San Diego Ship Modelers' Guild

1306 N. Harbor Drive San Diego CA 92101

MARCH 2000 NEWSLETTER Volume 24, No. 3

The newly elected Master of the San Diego Ship Modelers Guild

Introducing Jacki Jones!

It's a safe bet that most members who voted on Feb. 9 to elect Jacki Jones as Guild Master did not know what an astonishing treasure they were getting.

She is bright, likable, positive, enthusiastic. She greatly enjoys the company of other Guild members. And she has an extraordinarily interesting background.

By profession she is a biologist, working actively in that field until a year ago. At U.C.S.D. she studied biology and medicine, combining the two to take a Ph.D. in biomedical science.

Her husband Terry owns and runs a company named Ångstrom Pharmaceuticals, which designs molecules for drugs. (A measurement that he commonly uses is the angstrom — one ten-billionth of a meter.)

Her education makes a nice match with the business, and so she says that "at the moment I have come out of domestic goddessdom to help out with research in the laboratory."

Jacki's also an accomplished dancer, in the Middle Eastern and North African styles. Her arabesques are widely admired.

Her interest in ship modeling comes directly from her father, Jim Dick, 77, who owns a ranch at Santa Margarita near San Luis Obispo. As a boy in Oregon, he built model planes. During his career in the aerospace industry, he shifted over on the side to woodworking and model ships. These days, he is building Captain Cook's *Endeavour,* inspired by the visit of that ship's replica to San Diego a year ago. When he's not out plowing, that is.

Jacki's current model is the *Sultana,* and she "wouldn't be able to do it without Dad." She credits him with a sharp ability to visualize the third dimension from a two-dimensional plan.

She takes over leadership of the Guild only two years after joining it. How does she feel about that? Quoting Malvolio in Shakespeare's *Twelfth Night,* she says, with a twinkle in her eye, "Be not afraid of greatness: some are born great, some achieve greatness, and some have greatness thrust upon them."

Jacki feels "privileged to be in the Guild," "shocked" at her sudden elevation, and delighted to be able to "see what others in the Guild are doing." And serving at the Del Mar Fair and the N.R.G. conference, she has demon-

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THE FEBRUARY 9 MEETING

A Banquet of This & That

Harold Hahn was the name that floated around the inshore end of the Berkeley's upper deck as the Feb. 9, 2000 meeting of the Guild began. Usually it was phrased as "the great Harold Hahn."

Bob Graham and **Don Dressel**, members of the Ship Modelers Association in Placentia, were on hand to speak about their forthcoming *Queen Mary* Conference and Exhibition. They conveyed the exciting news that Hahn, famed for his ship model construction techniques and plans, will be flown in and honored at one of the meetings.

At 88, Hahn has taught probably thousands of modelers how to make ships and dioramas. He is the author of "Ships of the American Revolution and Their Models."

With 30 people present, **K.C. Edwards** in his last official act called for the treasurer's report, and in his last official act **Ed White** reported a balance of $/redacted/. **Fred Fraas,** speaking for the whole Guild, praised Ed for his eight years of service as purser. Fred noted in particular that Ed's computer skills in printing address labels lightened the burden of the Newsletter Editors, whose job description includes sticking addresses on their product. "Just lemme out!" cried Ed.

A slate of nominations for new officers having been announced two months before, the parliamentary question became how to make it official. "Let's just railroad 'em in," said **Bob Crawford.** All in favor? All.

Thus **Jacqueline Jones** became the much-welcomed new Guildmaster, and in an authoritative voice asked, "Any old business?" K.C., wearing an air of relief, stepped down to First Mate. **Bob McPhail** took over from Ed White, and **Bill Forbis** and **Fred Fraas** stayed on as Newsletter Editors.

The Old Business was the quandary of the desirability of Guild pins for badges and hats: they're nice but expensive. They cost $1.75 apiece and the supplier won't sell fewer than 300. No decision was reached.

Al Adams raised the parallel question of membership cards. Crawford said that cards could easily be generated along with badges. The discussion ended with no decision

Next came some pep talk about the Workshop that took place 10 days later. The enjoyable camaraderie of the event—and the likelihood that it would end up with lunch at Anthony's—was pointed out. Also noted were the availability of power tools in the shop and research in the library.

Preparation H

The concept of research led Fred Fraas to wonder why a model of the *Challenge* that he is building had been identified by someone as having been named *Castor (see article on page 10).* **Phil Mattson** speculated that research could answer the question of why Navy crews a hundred years ago were required to wear their clean white sailor suits while loading coal into their ships.

Straying from the subject a bit, Phil also reported that he had heard of an RC model with a leaky stuffing-box that had been nicely repaired by an application of Preparation H.

The letter from the Model-Ship Association of Russia that was published in the January Newsletter stirred several members to propose that we should respond with back issues of the newsletter, copies of Ships in Scale postcards of the *Star of India,* etc. Bill Forbis promised to take on the task.

Looking forward to the mechanics of transporting models to the *Queen Mary* at the end of March, members willing to display their work were urged to get in touch with Bob Crawford or Fred Fraas. **Robert Hewitt** pointed out that displaying ships in the Long Beach show is amply rewarded by the handsome plaques that SMA provides.

Then it was the turn of Graham and Dressel to rise and stress that SMA "really needs your support" at the *Queen Mary* show. They reported that 12 modelers are coming from Japan. An e-mail that SMA has received from China promised participation from that country too (if passports are available), and raised the possibility that the Chinese parties might bring models of junks 700 years old.

The speakers emphasized the SMA credo that "there is no such thing as a bad ship model." In other words, don't hold back from entering because you think your model isn't superlative. The show is not a contest; models are not judged.

