



San Diego Ship Modelers' Guild

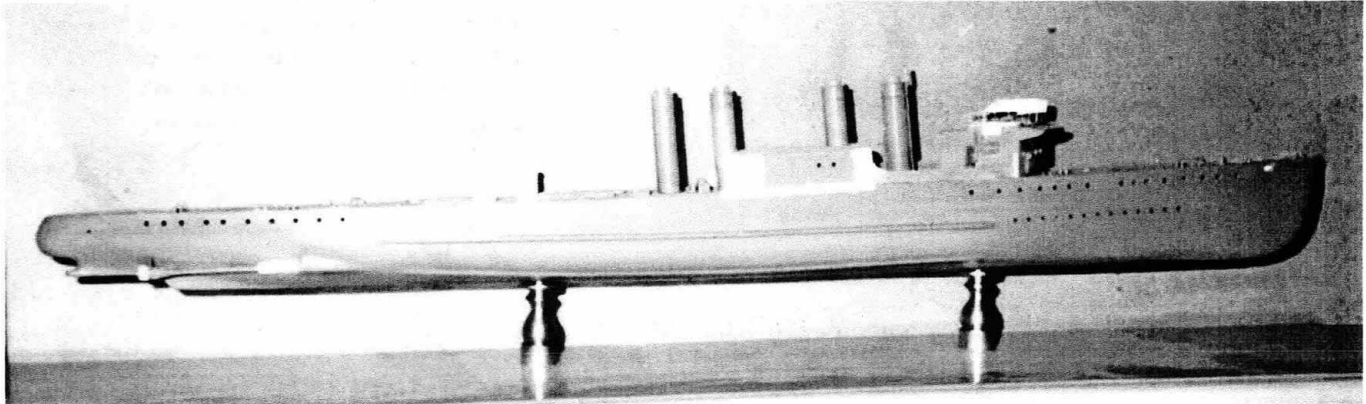
1306 N. Harbor Drive

San Diego, CA 92101

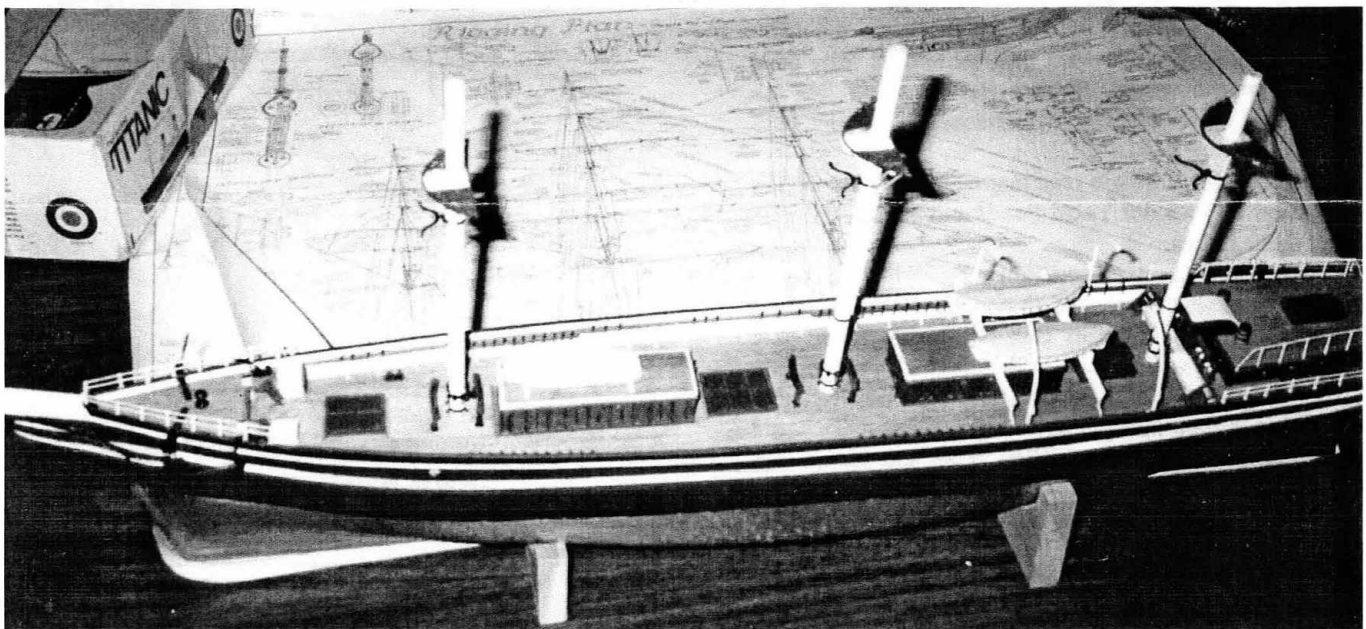
JUNE 2000

NEWSLETTER

Volume 24, No. 6



Bill Luther's U.S.S. Ward



Don Bienvenue's Cutty Sark

Jacki Jones Photos

THE MAY 2000 SHOW & TELL A Couple of Beauties

Since the meeting was scheduled as a swap meet, few if any models were expected. **Bill Luther** brought his plastic 1:240 kit model of the U.S.S. *Ward* (DD-139) mounted on attractive pedestals on a display base.

He's using his super-fine Gold Metal photo-etched parts to complete the model in the smallest of small detail. These were all laid out, most of them painted and ready to install in modular fashion.

This old four-stack destroyer made history by firing

the first shots of World War II. On Dec. 7, 1941, she fired on a midget Japanese submarine at the entrance to Pearl Harbor at 06:45, more than an hour before the main attack.

Don Bienvenue is progressing nicely on his 1/8" scale *Cutty Sark*, which he started in 1996 as his first ship model. Using pine in "bread and butter" fashion, he carved out the hull and then covered the deck with individual planks an eighth of an inch wide.

He copper-plated the bottom. Don used newsprint from the Union Tribune to cover his lifeboats, stating that other materials he tried were too thin. He has the hull now complete and is ready to start rigging.

