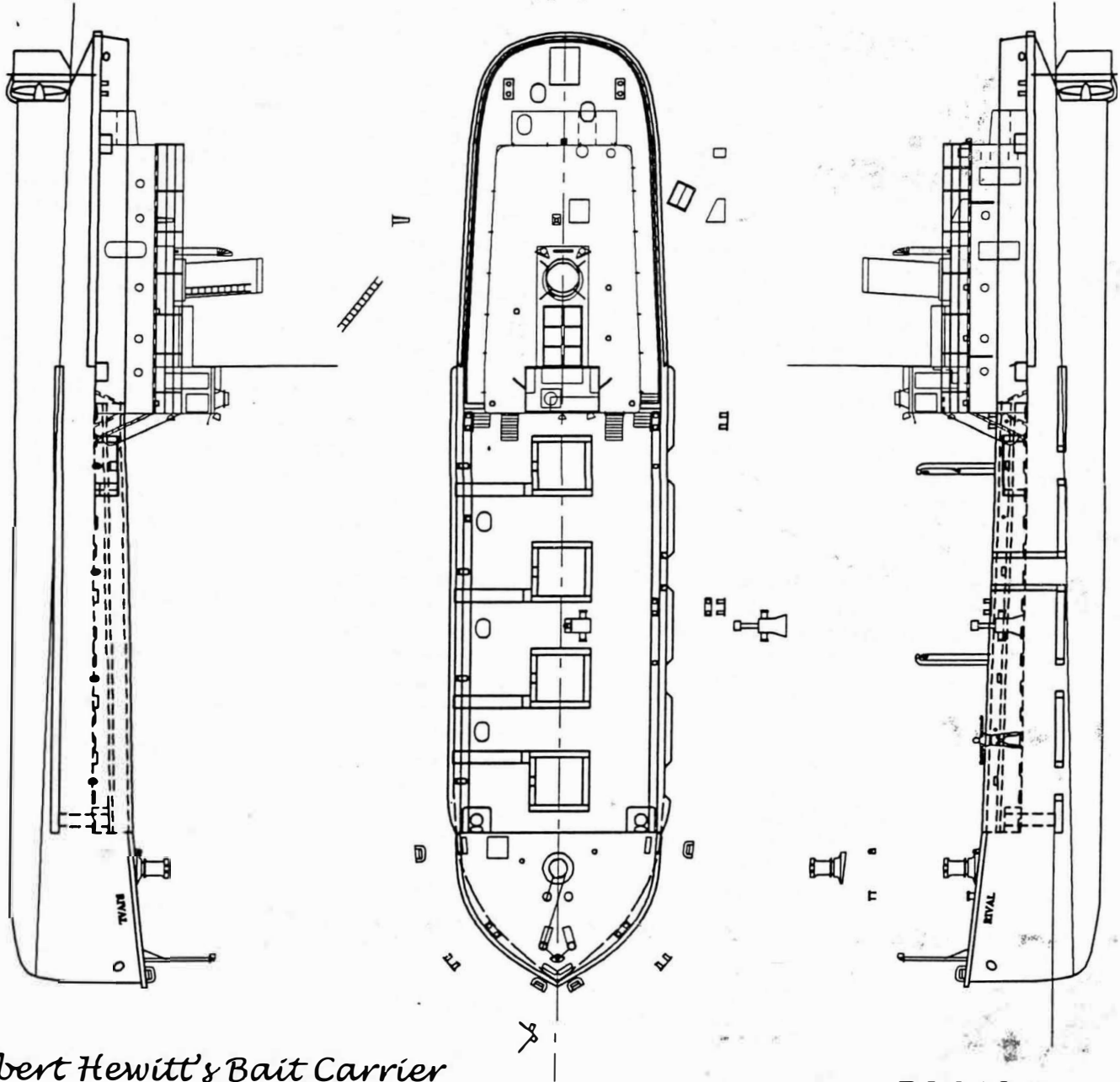
1306 N. Harbor Drive

San Diego CA 92101

SEPTEMBER

NEWSLETTER

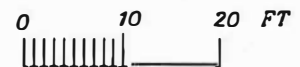
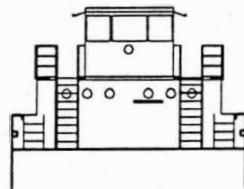
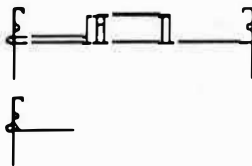
Volume 23, No. 9



*Robert Hewitt's Bait Carrier
For Details See Page 3*

RIVAL

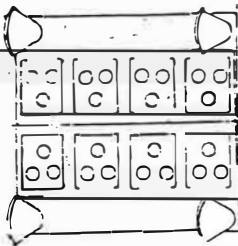
built 1946 Bethlehem Steel Co.
San Francisco yard
hull # 5436
U.S. Navy garbage scow
converted to a bait carrier
San Diego, Ca. G street pier



HEWITT 5/29/99

Using Printing Type in Model Ship Construction

The problem: how to build engine-room skylights for a model of a 1918 freighter, as shown on the detail from the plan at right. Photos showed that each of the eight three-skylight frames lies on top of a shed-like roof.