Participants can also show models that are for sale,

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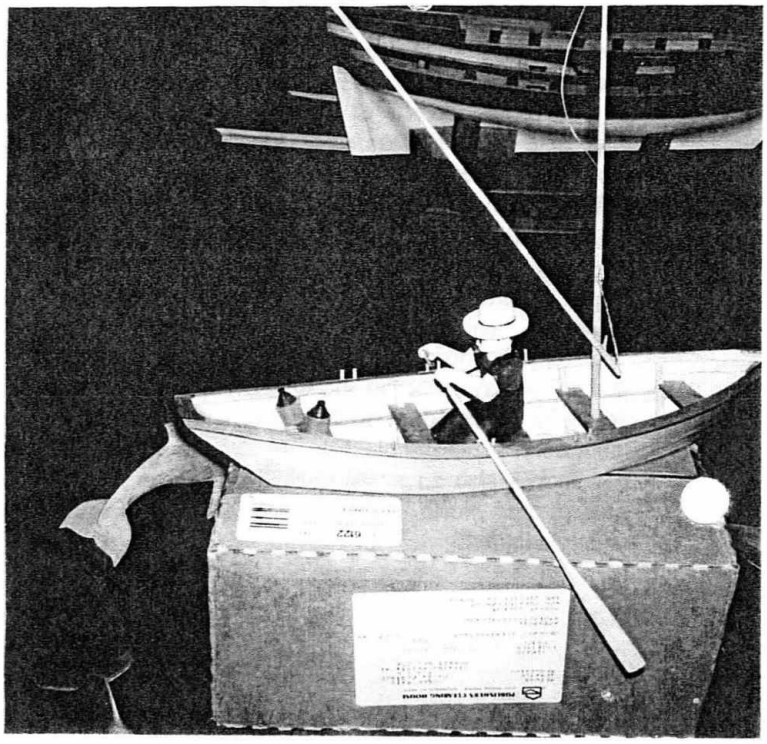
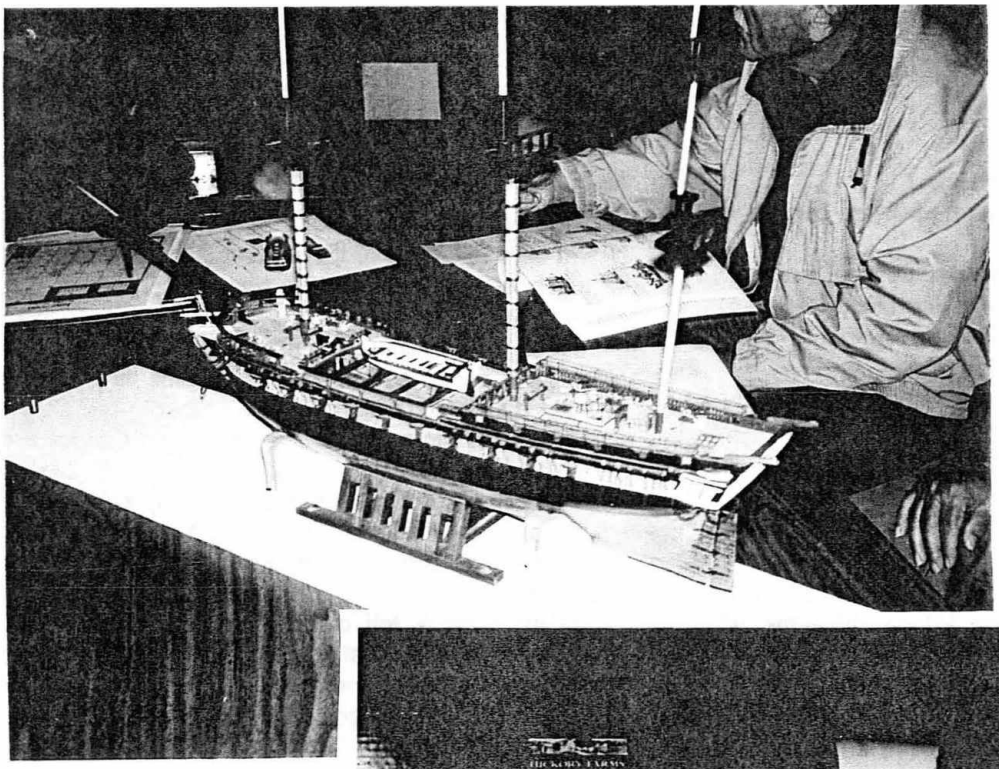
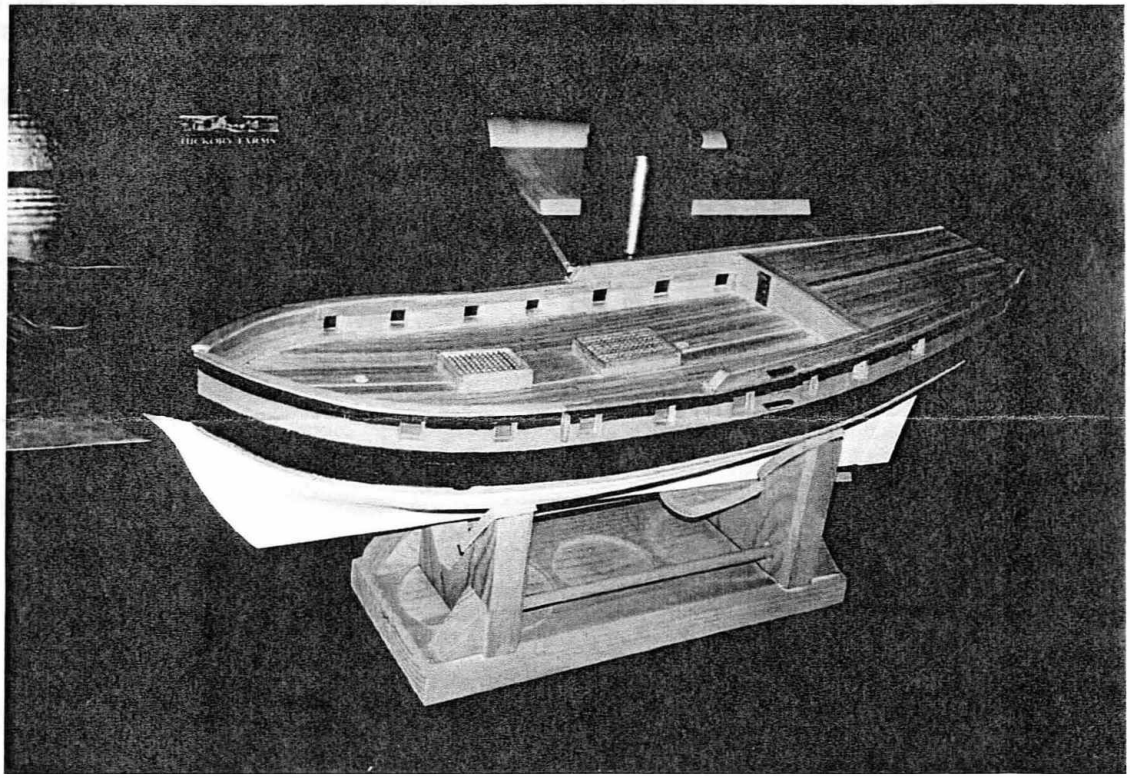
Bob Graham, the SMA speaker, brought this ¾"-scale dory, made from a Laughing Whale kit. It has holly planking, cherry rails and a basswood rower complete with spectacles. Several dolphins swam alongside.