...DADDY, DO RATS REALLY CLIMB UP RATLINES? DADDY, WHERE'S THE STAR ON THE STARBOARD? DADDY, ARE THERE TREEHAMMERS FOR TREENAILS? DADDY...



Ship Modelers Association

DT099

May Time-Swap Time

A short business meeting preceded our swap meet, attended by 21 members plus one guest. Missed getting his name, but he said that he has built a kit model of U.S.S. *Enterprise* (CUN-65) in 1:350 scale and built for radio control.

Purser **Bob McPhail** reported \$/redacted/ in the treasury, which did not include expenses for the May Newsletter. Bob also reported that we had 68 fully paid members on the roster. **Robert Hewitt** stated that he needs a few more weekday volunteers for the Del Mar Fair.

The dates for the June regatta are Saturday the 24th at the Mission Bay Model Yacht Ponds and Sunday the 25th at the Santee Lakes.

Under old business, discussion and voting on changes to the By-laws was postponed to our September meeting. Dual SDSMG/SMA member **Bob Graham** reported that Craig Coleman's widow was in the process of selling all his modeling books and hobby stuff. (We received the book listing in their latest newsletter.)

At this point we took a coffee break and started our swap meet. Several members donated the proceeds of their sales to the club treasury (the amount will be reported next month).

Perhaps a half dozen old plastic kits changed hands as well as miscellaneous fittings and tools. Believe it would be worthwhile to make this an annual event and promote it more in advance.