I decided to drill the holes into a strip of .020" styrene, to get a result like this



and then cut them into individual frames, as above.

That created a need for very accurate spacing of a row of pairs of holes. I did this by inventing a "subtraction" process involving the use of the between-the-words spacers that come in cases of old-fashioned hand-set printing type (of which I happen to have a lot).

The vertical height of letters in handset type, as they appear to the eye, is measured in "points" equal to one seventy-second of an inch. (The same unit of measurement is still used in computer type; what you are reading, for example, is 10 points high, and the headline is 18-point, or 1/4")

The spacers, of course, are of the same height, viewed end, as the letters. And the spacers vary in width, just as among the letters an "m" is wider than an "i". The widest of the spacers is called a "quad," meaning that its height and width are the same.

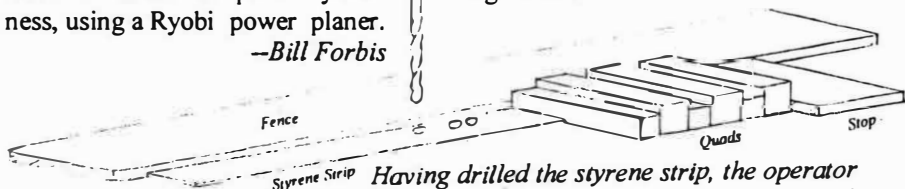
I put a 1/16" twist drill into the chuck of my drill press, and clamped a flat board to its table to make a working surface. Then I tacked a strip of thin wood to the board a bit behind the drill to make a fence.

To drill the pattern of pairs of holes in my styrene strips, I positioned 8-point quads alternating with 14-point quads against a wooden stop. I pushed the strip against the lined-up quads, drilled, "subtracted" the end quad, drilled again, and so on to make four pairs. Then I flipped the strip and by eyeball centered the drill on the pairs to make the single hole.

But, you are saying, "I don't own any printing type!" I'm pretty sure that in San Diego quite a few hobbyists do, and would gladly give you the spaces and quads you calculate you'll need.

I once used the same subtraction principle to cut exactly spaced notches for frames on the top of a keel. For spacers I made a large number of wooden sticks of precisely the right thickness, using a Ryobi power planer.

—Bill Forbis



Having drilled the styrene strip, the operator removes the quad against which the strip is butted, pushes it to the next quad, and drills again.

Minutes of the August 11, 1999 Meeting

By Fred Fraas

Guildmaster **K.C. Edwards** opened the meeting by asking for a treasurer's report. Purser **Ed White** reported that we had a total of \$/redacted/ in our checking account and \$/redacted/ in petty cash. This did not include a printing/postage bill for \$/redacted/ for the newsletters of June and July, which Ed paid during the coffee break.

First Mate **Jack Klein** had both old and new business. For the "oldies" he once again thanked the dozen or so volunteers who helped man our booth at the Del Mar Fair. Among their rewards was a 2½-hour harbor cruise with lunch aboard the *Medea* that was held on Aug. 5. Always an enjoyable rare treat!

For new business Jack announced that the next NRG Conference committee would be held at Bob Crawford's house on Wednesday Sept. 1 at 7 p.m.

Two weeks later, on Wednesday Sept. 15, there will be a meeting for all NRG volunteers at 7 p.m. Be sure to mark your calendar for this event. It will be held aboard the *Star* as the Maritime Museum will be using the Berkeley for a quarterly membership meeting. Between these dates is our regular monthly meeting, on Sept. 8.

A general discussion was held about the NRG Conference and a sign-up sheet was passed around (for the first time) to obtain the very necessary additional volunteers to help our committee chairmen. It was stressed that even if you could only help for four hours this would be appreciated and give you the fun of meeting the other attendees. We got a *good* response among the 20 members at the meeting.

Purser Ed White read a letter from a modeler living in Nova Scotia who wanted to correspond with our members and possibly join our Guild. (We could still use a correspondence secretary to answer occasional letters such as this that we receive. Anyone interested?)

A discussion was then held concerning the year 2000 elections and the need for a nominating committee. It was decided that this could be handled as a business item by those now serving on the NRG committee.

Show-&-Tell

K.C. Edwards brought his *Pride of Baltimore II*, stating it was a real joy to build so far. It was built from a plank-on-bulkhead kit by Model Shipways. The actual ship was built in Baltimore to replace the original *Pride*, which was lost at sea in the 1980s. Mounted on an attractive base, his model proved a pleasure to observe by those present.

John McDermott. Several of us old-time members welcomed back another John McDermott, that being the name of a very prolific modeler in the 1970s and early '80s. (John was our "modeler of the

month" in August 1981.) John brought in his U.S.S. *Decatur*, a scratch-built plank-on-frame U.S. sloop of war (1820s-1840s) in 1/8" scale. He's 10% done on this and also working on the U.S.S. *Pennsylvania*, the only three-deck, 120-gun ship ever to serve in the U.S. Navy, also on 1/8" scale.

Jerry Deschenes displayed the cruising ketch *Soul Mate*, built from a design in *WoodenBoat* magazine. Since he last displayed this model he has painted it, doing a nice job indeed.

Robert Hewitt showed his bait carrier *Rival*. (See the plan and the following story.)