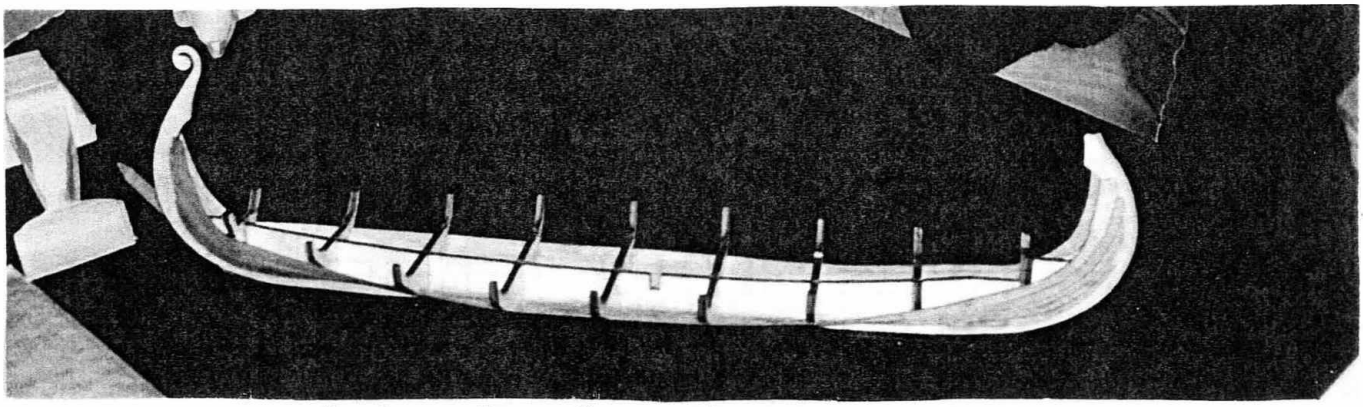


Privett's Essex With Masts

Feb. 9 Show & Tell



Deschenes Fair America with Bold Paintwork



Seilor's Oseberg Ship with Laser-cut Planks

Continued from page 2

but the purchase must take place after the display is closed down.

Hewitt sweetened his current recruitment of workers for the Guild booth at the Del Mar Fair (June 15-July 4) by promising a cruise on the *Medea* as a reward.

***Cutty Sark* as Ship and Sip**

A member whose name we didn't catch asked for advice on building a *Cutty Sark* from a Billings kit, leading Crawford to remark that "you're not going to get anything out of the kit that you can't scratch-build better." Fraas praised the choice of *Cutty Sark* as a project, adding that "they make a pretty good Scotch as well."

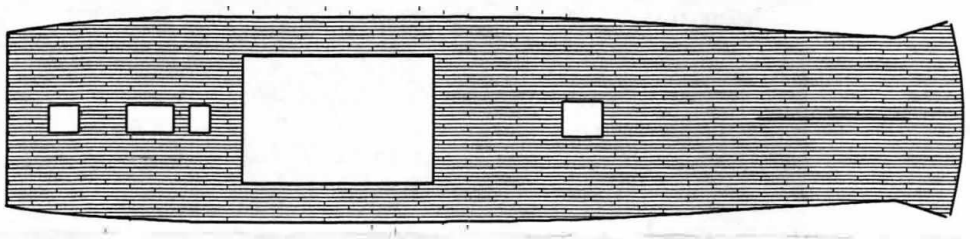
Show & Tell. **Chuck Seiler** brought his half-finished model of the *Oseberg* Viking ship—the 9th Century vessel, excavated in 1904, that is the pride of Norway's University Collection of National Antiquities. She has planking at bow and stern that curves up from horizontal to nearly vertical. Chuck praised the kit-maker, Amati, for supplying accurate laser-cut planks.

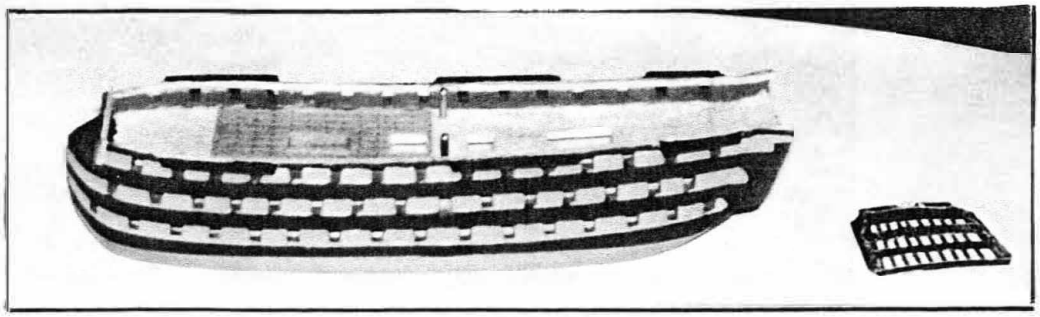
"Quick Victory" (meaning Nelson's) is what Robert Hewitt calls the latest of the super-miniature models that he turns out with unbelievable speed. The scale is 1 to 480—1" equals 40'.

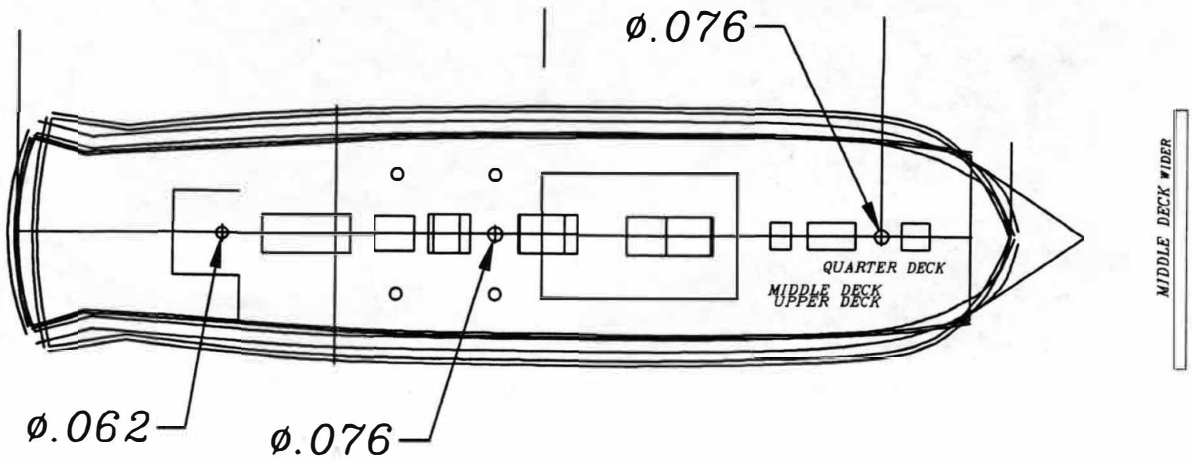
He drew the actual-size plans on his computer *(see below, with photo)* and turned the 50 guns on a Dremel tool, aided by "a lotta cigarettes and coffee."