-Fred Fraas

June

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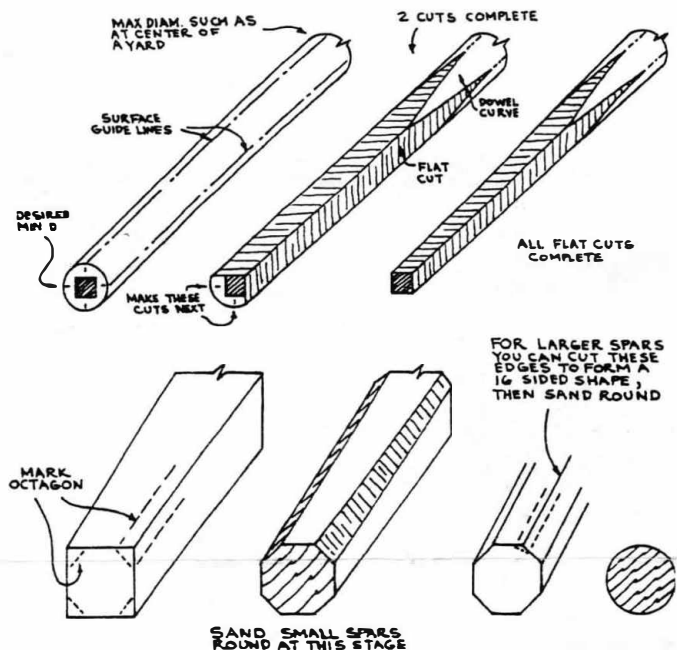
Next Meeting

Bring Models

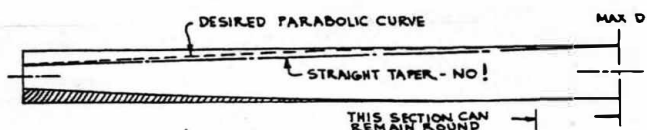
Shop Talk

Producing a Proper Parabola

Tapering yards for model ships is probably most often done by chucking a dowel into an electric drill and working the wood down with sandpaper, eyeballing it to get a pleasing result. A Ships in Scale diagram in September/October 1994 showed a more exact method in which the taper is first cut down to a square cross section that then becomes an octagon and is finally sanded round.



The diagram notes that the taper of a yard is not a straight line from where it starts near the middle to the outer end, but rather a parabolic curve. It's not clear just how that is to be done, even though the parabola is the most important esthetic element of the taper.



To achieve a true parabola requires a formula and a lathe to execute the formula. Though formulas historically varied a little over place and time, a very precise typical one can be found in Charles G. Davis's "Ship Models—How to Build Them." Says Davis:

"Make your yards so that the diameter at the ends is one-half what it is at the middle, but do not make the taper of the yards begin at the middle, for about one-third out from the middle, in each side of the yard, should show only a slight trace of diminishing and then the taper increases to the ends.

"If you divide the yard on each side into quarters, the old ship or spar maker's rule says the yard at the first quarter division on each side of the mast or middle of the

yard should be 30/31 of what it is at the middle.

"At the second quarter division, or half way out on the yard on each side, it should be 7/8 of what it is in the middle. At the third quarter division, 7/10; and at the end, 3/7 of its diameter at the middle."

Percentage-wise, this means that the yard one-fourth out should measure 97% of the middle diameter; one-half out, 87%; three-fourths out, 70%; and at the end, 43%. If the yard measures, for instance, 1/4", or .250", at the middle, the diameters farther out on the yard will be .242 at the first quarter, .219 at the second, .175 at the third and .103 at the end.

On a small lathe, such as a Unimat, you can feed a dowel from the left through the hole in the arbor and out of the chuck. This way you can turn the yard down to the proper diameter for a short distance at each of the quarterly points. Then, in a kind of "connect the dots" operation, you can remove excess wood between the indicator diameters with the lathe's cutting tool or sandpaper glued to a block. (Do this with the dowel emerging from the chuck quarter by quarter, to keep it from whipping.) Result: a perfect parabola.

Probably you will want to create short yardarms, of a diameter smaller than the end of the yard, as extensions of the yard. This can easily be done on the lathe at the beginning and end of the main operation.

If all this sounds too complicated, you can chuck the dowel in a electric drill and work the wood down with sandpaper, eyeballing it to get a pleasing result.

Preserving Floquil Paints

Whenever I get a bottle of hobby paint, the first thing I do is wipe off the top of the bottle with a paper towel. The thinnest, slightest film dries very quickly. This prevents a gradual build-up of paint, which reduces the seal when allowed to accumulate.

Also, the dried, accumulated paint over time makes the lids or caps harder to remove, and a poorer seal will eventually harden, ruining the remaining paint.