Garbage Scow? No Way!

Those words in the teaser on the address page of this newsletter were an exaggeration intended only to get the reader to pry off that gol-danged staple and get busy reading what's inside. Robert Hewitt's *Rival* was originally a Navy garbage scow, but in recent years she's been plying San Diego Bay carrying bait for sport fishing companies. She operates from a pier at the foot of G Street.

Robert went to a great deal of effort to obtain permission to board the ship and take actual measurements. From them he drew, on his computer, the very fine plan reproduced on Page 1. The scale is 1:240; the model is the same size as the plan.

The hull is basswood, the cabin holly, the windows isinglass. When seen at the meeting, the waterline model was enclosed in a glass case.

Robert comes up with a new miniature model almost every month. He is rapidly becoming the Donald McNarry of the San Diego Ship Modelers Guild.

A Tale of a \$6 Glass of Beer

By Fred Fraas

During our coffee break at the August meeting, this writer walked over to Lew Johnson and Robert Hewitt just as Lew was beginning to tell how he paid \$6 for a glass of beer.

Turns out last June Lew was on a two-hour sightseeing tour of the Oslo, Norway harbor and on board—what else for Lew?—a replica of a Viking ship (his main ship-modeling interest for decades). When he was asked if he'd like to have a glass of beer he reasoned why not? He would treat himself. Under the circumstances, he wasn't overcome by "sticker shock" when he paid a tab of \$6. Lew said he sipped it slowly and carefully, enjoying every drop down to the last.

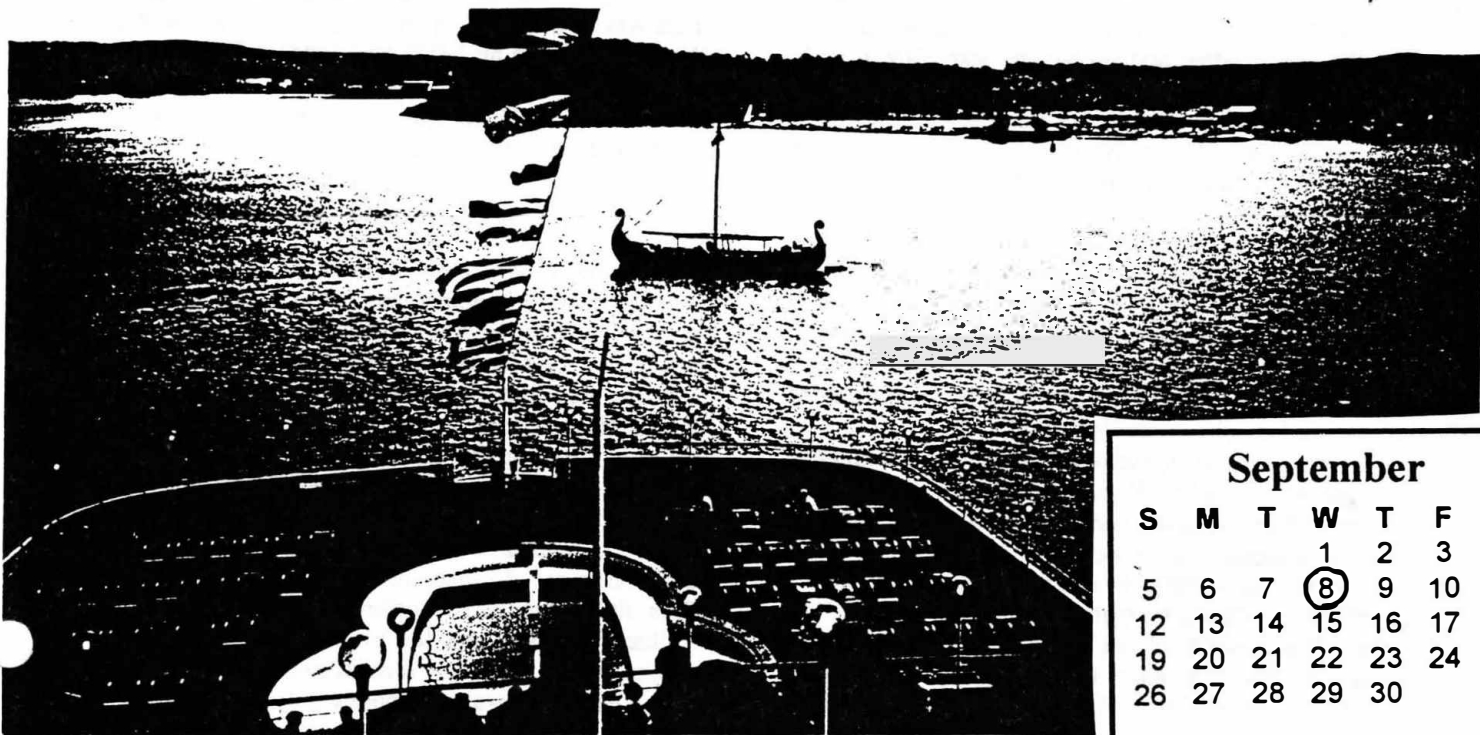
Sailing out of Southampton, England aboard the S.S. *Norway*, Lew and his wife had gone on a 12-day cruise to points north. This ship was built as the S.S. *France* and is the longest liner in the world.