Two works-in-progress, **Royce Privett's** *Essex* and **Jerry Deschenes'** *Fair America,* were the other ships in the Show & Tell. *Essex*, a model of impeccably high quality, now has her masts stepped but not rigged. *Fair America* shows Jerry's determination to get the paint work just right.

In the show & tell category of tools, Phil Mattson gave everybody a look at a fountain-pen-size holder for Xacto knives that are about one-third normal size. Could be very useful. Phil got it at Marshall's Industrial Hardware off Production Avenue in San Marcos.







Amistad Reborn

When Seven Spielberg made his movie "Amistad" in 1997, he used the Nautical Heritage Society's *Californian*, a schooner frequently seen in San Diego Bay, to portray the slave ship of the film's title. If he had made the movie later this year, he might have been able to use a replica of the *Amistad* that is under construction at the Henry B. DePont Preservation Shipyard at Mystic Seaport, Conn.

According to the Ship Modelers Association's Internet site, "The keel of this $3.1 million schooner was laid on March 8, 1998, with completion expected in the year 2000.

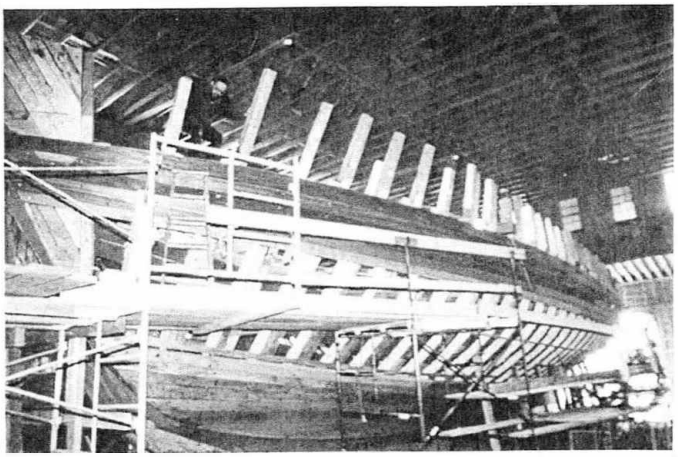
"The new *Amistad* will serve as a goodwill ambassador of the state of Connecticut, while also educating guests on the history of blacks in America and race relations," says the SMA site.

A pamphlet provided by the United Church of Christ in La Mesa adds that "the original *Amistad* was the ship on which African captives revolted in 1839 to avoid slavery. The incident gave rise to a landmark 1841 Supreme Court case that freed the captives, and its momentum created the American Missionary Association," a U.C.C. adjunct that contributed $225,000 toward the costs of the replica.

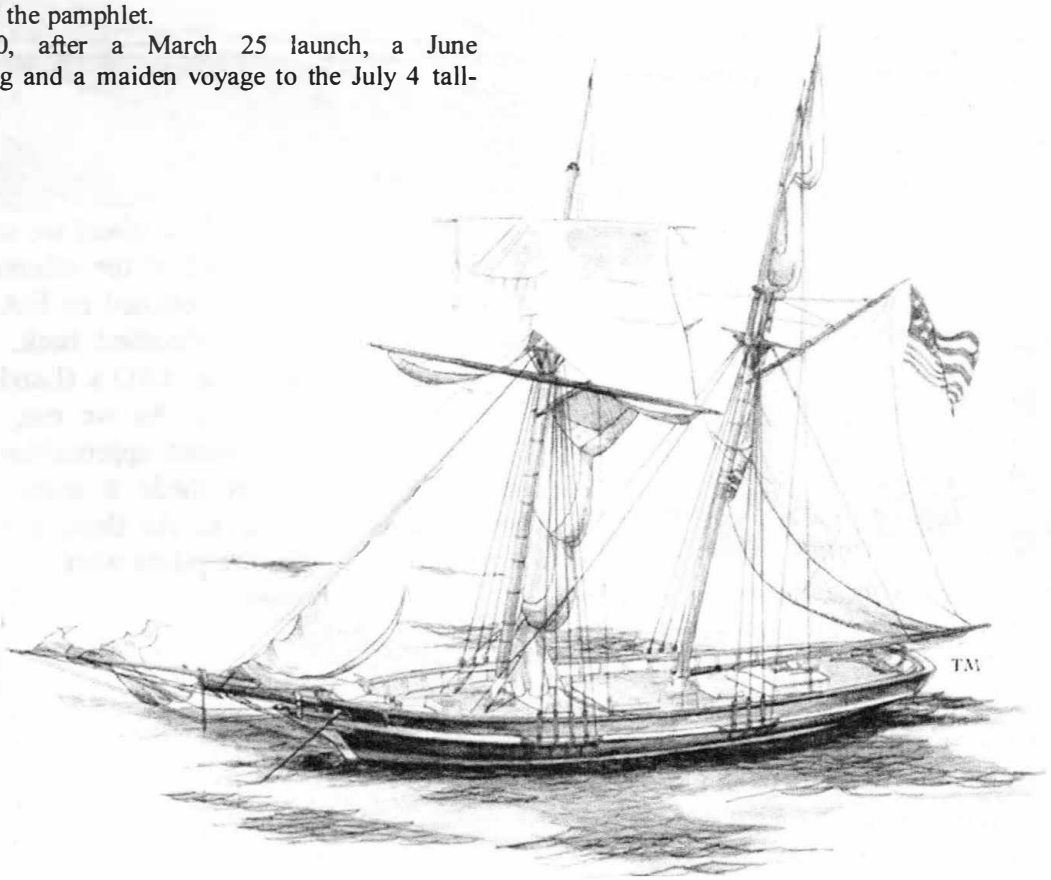
"The 129-foot, hand-hewn ship [is] modeled on what is known of the original *Amistad* but modified for safety reasons," says the pamphlet.

"In 2000, after a March 25 launch, a June commissioning and a maiden voyage to the July 4 tall-ships parade in New York Harbor, the new *Amistad* will become a floating classroom. "It will call at U.S. and global ports, offering exhibits and learning programs on the history of the *Amistad* incident and its legacy, and on the contributions of African-Americans and other people of color in U.S. maritime history."