Invariably, paint will drip over the bottle's glass threads as well, allowing excess paint to accumulate there and on the inside of the bottle's cap. By wiping these threads off, caps will be easier to remove over a longer period of time.

When airbrushing, a disgusting amount of good paint is wasted when pouring it out of a bottle into the brush cup. This loss can be reduced if one is careful to lap the bottle's top thread over the air brush's rim. —Fred Fraas

Raising Your Work to Eye Level

Close-up ship modeling can be done easier by placing your model or component thereof on a small cardboard box atop your table or workbench. A shoe box or similar-size carton will raise your work 6" to 8" and may reduce back, shoulder or neck pain. This is especially helpful if you routinely wear eyeglass magnifiers for close detailed work.

Happy modeling!

—Fred Fraas

Iron-on Miniature Canvas for Decks

Nick Starace of *The Broadaxe* writes: Are you looking to simulate canvas applications such as deck coverings or maybe hatch covers? Well, I had searched high and low for a suitable material to simulate a riverboat deck covering before I stumbled onto Coverite at a hobby show.

This is an iron-on covering that looks exactly like canvas in miniature form and is quite credible in scales of 1/16" to 1/4". Coverite remains snug after application and is extremely pliable. If a mistake is made, it can be reheated, lifted and re-positioned.

For top coating, I recommend air brushing to retain the canvas grain-like appearance. Brush painting will only serve to diminish it and thereby defeat the purpose.

For additional information contact Coverite Co., 420 Babylon Road, Horsham PA 19044. Starace is President of the Ship Model Society of Northern New Jersey.

Clever Way to Cut a Rabbet on a Keel

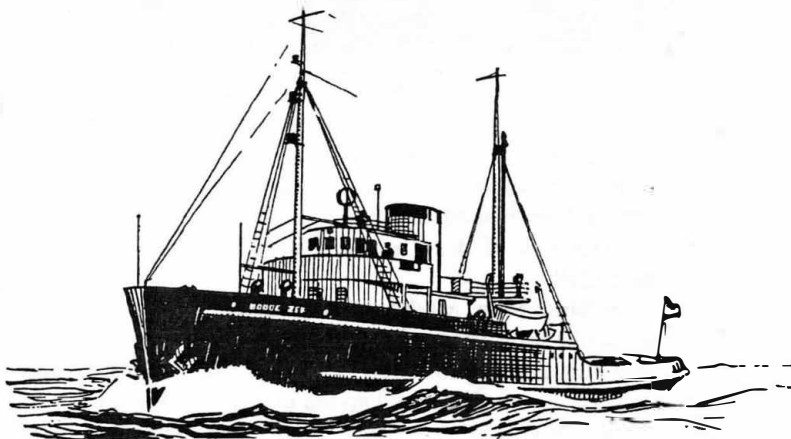
Terry Godwin of *The Scuttlebutt* writes: I don't know about the rest of you, but I have found it very difficult to cut a clean and neat rabbet line on a keel or stem. Fr. Romero in the *Warrior Practicum* has come up with a real neat system for cutting the rabbet.

On the keel select a piece of wood that is the thickness of your saw blade deeper than called for on the plan. Remove the top part of the keel with your saw. This cut should be along the top line of the rabbet.

Take the top piece off and set it aside. Now bevel the edge of the remaining portion of the keel on both sides. Usually a 45-degree bevel will work. Glue the removed piece back on top of the keel piece. Now you have a very neat and clean rabbet line for notching your planks into.

You can use a similar technique on the stem. Build the stem out of at least two parts with a joint line where the rabbet belongs. Before gluing the parts together, bevel the edges of both pieces on the port and starboard sides. Now glue them together and again you have a nice clean and neat rabbet.

The Scuttlebutt is the newsletter of the Rocky Mountain Shipwrights in Denver.



An Islet Rich in Sunken Ships

Last month this Newsletter related the discovery, in February, of Captain Kidd's sunken pirate galley *Adventure* on a remote island in the Indian Ocean. Now comes the astonishing news that on the very same island, a few months before, divers found the remains of the British heavy frigate *Serapis*, which the American Revolutionary War hero John Paul Jones, in *Bonhomme Richard*, captured in 1779.