They stopped at Amsterdam, Oslo, Bergen and as far north as Trondheim. The ship traveled as night and each day was spent in a different port or fjord. In Oslo he viewed the museum ships *Kontiki* and *Ra II*.

In Bergen he visited the maritime museum where he saw, among other very fine models, two Viking ships in one-sixth scale, which made them 13 feet long.

The *Norway* experienced a leak in one prop shaft and was forced to lay over an extra day. This Lew did not mind at all, but they did miss a stopover in Scotland on their way back to Southampton.

Lew had nothing but praise for the *Norway*, but added that the Viking harbor tour ship cruised with sails furled and no oars, just diesel power.



Lew's harbor cruise Viking ship as seen off the stern of S.S. Norway

September

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

Thru the Lubbers Hole

Horatio Nelson

By Robert Hewitt

Cape St. Vincent, February 1797



Horatio Nelson, whose ship, *CAPTAIN*, was part of the British fleet of fifteen ships that met the Spanish fleet of twenty-seven ships off the southwest corner of Portugal, was instrumental in achieving a decisive victory. The Spanish had not begun to form a typical line of battle. Admiral Sir John Jervis ordered an attack on eighteen Spanish ships that were in two groups. The British sent a broadside at them and after passing, Jervis planned a reverse course to return and close on the enemy's cluster of eighteen ships. The British line was slow and the Spaniards were attempting to go around the end of the British line and form up to their full van.

Nelson, on the quarterdeck of the *CAPTAIN*, third from the last, instantly grasped the situation. Without a moment's hesitation, he broke ranks and drove his ship across the bows of the eighteen onrushing Spanish ships. Jervis acknowledged the brilliance of the move and quickly ordered two ships to follow suit.

The *CAPTAIN* was in close action with the gigantic one hundred and thirty gun *SANTISIMA TRINIDAD* and six other Spanish vessels. Nelson's ship had the wheel shot away and the foretopmast was gone. He plowed his wreck of a ship into the eighty gun *SAN NICHOLIS* and sent his marines over the rail onto her deck. Nelson boarded the ship through an upper quarterdeck window and fought his way to the deck where he surprised the Spanish officers who surrendered. A second Spanish ship, the one hundred and twelve-gun ship *SAN JOSEF*, locked rigging with the *NICHOLIS*. Nelson gathered his marines for another assault. He jumped onto the main chains of the *SAN JOSEF* and as he and the marines were climbing to the deck, an officer leaned over the rail and surrendered his ship.

Nelson put his life and career on the line by disobeying his commander-in-chief's order of line-ahead formation. When Jervis' flag captain pointed out that Nelson had violated the order, Jervis replied "It certainly was so, and if ever you commit such a breach of orders, I will forgive you also". Four Spanish ships were captured without the loss of a single British ship.

For his gallantry, Nelson was made an admiral and a knight of the Bath. Equally important, he won the acclaim and gratitude of Jervis who also was named Earl St. Vincent because of the victory.

After the victory, two letters received by Nelson are important. One letter came from the wife of Sir Peter Parker, the admiral of the fleet. She wrote, "Your conduct on the memorable 14 of February, a proud day for old England, is above all praise". Lady Parker's letter

typified the praise bestowed on him. At a later point in his career he observed, "I have had flattery enough to make me vain."

The other letter, from Nelson's wife, expressed grudging recognition of his achievements. She stated, "All these wonderful and desperate actions- such as boarding ships- you will leave to others." Her lack of support to Nelson's combat achievements was to become a factor in the disintegrating relationship with her egocentric husband.

Santa Cruz, July 1797

The objective of the assault was to capture a Spanish treasure ship believed to be in Santa Cruz. Nelson and Jervis, still his commander-in-chief, planned the operation. They grossly underestimated the skill and determination of the Spanish. Nelson and the British paid heavily. On the night of July 24, Nelson descended on the island with four ships of the line, three frigates and a cutter. In order to capture the prize it was necessary to secure the island. Nothing went right. Bad weather, tricky inshore currents and a stout defense by the Spanish garrison fouled the landing parties.

When landing a boat with a British force, Nelson was struck in the right arm by grapeshot. "I am a dead man," Nelson cried. Nelson was taken back to the *THESEUS*, where the surgeon amputated his shattered arm above the elbow. The British attack was crushed. The remaining landing parties were cut off from the fleet. British captain Thomas Troubridge threatened to burn down the entire town unless the British were allowed to return to their ships. Mostly it was through the generosity of the Spanish commander, General Gutierrez, that the surviving British were able to withdraw to their ships. This was a low point in Nelson's career. He wrote, for the first time with his left hand, a letter to Earl St. Vincent to say, "a left-handed admiral will never again be considered useful". He also wrote that he would return to England to be "no more seen".

The Battle of the Nile, August 1798

After recuperating in London for nearly a year, Nelson returned to active duty. Besides having only one eye and one arm, he was the smallest admiral in the fleet, barely five foot seven and weighing no more than one hundred and thirty pounds. Nelson was also suffering from attacks of fever brought on by malaria contracted in his tour of duty in the Caribbean, and worse yet-an awful fate for a man at sea- Nelson was usually seasick.