Quite probably we'll be seeing this interesting piece of that history in San Diego in the next few years.



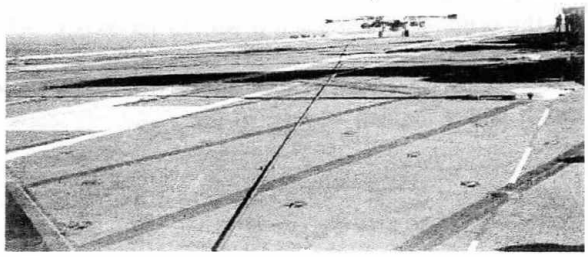
Amistad *in the shipyard. She has since been fully planked and decked. Visitors to Mystic are invited to watch the construction.*



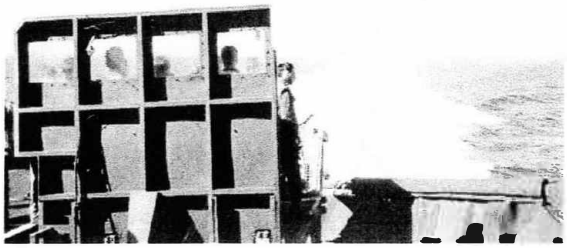
A Trip of a Lifetime or, Sometimes You Just Fall Into It
By Bob Crawford

Eleven of us from the Maritime Museum family were invited by Vice Admiral Mike Bowman, COMAIRPAC, to fly out to the U.S.S. Constellation (CV-64) for an overnight adventure. After a briefing at the Admirals headquarter on carrier deployments around the world, we flew out to the ship aboard a C-2 Greyhound COD (Carrier Onboard Delivery) like the one pictured here. We arrived aboard (3 G's or 120 MPH to full stop in 200') about 11:30 am and were briefed on what we would be doing and were introduce to our guides. We then went forward to the #1 Wardroom for lunch. Aircraft were landing and taking off constantly and the Ward room was directly below and between #1 and #2 catapult. As

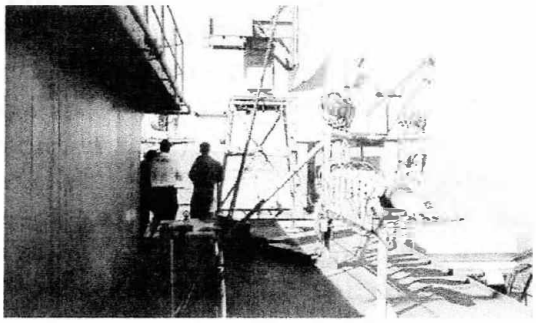
an aircraft left the ship, the catapult shuttle would slam into the stops overhead with a loud bang and a shudder which could be felt anywhere on the 85,000 ton ship. After lunch, we went to adventure land on the flight deck. As you can see from the photo at right, we got real close to the action. So close in fact the heat from the engines and the wind blast were of real concern to each of us. After watching a dozen or so



landings from just aft of the island we were directed to group just aft of the aftermost arrester wire where we watched an F/A-18 touch down. When he throttled back, we made a mad dash to the LSO's (Landing Signal Officer) platform. As we ran, we could see the next Hornet approaching. I wouldn't say we just made it across in time, but it felt like it. As these planes would touch down, the pilots would go to



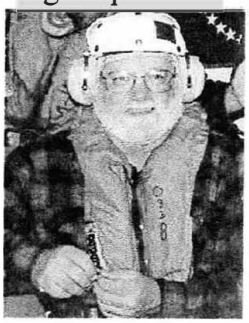
full military power (afterburner for the F/A-18's) so that, in the event they missed all of the wires, they would simply take off again. From 200' down wind it was a truly awesome experience. We were on the flight deck for over an hour that afternoon. We then proceeded to the bridge to meet the CO, Captain Kelley and be presented with U.S.S. Constellation Ball caps and have our



picture taken. We then went up a deck to "Vulture's Row" to watch more "Flight Ops". In the 26 hours we were aboard, Connie completed over 200 catapult launches and traps (landings).

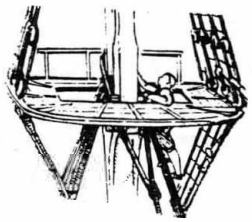
That evening we went below to the main officers wardroom for dinner, to the ships store, CDC (Combat Direction Center) and a few other places. While in CDC, I saw the name of a pilot I knew who was re-qualifying in a EA-6B. I was never able to personally contact him but I'll sure give him a hard time the next time I see him. A couple of hours after Sunset we made our way back to the LSO's platform by Braille from the aft catwalk. The added element of darkness, with planes landing and taking off every minute gave the scene a surrealistic quality.

The night sky with all its stars, unhidden by city lights was beautiful also. After about 20 minutes, the LSO chased us below because some of the pilots were doing strange things. 80% of the 87 pilots they were qualifying, were landing their specific aircraft on a carrier for the first time. The others were recycling back to their squadrons after having been on shore duty or such. Connie was to be at sea for 10-11 days until such time as all of the pilots had completed 2 day time touch and goes, 10 day landings, 2 night time touch and goes and 6 night landings. It worked out to over 1800 evolutions on the cats and another 1800 on the arrestor wires, not to mention all of the bolters (missed wires) and wave offs. We slept in a stateroom directly under #3 wire so sleeping was out of the question until flight ops ended about Midnight. Breakfast was with the crew on the mess decks in the morning and then it was into Engineering to see one of Connies 4 70,000 horse power engines. We Catapulted off the ship that afternoon. 0 to 150 MPH in 1.8 seconds and another 3 G's. You sit facing backwards in the COD, which is great for the landing, but for take-off, I felt that I was looking at the backs of my eyeballs. What a thrill! At left, you see your author in flight gear, cranial helmet, earphones, and life vest. On the flight deck, it was cranials, earphones, and float coats.



THRU THE LUBBERS HOLE

By Robert Hewitt



Early Boat Development

Boats were developed when there was a need for them and built for basic utilitarian requirements. They were necessary, beneficial and important for people to live. Time, work and scarce raw materials were not put into boats for reasons of romance or aesthetics. Man did not take to water unless the benefits were considerable. They only took to the sea or river when the land alone could not support them. They ventured out to fish for food, to travel to new hunting grounds, to earn a living by trade or by stealing in acts of piracy, or for a combination of these reasons.

Boats have developed all over the world in different ways and at different speeds. Their development has been conditioned by the geography of the local waters and climate. The purpose for which the boat was needed and the availability of local materials played a great part in their development.