That fight, the Battle of Flamborough Head (just off England in the North Sea), has been called "one of the most bitter naval contests of the century," and formed one of Jones's main claims to fame.

Earlier, in the sloop *Ranger*, Jones had been raiding the shores of Great Britain to "distress" the British and obtain the release of American sailors in British jails. He succeeded and was given command of a squadron built around an old, 900-ton East Indiaman, which the French government bought for him and renamed *Bonhomme Richard*.

Unexpectedly, he encountered *Serapis* leading a convoy of 44 ships out of the Baltic Sea. *Serapis* tried to



John Paul Jones

grapple *Bonhomme Richard*, and the two ships fought muzzle to muzzle for two hours. When fire broke out on *Serapis* she surrendered, but Jones's own ship sank two days later and he had to move his flag to the vessel he captured. The toll of dead and wounded on both ships added up to 278.

In the May Ship Modelers Association newsletter, David Okamura tells what happened next:

"After surrendering to Jones, the *Serapis* limped to the Dutch port of Texel. She was handed over to the French, razeed [cut down by one deck], and reportedly re-

coppered. She became part of the fleet of the famous French Admiral Pierre Andre de Suffren, which had been ordered to the Indian Ocean to combat the British,

"Due to her speed, the *Serapis* was sent ahead to warn the Dutch colony at Cape Town of an approaching British fleet. After accomplishing this mission, she dropped anchor at the Ile de Sainte Marie, just off Madagascar, where Captain Kidd's ship had been scuttled eight decades earlier. There, on July 22, 1781, *Serapis* suffered a comically ridiculous fate.

"Like the British practice of mixing rum with water, the French had their own version of 'grog.' While drawing out the daily ration of brandy deep in the ship's hold, a sailor was overcome by the fumes and dropped his lantern. It was impossible to douse the resulting fire, and two hours later the powder magazine exploded. There were no casualties.

"While divers brought up some copper sheathing, most of the ship lies buried under silt. It is hoped that an international team can conduct a more detailed survey later this year."

The team that made the discovery, headed by noted underwater archeologist Dr. Richard Swete, announced their find at a special lecture sponsored by the Cotsen Institute of Archeology at U.C.L.A.

Del Mar Fair, June 15-July 4

Many thanks to all the volunteers who are going to work in the Maritime Museum's booth at Del Mar. You may pick up your tickets at the next meeting from Chuck Seiler or at the model shop on the *Berkeley*. Please call Jack Klein at the Maritime Museum, 619-234-9153, to reserve your name and your guest for the rewarding cruise on the *Medea*.

—Robert Hewitt

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|--------------|------------|-------------|-----------|
| E. Andrews | B. Graham | S. Levonian | C. Seiler |
| J. Deschenes | J. Hammond | R. McPhail | T. Taylor |
| K.C. Edwards | C. Hill | R. Roth | J. Werner |
| F. Fraas | J. Jones | N. Rugen | E. White |

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.



FAMOUS MUSEUM "THE MARITIME MUSEUM PRINS HENDRIK"

By Don Dressel

This Museum is located in Rotterdam, Netherlands. The most famous ship model in the museum is the Coca de Mataro, a votive model of the 15th century. This is the only three-dimensional object of the time when Columbus sailed to America and Magellan made his voyage around the world. This is also the period when ship building went through a radical change as the size of the ship grew, new construction techniques were developed and rigging changed. The Coca de Mataro is a model of a Catalan merchantman, a rather slow sailing ship with a cargo capacity of about 85 tons originally in a small church in Mataro, a village on the Mediterranean coast near Barcelona.

The Maritime Museum Prins Hendrick is the oldest museum in the Netherlands. The museum is named after Prince Hendrik (1820-79), the third son of King Willem II. He was always promoting the navy to his Dutch subjects and founded a model room in the Dutch yacht club, the beginning of the museum. The yacht club opened the doors of the model room to the general public in 1874. Many moves were made throughout the years, but the museum today is a new building completed in 1987 which stands in the heart of today's Rotterdam at the northern end of the Leuvehaven, one of the oldest harbor basins of the city.