There was something special about the man that made Lord Spencer and Earl St. Vincent, each on their own, recommend Nelson at a critical moment in history. This little man was transformed by battle. He was a brilliant tactician, and the sound of guns, the smell of smoke, turned him into a fearless savage.

Napoleon was assembling a large army and navy



Horatio Nelson; oil painting by W. Beechey, 1800-1
From *The Oxford Companion to Ships and the Sea*

centered around Toulon. This convinced the British that the Mediterranean was to be a critical area and the Royal Navy should assemble a squadron there.

The mission got off to a bad start, with Nelson's ship, *VANGARD*, being dismasted on May 20 by a surprise gale. The *ALEXANDER* took the *VANGARD* in tow to Sardinia. Incredibly the masts and rigging were replaced by May 27 and the three ships of the line put to sea. The frigates in Nelson's fleet were missing after the storm and headed to Gibraltar. Nelson went to a predetermined spot some distance from Toulon, but the frigates were not there. He had no fast ships to hunt down the French fleet. The next day word arrived by a brig that a frigate and ten ships of the line were being sent to reinforce his meager fleet.

Most of the captains were the elite of the British fleet and also good friends of Nelson. There were many greetings and a council of war was convened. They at first thought the French fleet would be in Malta, but found that the French already had captured the island. All agreed that the next stop would be Egypt, which would cut off the British route to India.

On June 28, Nelson's fleet arrived in Alexandria, but the French were nowhere to be found. In his haste to track them down Nelson's fleet passed the French fleet in a fog. "What now?" he wondered. Could the French fleet be headed to the English Channel? Nelson compounded

his first error by setting full sail toward the Strait of Gibraltar.

The French fleet had taken a more round about course and arrived in Egypt on July 1. The French were lead by Napoleon who landed his troops eight miles west of Alexandria and forced marched over land with out food, and more importantly, without water. After taking the town one French officer wrote: "I can assure you that it was thirst that inspired our soldiers to take Alexandria." The French moved their ships twenty-three miles east of Alexandria to Abukir bay. They anchored as close to the shoal as possible, removed their topmasts to prepare for battle and waited for the British.

Nelson reached Syracuse on July 19, there was no sight of the French fleet. On July 28, word was received from two sources that the French were in fact in Alexandria. The British somehow missed them twice Nelson vowed he would not miss them again.

All through the chase, Nelson kept his fleet ready for action at any moment. Now the tempo increased and gun drills were carried out on a daily basis. There were many conferences on the quarterdeck and admiral's cabin of the *VANGARD*. Every possibility of battle was discussed, along with Nelson's contention that he did not intend to fight by the book. The signal flags and the follow the leader system was being replaced by something previously unheard-of in the British navy: delegation of authority.

On the morning of August 1, Alexandria was sighted, but no French warships, only French merchant ships. Nelson searched along the coast and correctly headed east. When the French were finally sighted it was 2:30 in the afternoon. The fleets were almost evenly matched, thirteen ships of the line, but the French were more heavily armed. Nelson's ships were upwind. If he could attack the French fleet at the center of their van, he could change the odds to two to one.

The French made a grave error in that they anchored their ships at the bow only. There was a wind shift and the French ships swung away from the shoals, allowing deep water for the British to swing around them and attack from the inside. The *GOLIATH* was the first ship to engage the French. Captain Foley raked the *GUERRIER* across the stern and swung around to send a broadside across the shoal side of the ship. The French expected to only be attacked on the outward side, and had piled gear and crates on the shoal side of their ships. They tried desperately to clear the decks but the British broadsides blew the ship side's open killing most of the crew due to the splintering crates.

A French frigate, the *SERIEUSE*, lying in shallow water, tried to foil the British end run and fired on the *GOLIATH*. It was a rash intervention. Frigates were used as messenger carriers and scouts and did not use their meager firepower against ships of the line. Captain Foley was outraged by the impertinence. "Sink that bruit", he ordered. His guns opened on the frigate, followed by the guns of the *ORION*. The frigate slowly sank to the

bottom.

Three more ships entered the shoal side, the *AUDACIOUS*, *THESEUS* and the *ZEALOUS*. Nelson and the rest of the fleet attacked the French on the outside. The French were attacked at the van and center of their fleet. By 9 p.m. most of the French were out of action.

The main focus at this time was the huge French ship *ORIENT*. Prior to the battle the French were painting the ship and left paint cans all over the deck. The first volley started the ship on fire. Five British ships directed their fire on the *ORIENT*. She was a flaming hulk. The officers gave orders to abandon ship. The thirty-six-gun battery continued to fire even as the crew was pouring over her sides.

Suddenly the fire reached the powder magazine and the huge ship exploded so violently that it shook every ship in the bay. Every gun was silent as the crews watched the burning spars and bodies pouring into the hissing water. After some minutes the guns started again and the battle continued. A few British ships tried to rescue the survivors of the *ORIENT*. Only sixty of the crew of one thousand survived.

After dawn the last gun fired. Napoleon's grand fleet had been defeated. Six ships of the line struck their colors, the flagship was at the bottom of the bay, and four others were grounded in the bay. Only two ships made their escape. In contrast, no British ships were lost, but there was only one with all of its masts.