If there was a good supply of small timber in a warm climate and an area of sheltered waters, then rafts were developed. If the timber was larger in a colder climate, single and double logs were shaped into boats. If the timber was very small and there were skin bearing animals to be hunted, then skin boats were made by stretching the skins over frameworks of light branches. In some parts of the world where trees have bark of the right properties, bark canoes developed.

Only in areas where there was a considerable choice of timber available did the ideal timber become the choice for a particular boat. The builders of Bridgwater flatners in Somerset, England made them of elm, because it was cheap and readily available. Boatbuilders in areas with a wide choice of timbers would never have used elm in this way.

In many parts of the world sophisticated boat building techniques have evolved. The vessels are often beautiful to look at and are products of very skilled craftsmanship. The edged joined overlapping plank building techniques of Northern Europe and Bangladesh have resulted in boats that are so well designed and developed for their purpose, and so pleasing in form, that they are almost works of art in their own right. The complex structures of the Viking ships found in Norway and Denmark show a high degree of technical sophistication and beauty of form for the boats of the ninth and tenth century. They justify the description of the clinker boat building of that period as one of the greatest technical achievements of North Europe, before the building of the early cathedrals. It has been compared at its best to the art of sculpture.

Until a few years ago the world was full of beautiful boats. They were built by men who constructed them with the discipline of strong building tradition conveyed from generation to generation only by example. They therefore were strongly protected against hasty innovations.

The raft boats of the southwest coast of Africa; the log boats of the coast of Brazil; the smooth skinned fishing boats in southwest England; the dory from northeastern North America, France, and Portugal; were all products of different environments, societies, technologies, and requirements. All of these and many more were highly developed, efficient, and beautiful each in its different way.

Since man has been building them, most boats have not been the product of organized industries, but the part-time work of men who had other trades and learned boat-building traditions as part of their preparation for life. The oldest elements in local traditions lasted the longest. Boats built in recent years show evidence of their origins.

Now, quite suddenly, all of these trades and skills are in grave danger of being lost in a very short time. The introduction of glass-reinforced plastic, plywood, and resin is a major factor. Another is the development of highly commercialized production of boats in factories using standard materials and parts built with a minimum of labor. The third factor is the

incorporation of power in the form of small outboard motors, even in the most remote areas of the world. These bring about changes in the boat's shape and structure.

All of these developments mean the early end of the widespread use of boat building traditions, which in some areas of the world go back more than one thousand years. Soon popular awareness of some of the oldest technologies is going to be lost forever.

The new materials; glass reinforced plastic and glued plywood, and sometimes the two used together; in a world where labor is now the largest component in costs, save time in boat building. This material is relatively cheap and readily obtainable in standard sizes and quantities. Above all, once the boat is built, it is strong and stable.

The boat therefore does not have to be nursed like the relatively delicate flexible structure of even the most massively built traditional wooden vessel. The material will not dry out and leave gaping seams if allowed to dry out too completely or too often. Marine borers will not destroy it. There is much less maintenance than for a traditional wooden boat of any form. But the plastic boat will not have as long a life as a well-maintained wooden one, and because of this becomes less and less important.

That's Jake by Jake Vest

"It didn't look this big in the box!"

Introducing Jacki

Continued from page 1

strated her eagerness to work for the Guild.

How will she lead the Guild?

"I certainly hope to be able to increase enthusiasm for more participation by existing members as well as recruitment of new members. I have happily noted that over the past year we seem to have more members showing up for the monthly meetings."

She is a computer whiz, of course, and that leads straight to two aspirations.

First, she wants the Guild to acquire its own home page on the Internet to let outsiders know more about us—"maybe we can post the Newsletter on our site." (Basic information about the Guild is currently available on the net as a link shown on the home page of the San Diego Maritime Association at www.sdmaritime.com. The Nautical Research Guild's home page, www.naut-res-guild.org, lists hundreds of ship modelers clubs across the U.S., but only a few, not including San Diego, show home page addresses.)

Secondly, she would like to move the Newsletter into a more sophisticated form of desktop publishing than its present paste-up-and-Xerox technique, and particularly wants to improve the quality of its pictures.

"We are already doing a lot to increase the visibility of our club with our presence at the Del Mar Fair," Jacki says. "I am sure the previous officers of the Guild have thought long and hard about how to enroll new members. I will have to have a chat with the experts!"

Jacki is a California native, born in Los Angeles in 1950. She lives in Pacific Beach, just up I-5 from the Guild's headquarters on the *Berkeley*, and works out of her "chaos room" there.

Bob Crawford's Model Shop Report From the January "Full & By"

One cannot walk past the Model Shop on the old steam ferryboat *Berkeley* without becoming caught up in the excitement inside. Numerous modelers are to be found on a daily basis in various stages of construction.

Presently Jack Klein is nearing completion of HMS *Challenger*, an oceanographic survey vessel circa 1872. *Challenger* was originally a sloop of war.

This model has taken Jack two years to complete and we have a tentative date for launching of March 2000. *Challenger* is destined for the Charting the Seas exhibit on the *Berkeley*. We hope to have pictures for our next newsletter.

Visitors can also see Joe Bompensiero, Chuck Hill and Suzanne Levonian during the week. We encourage you to drop by and admire their work, ask questions, and become more familiar with the very intricate art of ship model building. You won't find more articulate or enthusiastic modelers anywhere.

Class Ships

Which One Was First?

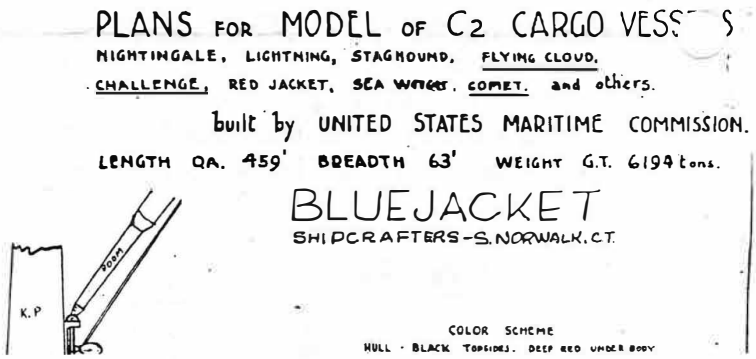
BY FRED FRAAS

The name of the first naval ship in a series becomes the class name of all identical ships that follow. Hence, in WWII, we had Fletcher, Sumner and Gearing-class destroyers, Iowa-class battleships, Essex-class carriers etc. Merchant ships were built then essentially in classes also, but are not so easily identified. There are, of course, a variety of reasons. Changes in ownership including acquisition by the Navy for WWII service, is probably the most obvious. New owners want new names for their ships. It becomes almost detective-like work when one attempts to discover the ultimate fate of a 20 or 30 year old ship which has changed owners as well as flags many times.