The museum collection includes over 1,400 ship models and half-models of vessels of all ages which emphasizes the 19th and 20th centuries. There are also 240 navigational instruments, 150 examples of ship decoration, 300 atlases, 1,000 maps, 145,000 shipbuilder's plans, 80,000 documentary photographs, etc.

In 1950 the museum was lucky enough to obtain the W.A. Englebrecht collection. This collection includes fifteen contemporary 17th and 18th century ship models, 280 nautical charts from the 16th to 18th centuries, 150 atlases, and about another 150 manuscripts and printed journals concerning the Dutch expansion history

of that period. Also included is the large collection of drawings, prints, and archival materials dealing with Dutch history from the 19th century master of the rolls J. C. de Jonge collection.

A truly outstanding collection is that of twenty-nine models of Dutch wooden and iron sailing vessels for inland navigation from the period 1850 to 1950. The collection is unique for its completeness and for the excellent quality of the models. Father Daniel and son Jelle Hazenberg between 1910 and 1976 built these with meticulous care.

As is true with other museums, the greater part of the Prins Hendrik Museum's collections is in storage, a fact that often bothers visitors. To remedy this, the museum has developed a unique system to show interested visitors those items in the collection that is not exhibited. This system has two components: a computerized data retrieval system and a video disc. Although only part of the museum's collections have as yet been made visible on the video disc, the system serves both visitors and the museum staff in a satisfactory way.

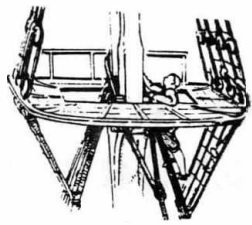
For those interested, there are several portraits by Willem van de Velde the Elder and Younger. One, the Portrait of a Dutch Merchantman, signed and dated 1648 shows several views of the same ship (as is often the case using the 17th century technique of showing the ship from the side, front and back). This grisaille depicts a beautifully decorated and heavily armed ship, probably the *MERCURIUS*, a vessel that was chartered in 1653 by the Dutch East India Company and sank in a battle with the English fleet that same year. The grisaille shows the ship's elegant transom and the beautifully curved line of its sheer.

If you are ever in the Netherlands, this is one museum that will be well worth your extra effort to go and visit. At the same time, you may want to try the Nederlands Scheepvaart Museum, Amsterdam.

Don Dressel discusses famous ships or museums every month in the SMA Newsletter

THRU THE LUBBERS HOLE

By Robert Hewitt
Making small boats

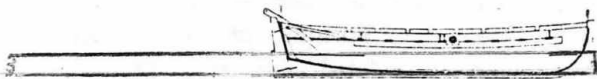


My recent model of HMS VICTORY at one inch to forty feet needed six small boats from eighteen feet to thirty-six feet in length. The cutter, which is eighteen feet long at full size, was only .45 inches long on the model.

The method I chose was to use laminated holly strips (from Warner Woods of course). Using the drawings from John Mckay's book on the VICTORY, I made a number of copies reduced to the scale in which I was working. Using the profile (sheer) of each boat, I determined a floor line on the drawing.

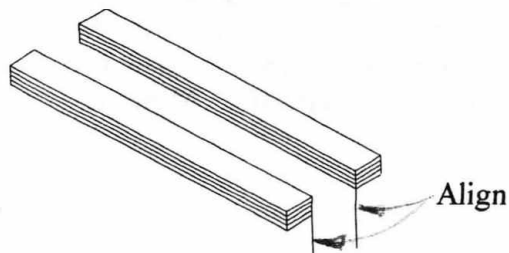


I measured the distance from this theoretical floor line to the bottom of the boat and chose a piece of holly as thick as this distance; the width of the piece being as large as the beam of the boat. The length of the piece should be at least three inches long or longer so it is comfortable to be used as a handle when carving.