It was more than two weeks before all the British ships were repaired. Nelson sent seven British ships and six of the prizes to Gibraltar. Three ships were left to blockade the harbor. The *VANGARD* and Nelson were off to Naples. At the royal palace in Naples, Nelson was received with admiration, and none praised him more than the wife of Britain's ambassador to the court, Lady Emma Hamilton. Not surprisingly, Emma and Nelson fell in love and began one of history's most notorious romances. This did not set well with Whitehall or the Admiralty. He finally returned to England with Lord and Lady Hamilton through an overland route, and then by mail packet to Yarmouth. There was an underlying disapproval of Nelson in high places that cast a shadow over the hero of Cape Saint Vincent and the Nile. "Discredited if not disgraced" one biographer wrote when he arrived in London in August 1800.

To be continued.

Guild Membership Sharply Up

Again Purser Ed White has supplied the Newsletter with his semiannual roster update (see pages 8 and 9). It lists 76 members, up from 67 in March and 58 a year ago. A few still owe their 99 dues; if your address label shows 98, send \$15 to Ed White at /redacted/.

New members since our March listing are Calvin Moranville, Mathew Moranville, Roger Roth, Chuck Seiler and Douglas Stratton. The Guild's officers send you a hearty if belated welcome.

R/C Regattas: Let's Discuss

Fred Fraas sends this item by Bob Eckland from the Valley R/C Boat Club newsletter in Reseda CA, together with a note saying that "we should discuss it at a future meeting."

Just back from the San Diego scale regatta at Mission Bay. The sun showed up at 10 a.m. and judging started. I think that there were more people with boats attending this year, but I also think actual entries were down.

Modelers should support regattas by entering at least one boat in the competition, or pretty soon clubs will stop having regattas. As it is, this regatta was a joint effort of the San Diego Ship Modelers Guild and the Eighth Fleet (military vessels in 1/8" scale). Apparently, the Guild was lukewarm about continuing the regatta, but members who also belong to the Eighth Fleet volunteered to put the regatta on.

I heard some complaints about scale judging being biased and unfair, and the regatta has dropped the giving out of copies of your score sheet (you can't see what you did right or wrong, and you can't check if your score is added correctly).

Boaters should enter these regattas just for fun, and shouldn't worry about winning. The judging in both scale and maneuvering is at best subjective, and may have no relationship with the actual quality of the boat.

A Different Kind of Boxwood

Maracaibo boxwood is now readily available and being offered by S.H. Goode & Sons Workshop. For those of you having difficulty in finding genuine (English) boxwood at a reasonable price, this might be a good substitute.

They have introduced this new boxwood to their line of sheet and strip goods. It is an excellent boxwood for turning or carving and has almost all the characteristics of genuine boxwood except it is lighter and somewhat softer. It is light yellow, very fine-grained, and stable. Although I have not worked with it I'm told it is wonderful wood to work.

In addition, they will continue to offer Southeast Asian boxwood to anyone requesting it. It is, however, less stable and tends to warp slightly. All of their boxwoods are sold at the same price.

S.H. Goode & Sons can be reached at (805) 460 WOOD, or by fax at (805) 460 0424.

—Nick Starace in *The Broadaxe*, newsletter of the Ship Model Society of Northern New Jersey.



Henry Hudson's Hanky-Panky

For centuries, historians have believed that Henry Hudson's goal in his four voyages to North America between 1607 and 1611 was the one he was hired for: to find a Northern Passage from Europe to the Orient. The current issue of *The Beaver*, Canada's History Magazine, argues plausibly that he had a different, and secret, motive—one that led to his death.

On his first two voyages, Hudson, hired by an English trading company and sailing a small ship named *Hopewell*, tried to navigate eastward over Scandinavia and Siberia. He sailed closer to the North Pole than anyone before him, but was defeated by cold and ice. On his third voyage, in *Half Moon*, and employed by the Dutch East India Company, he sailed westward and followed the coast of North America from Chesapeake Bay to Nova Scotia. He found no opening for a Northwest Passage even though he took time to sail up the river now named for him as far as what's now Albany.

The plan for his fourth voyage, put before him by an English "Company of Adventurers," seemed by 1610 to be the obvious choice: to go through the huge bay now called Hudson Bay. Its existence had long been known; it was on maps a hundred years old and may even have been known to Greek mapmakers in the 2nd century A.D.

The map reproduced here from *The Beaver* makes the case for Author Carl Schuster's contention that Hudson was not really trying to find a Northwest Passage. In a new ship, 65-foot-long *Discovery*, he reached the mouth of what's now the Hudson Strait (between Baffin Island and present-day Labrador) on June 25, 1610 and emerged at its western end on August 2. Did he then pursue the obvious course to the northwest?

No. He abruptly turned south and sailed clear to James Bay, a cul-de-sac at the bottom of Hudson Bay. He tacked mysteriously up and down, back and forth. Immobilized by the cold, he stayed through the winter of 1610-11.

When spring came, he announced that he would continue to examine James Bay. His crew, sick and hungry, mutinied and set Hudson adrift in a small boat. He was never heard from again. *Discovery* sailed back to England.