My first scratch-built 1/16th scale merchant ship was completed in 1969. It was the S.S. Patrick Henry, the first of over 2750 Liberty ships built during WWII. My next model, which I thought would make a nice companion, was a WWII Victory ship. It didn't take a great deal of research to determine the first of her class was named United Victory. The first few dozen or so ships to follow were all named after countries belonging to the United Nations at that time. Hence, we had China Victory, Canada Victory etc.

There was more than a 15 year time span between finishing the hull and completing the finished model. (Like many other ship modelers, we can get sidetracked with other models, jobs, projects etc.) During this time, however, I purchased all of the BlueJacket plans for other WWII era merchant ships. My wife and I enjoy RV camping and I was able to carve several hulls for future completion at home. These included the WWII C-2 and C-3 cargo ships as well as T-2 and T-3 tankers.

I'm explaining this background to illustrate the problem in naming my C-2 cargo ship which I also wanted to honor "the first." BlueJacket lists eight names as shown in the reduced copy of the plan headings below.



These ships were named after famous Yankee clipper sailing ships.

Of course there is nothing wrong with picking the name you like from this selection, since they were all built about the same time, from the same plans. But which one was first? This was beyond my home library, so where to go to research the answer? Where else, but the Maritime Museum library.

When I walked into the library a few weeks ago, Chuck Bencik asked how he could help me. I said that I wanted to look up a WWII C-2 cargo ship christened as S.S. CHALLENGE.

Without blinking an eye, he said, "oh that ship became the CASTOR, a WWII stores ship. (AKS-1) I was very much surprised at his quick answer. Having spent significant time in the library as a volunteer some years back, I was prepared to do my own "digging."

Chuck showed me in less than ten minutes, what became of this C-2 named CHALLENGE. Through a few reference books and ship registries, he revealed the fate of this ship. It was acquired by the U.S. Navy and became the USS CASTOR (AKS-1) on Oct. 23, 1940. Chuck just happened to serve aboard her in the early '60's. Subsequently, he showed me his personal file kept at home, of CASTOR, including the General Arrangement plans, "Welcome Aboard" brochures, pictures etc. I was delighted! His info convinced me that CHALLENGE was indeed, the first of the C-2's. He also supplied data to show the C-2's were built simultaneously in three different shipyards and all were launched within a few months of each other in 1939.

So what made S.S. CHALLENGE special other than being first?? On her maiden voyage, she established the world's speed record for a cargo ship crossing the Atlantic. She was designed for 15 knots and she set the record achieving 16.82 knots for an average speed. Additionally, she set a world's record for fuel economy as a cargo ship using only 0.552 lbs fuel per shaft horsepower per hour. While these numbers may not be that impressive in this jet age era, this class of ships burned less fuel at 15 knots than their WWI predessors did at 11 knots. (Thanks to better hull design and steam turbines.)

All of this info makes finishing and owning a model of CHALLENGE much more exciting. Museum Librarian Chuck Bencik was a big help and he has developed a sincere interest in my model. Perhaps he can help you if you have questions about a particular ship. He isn't available every day so suggest you call first to make arrangements at (619) 234-9153 Ext. 110 or by E-mail at "library@sdmaritime.com"

So what became of the General Stores Issue ship, USS CASTOR?? She was present during the attack on Pearl Harbor and was repeatedly strafed by enemy aircraft. However, she suffered little damage and no casualties. After serving throughout WWII, she was decommisioned June 30, 1947, but recommissioned Nov. 24, 1950 for the Korean War. As a unit of the Pacific Fleet, she served until 1968 when she was again decommissioned. She was scrapped in 1969, some 30 years after launching.

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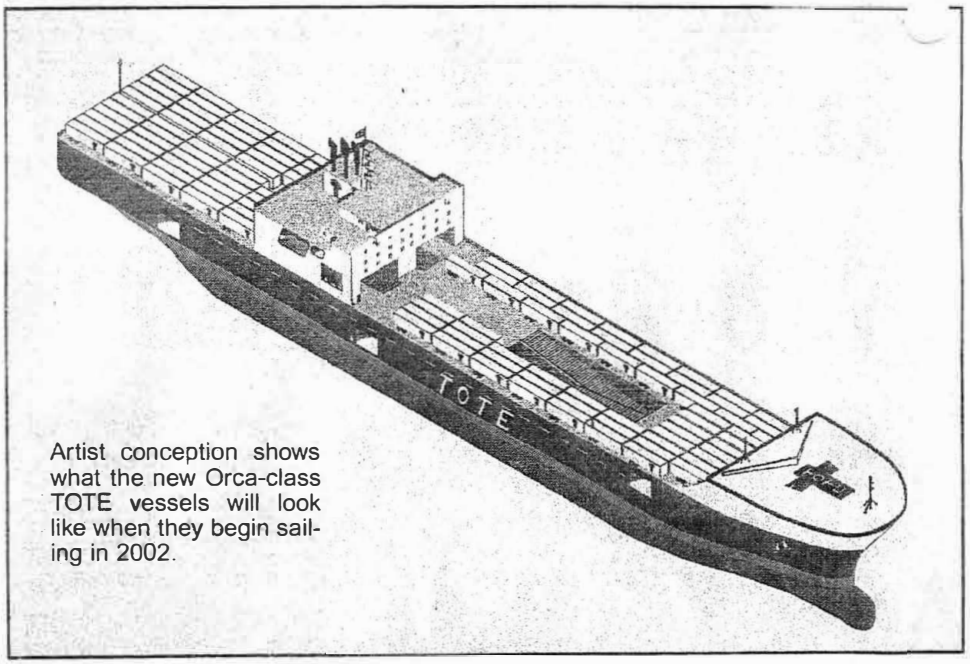
San Diego Shipyard to Build Two 825-ft. Container Ships

Two remarkable roll-on/roll-off container ships will be built in the next two years by National Steel and Shipbuilding Corporation in San Diego. The buyer is Totem Ocean Trailer Express (TOTE), a 25-year-old company serving the Alaska trade.

According to an article in *Seafarers Log,* the official organ of the Seafarers International Union, the ships will be 825 feet long and will carry 600 highway trailers as well as 200 automobiles. They are configured to handle 48- and 53-foot trailers, with 75 percent of the freight stowed below-decks.