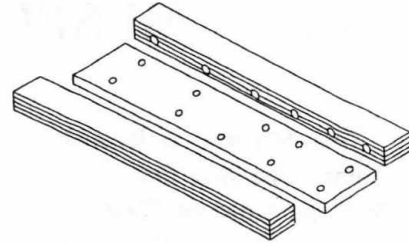


The distance from the floor to the top of the boat was measured and a number of strips were chosen, the width being one-half of the bottom strip.

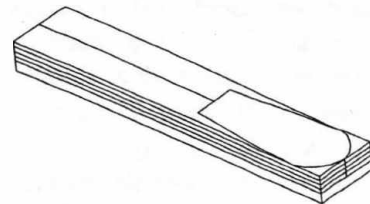
Make two such stacks the same length as the bottom strip and glue and clamp each stack, aligning each stack vertically on one side.



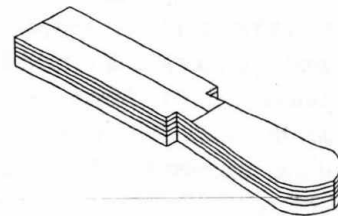
Glue each stack to the bottom strip using only the smallest dots of glue along the entire length and placing the vertical edge of each stack on the inside, forming a centerline for the boat.



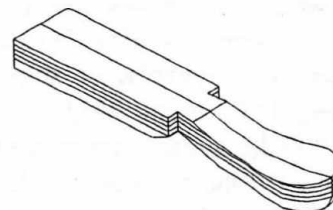
When dry, cut out the plan view of the boat from the Xerox copy and glue it to the stack, placing the centerline of the boat on the centerline of the stack.



Carve out the plan profile of the boat, and continue carving a short distance beyond the stern of the boat.



Carve out the sheer of the boat and then, using templates, form the outside of the boat's contours.



Mark the stern position on the stacks. With a razor blade, gently separate the boat into three pieces along the centerline and also at the floor line.

Midway Museum Project Picks Up Steam

"With a bit of luck, the long-sought San Diego Aircraft Carrier Museum could take tangible shape in a matter of months," the San Diego Union Tribune predicted in an editorial that was part of a flurry of press reports last month, surrounding a decision by the port commissioners to pass the proposal along to the Coastal Commission. "The historic carrier *Midway* could be towed from Bremerton, Wash. and moored at the Navy Pier on the embarcadero by October, in time for San Diego's Fleet Week."

In the article that follows, the newspaper explored the history and dimensions of the proposal, and some of the pros and cons:

By Ronald W. Powell
STAFF WRITER

Along San Diego's Embarcadero, on a tree-shaded spot between the G Street breakwater and the Navy Pier, is a memorial to U.S. aircraft carriers and the people who have served aboard them.

This fall, a local group wants to dock the retired carrier *Midway* a few steps from the memorial and convert the vessel into a floating naval museum.

Alan Uke, a businessman who since 1993 has pursued the *Midway* as if it were the Holy Grail, is leader of the nonprofit San Diego Aircraft Carrier Museum Group. He said San Diego should have a grand reminder of the city's long history with the sea service.

"When you show up in San Diego, you expect to see a world-class naval museum," said Uke, who envisions the *Midway* fulfilling that expectation.

Port commissioners are scheduled to decide tomorrow whether the project should be sent to the California Coastal Commission. Approval by the state panel is needed before the carrier can be anchored on San Diego's waterfront.

The *Midway* would have to be towed from Bremerton, Wash., where it has been moored since its decommissioning in 1992.

But there are voices of opposition in San Diego because of the carrier's height, heft and length.

The 53,000-ton vessel is nearly as long as three football fields. It is as wide as 12 midsize cars lined up grille to trunk. And if you stacked those cars end to end, the *Midway* would stand taller from the waterline to the top of its superstructure.

"It will be as high as a 15-story building," said Glen Sparrow, a San Diego State University professor

who served aboard the *Midway* from 1960 to 1962. "This thing will block the sun."

City Councilwoman Christine Kehoe said, "This is the right project in the wrong place."

Kehoe, who is a member of the state Coastal Commission, said she fears the carrier will "ruin the pedestrian experience" along the waterfront, and urges that another site be selected.