But if Hudson was not looking for the Northwest Passage, what did he seek? Schuster makes an ingenious argument that the answer is: gold.

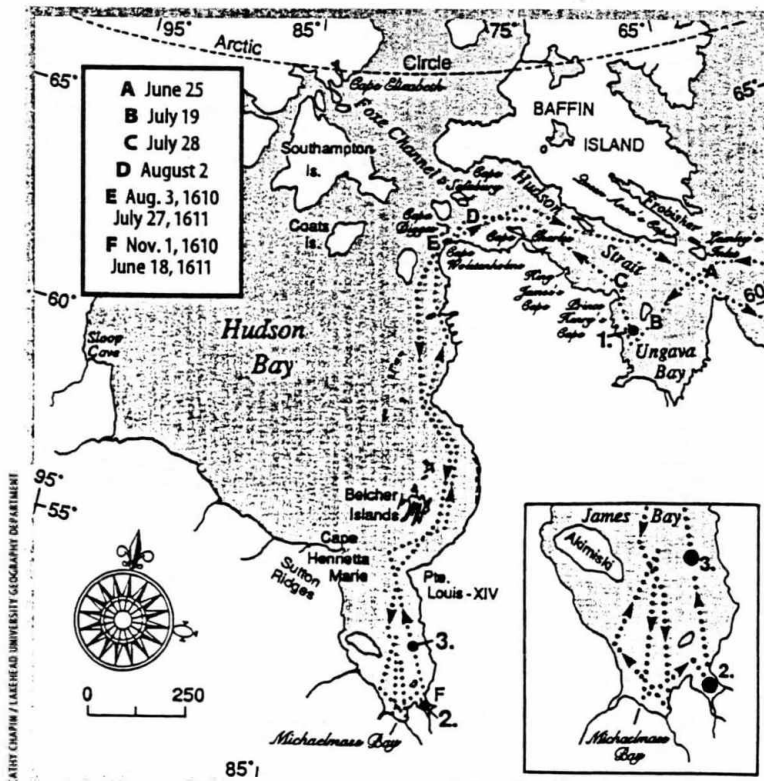
He shows, in the first place, that the "Company of Adventurers" for whom Hudson worked had close ties to the British Crown. He shows that the Crown was deeply in debt, and coveted gold just as much as the Spaniards

who were looting South America.

He notes that the Precambrian shield of Hudson Bay has gold in abundance. And he asks why, if the Northwest Passage was Hudson's goal, did not the Crown provide him with letters of introduction and gifts for eastern potentates?

Schuster asserts positively that the experienced mariner Hudson could never have believed that the waters of shallow James Bay were anything like what he would find on a deep-sea route to the Northwest Passage. They were brackish not salty, white not blue, and essentially non-tidal.

The full *Beaver* article is long, fascinating, and intricately detailed—and probably hard to find in California. If any Guild member wants to read it, the Newsletter editor can provide a copy.



WoodenBoat Spawns a New Magazine

Fans of the well-edited magazine *WoodenBoat* will be interested to know that the publishers of it and the French *Le Chasse-Marée* have joined to start a new publication called *Maritime Life and Traditions*.

That's a pretty clunky title, but it promises "virtually centuries of maritime history—including wooden boat building, classic yachting, professional fishing, model making, traditional working boats (and) both the merchant and military navy." Every issue will have 90 full color pages with photographs, painting, etchings, maps, plans and charts. Best of all, *no advertising!*

The address is *Maritime Life and Traditions*, P.O.O. Box 78, Brooklin ME 04616. It's a quarterly, and the first four issues will cost you 35 smackers.