Their clean-burning power plants will use fuel stored in double-hulled fashion not adjacent to the skin .The hulls will be ice-belted to provide additional protection in Cook Inlet during winter months.

The ships, to be built under the Alaskan Jones Act, will belong to the Orca class of RO/RO vessels. They will be the first non-military containerships built in a domestic yard since the *R.J. Pfieffer* was launched in 1992.



Artist conception shows what the new Orca-class TOTE vessels will look like when they begin sailing in 2002.

Says Robert P. Magee, CEO of TOTE, "This $300 million private investment will further our commitment to Alaskans well into the next century." He points out that the company is planning improvements to its pier and terminal facilities in Anchorage.

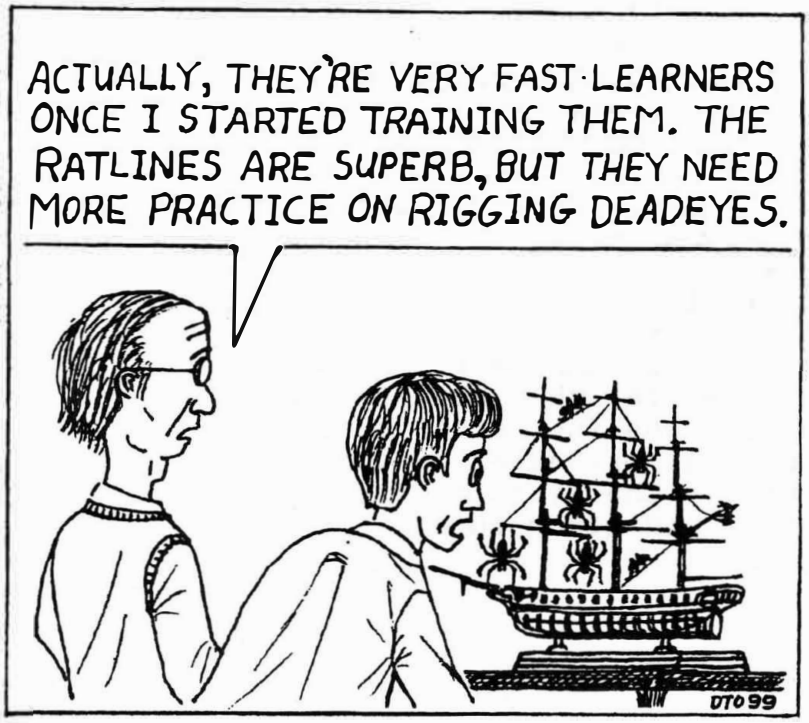
Seattle-based TOTE already operates container ships called *Great Land, Northern Lights* and *Westward Venture,* crewed by the seafarers union. TOTE is part of a larger company known as Salchuk Resources, Inc.

Next Meeting

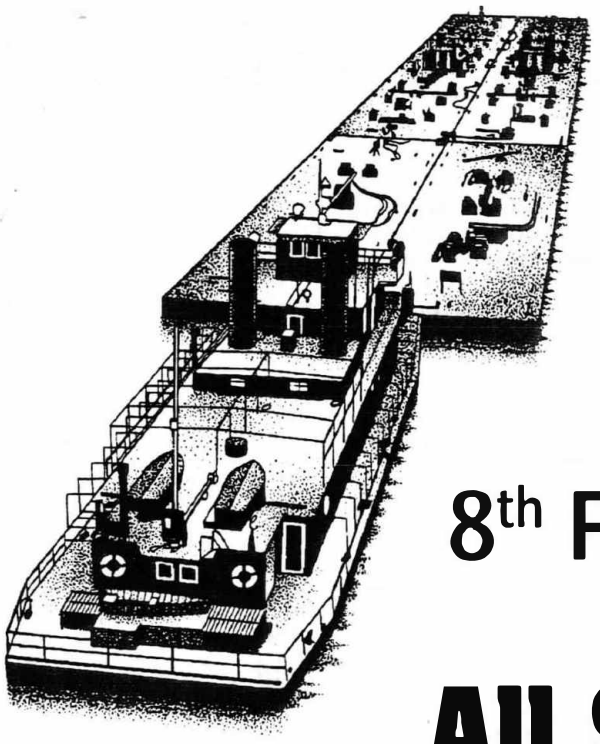
March

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	21	22	23	24	25
26	27	28	29	30	31	

BRING MODELS



SMA



Saturday, June 24th

Scale Ship 2000

8th Fleet and Task Force 96

Presents...

All Scale Model Boat & Ship Regatta

Mission Bay Model Boat Pond
Registration starts 8am
First boat departs 9am

Lunch will be available for a $3 donation

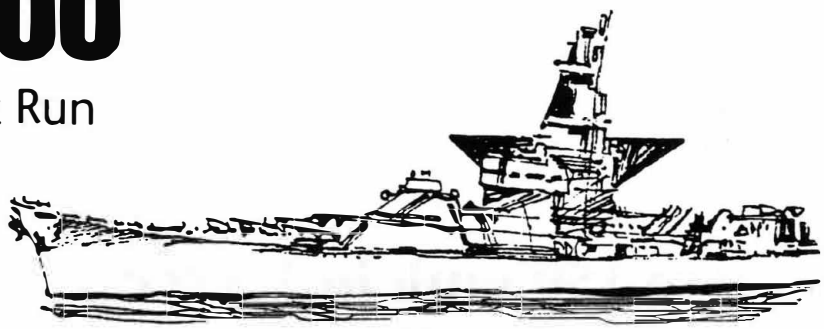
There will be $5 donation for the first boat and $3 donation for the next boat.

EVENING BBQ GRILL & CHARCOAL PROVIDED • NIGHT RUN AT DUSK

MIL-COM 2000

Military & Commercial Fleet Run

...1/8th Scale Vessels...



Mission Bay Model Boat Pond
10am start time, please

Fleet Maneuvers & Escort Duties

Sunday, June 25th

For more info contact:

LEE UPSHAW (562) 428-5027

Fred Fraas
/redacted/

0 to 150 mph in 1.8 sec.

In words and photos
Bob Crawford relates
his flight-deck thrills
aboard U.S.S. Constellation

Pages 6 & 7

Also Jacki on Jacki, Fraas on Class, Hewitt on Boats

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

SAN DIEGO SHIP MODELERS GUILD

Officers for 2000

Guild Master	Jacki Jones	/redacted/
First Mate	K.C. Edwards	
Purser	Bob McPhail	
Newsletter Editors	Bill Forbis	
	Fred Fraas	

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.