Here we are—all 76 of us

THE SAN DIEGO SHIP MODELERS GUILD MEMBERSHIP ROSTER FOR AUGUST 11, 1999

Name	City	ST	Zip	Spouse	Phone	Yr	Renewed
Ernest J Andrews	San Diego	CA	92116	Jean		99	12/8/98
Gaetano J Avila	San Diego	CA	92126	Elizabeth		98	2/18/98
Capt Reuben R Bake	Wellfleet	MA	02667			99	1/1/98
Joe Beauchemin	Santee	CA	92071	Karina		98	12/17/97
Bunny Benson	San Diego	CA	92128			L	Life
Donald Bienvenue	San Diego	CA	92122			99	2/10/99
Ronald Bluhm	El Cajon	CA	92021	Eyra		98	6/1/98
Krystof Bodzon	San Diego	CA	92131	Agnieszka		98	5/20/98
Don Bowes	San Diego	CA	92128	Elayne		98	1/1/98
Win L Brown	El Cajon	CA	92020	Lorraine		98	6/21/98
Walter E Cagle	Chula Vista	CA	91910	Kathlyn		99	*4/14/98
Bob Crawford	San Diego	CA	92120	Kathy		C	1/20/94
Mike Davis	Poway	CA	92064	Sue		99	7/28/99
John De Friest	San Diego	CA	92124	Mary		99	2/16/99
Jerry Deschenes	San Diego	CA	91977	Yolande		99	2/10/99
K C Edwards	San Diego	CA	92117	Jo Ann		99	1/13/99
Gary A Emery	San Diego	CA	92128	Rosalind		99	2/10/99
James Evans	La Mesa	CA	92142	Karen		99	2/10/99
William J Flemming	Beverly	MA	01915	Aurora		99	3/14/99
William H Forbis	Big Arm	MT	59910	Margy		99	1/26/99
Fred Fraas	San Diego	CA	92119	Shirley		99	3/10/99
Jeffrey Fritz	San Diego	CA	92108	Judy		98	7/1/98
William A Furniss	Mission Viejo	CA	92691	Betty		98	6/27/98
Icela Gonzalez	San Diego	CA	92105			98	8/20/97
Albert Grimes	Cordes Lakes, Mayer	AZ	86333	Jackie		99	2/6/99
Robert J Hallbach	El Cajon	CA	92020	Edith		99	4/4/99
Randall Hall	Vista	CA	92083	Donna Lyn		98	7/6/98
James D Hammond	Carlsbad	CA	92008	Stephanie		99	5/12/99
Jerry E Hazlett	Henderson	NV	89015	Arloa		98	5/5/97
Helen Hewitt	Buffalo	NY	14225			99	1/13/99
Garth & Lia Hewitt	Charlotte	NC	28227			99	1/13/99
Robert T Hewitt	San Diego	CA	92102			99	1/13/99
Devin G Hughey	San Diego	CA	92111			99	1/13/99
Evan B Hull	San Diego	CA	92128	Virginia		99	2/8/99
Bruce R Jamieson	Bonita	CA	91902	Cathy		98	2/3/98
Lewis E Johnson	San Diego	CA	92120	Helen		99	1/13/99

Jacki Jones	San Diego	CA	92109	Terry	98	3/21/98
Gordon Jones	San Diego	CA	92111	Betty	98	1/21/98
Achim Von Kapff	Chula Vista	CA	91910	Pauline	99	2/2/99
Paul King	El Cajon	CA	92019	Marypaull	99	11/4/99
Jack Klein	San Diego	CA	92119	Jackie	99	1/13/99
W R Kocar	San Diego	CA	92109	Vikki	98	6/25/98
Frank D Lee	St Louis	MO	63116		99	1/13/99
D Richard Little	San Diego	CA	92123	Annabelle	99	2/10/99
John C Mathews	Coronado	CA	92118		L	2/21/97
Phillip T Mattson	La Jolla	CA	92037	Helen	99	1/13/99
Bruce McCandless	San Diego	CA	92117	--	99	6/24/99
John Mc Dermott	El Cajon	CA	92021	Denise	99	2/6/99
Doug McFarland	San Diego	CA	92131	Jeanne	98	4/16/98
Chuck McGohey	H San Diego	CA	92128		98	6/8/98
Robert McPhail	Bonita	CA	91902	Peggy	99	1/13/99
Anne Merrill	San Diego	CA	92117		L	Life
Hans G Merten	San Clemente	CA	92672	Hedi	99	2/28/99
Calvin Moranville	Poway	CA	92064		99	5/3/99
Mathew Moranville	Poway	CA	92064	Madeline	99	5/3/99
Roy T Nilson	Benson	AZ	85602	Donna	99	3/15/99
Robert E O'Brien	Poway	CA	92064	Treva	99	1/3/99
Royce Privett	Santee	CA	92071		99	12/9/98
Richard J Prutow	San Diego	CA	92122	Virginia	98	9/9/98
Calvin D Raymond	Poway	CA	92064		99	5/3/99
Dennis Reed	Carlsbad	CA	92008		C	1/1/99
Duane J Richwine	Coronado	CA	92118	Joyce	98	2/20/98
Roger Roth	Carlsbad	CA	92009		99	3/10/99
Brian Rowe	Escondido	CA	92027	June	99	1/13/99
Nicholas Rugen	Del Mar	CA	92014	Ellen	99	1/13/99
A J Sampson	Spring Valley	CA	91977		99	4/26/99
David L Sampson	Louisdale Canada	NS	BOE IV	--	C	
Chuck Seiler	San Diego	CA	92111		99	
David Shelkey	San Diego	CA	92105	Elida	99	5/31/99
Richard T Strange	Escondido	CA	92026		99	12/8/98
Douglas Stratton	Poway	CA	92064	Sharon	99	6/10/99
Thomas L Taylor	San Diego	CA	92109	Kay	99	1/13/99
Henry S Wenc	La Jolla	CA	92037	Lauretta	99	2/5/99
Edmund F White	San Diego	CA	92120	Ruth	99	2/10/99
Steve Woolley	San Diego	CA	92111	Barbie	98	7/16/98
Bob Wright	San Diego	CA	92119	Joyce	99	2/10/99

GUILD MEMBERSHIP HITS 76—See Pages 6, 8 & 9
 FLASH! ROBERT HEWITT BUILDS GARBAGE SCOW—See Pages 1 & 3


See Thru the Lubber's Hole
 Page 4



(Now just what was it that he did?)
 Nelson
 Admiral
 Admirable
 The

99 /redacted/
 Fred Fraas

San Diego Ship Modelers Guild
 1306 N. Harbor Drive
 San Diego CA 92101



SAN DIEGO SHIP MODELERS GUILD

Officers for 1999

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

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.

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.