She points to several computer-generated photos in an environmental document on the project that depict the side of the vessel as a large gray wall that would obstruct pedestrian views of parts of downtown and Point Loma.

"It's too big to be permanently sited in the middle of the Embarcadero," Kehoe said. "It would be another massive development on the water."

On April 25, port commissioners gave tentative approval to the project despite receiving a letter from state Coastal Commission planner Diana Lily that listed several concerns about the *Midway*.

Lily said the plan would reduce commercial berthing space along the Embarcadero to 19 acres from 50 acres.

"As you know, commercial fishing is one of the highest-priority uses under the Coastal Act," wrote Lily, urging the port to look for places along San Diego Bay where the 31 acres of lost space could be recovered if the *Midway* plan is approved.

Lily also expressed concern about four acres used by foraging birds that would be lost to the carrier.

New pilings would have to be installed next to the pier to hold the *Midway*, and Lily said it is unclear "whether docking an aircraft carrier

is a permitted use in open coastal waters."

Coronado's North Island, the

28th Street Pier in San Diego and the National City bay front should be explored as alternative sites, Lily suggested.

Uke said there are no alternatives. He said the *Midway* needs to be at the Navy Pier to stay afloat financially.

Foot traffic generated by Seaport Village, waterfront restaurants, harbor excursion vessels, cruise ships and the San Diego Maritime Museum would help the floating museum meet its annual projections of \$7.41 million in ticket and shopping revenue from 650,000 visitors.

Plans call for the carrier, which began naval operations in 1945, to offer 250 display cases of Navy artifacts dating from the Revolutionary War through World War II. It also will display naval aircraft from the Korean and Vietnam wars and interactive exhibits.

Uke said the *Midway* would not be economically viable in a more remote location.

Finances are a major concern since the local group would have to spend at least \$2.3 million to tow the ship, build a mooring platform and make a number of modifications to the vessel before it opens to the public. Uke said his group has \$4.5 million in hand.

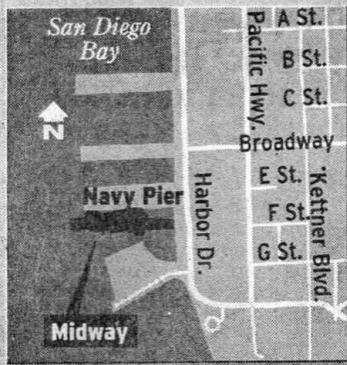
The *Midway* group would not seek taxpayer money to operate the museum, but would pursue transient occupancy tax revenue — as many local museums do — to pay for educational programs that would be offered to students, Uke said.

There are four aircraft carrier museums around the country. All draw fewer visitors than are projected for the *Midway*.

The *Intrepid*, which opened as a museum in New York City in 1981, expects 600,000 visitors this year. The *Yorktown* opened in Charleston, S.C., in 1974 and expects about 320,000 visitors; the *Lexington*

Floating museum

The decommissioned aircraft carrier Midway would be docked at the Navy Pier.



opened in Corpus Christi, Texas, in 1992 and expects 325,000; and Alameda's Hornet opened in 1998 and expects 175,000 visitors.

An economic impact report prepared for the Midway group by M.J. Barney and Associates predicts the Midway would attract more visitors than the others because of its superior location. The report predicted the carrier would pump more than \$19 million a year into the local economy.

Raymond Ashley, executive director of the San Diego Maritime Mu-

seum, said his organization believes the Midway might boost attendance at its museum. North of the Navy Pier on the Embarcadero, the Maritime Museum features three vessels: the Berkeley, the Medea and the Star of India.

"It would help to make the Embarcadero the truly great attraction it can be," Ashley said of the Midway.

Uke said: "The Midway is not as big as the cruise ships that come into San Diego. It is not a typical building. It's an icon, like the Eiffel Tower or the Statue of Liberty."

In addition to the Coastal Commission's OK, the museum's boosters must gain the approval of the secretary of the Navy to take possession of the Midway. The Navy began reviewing the group's application in December and has not yet acted on it, said Rita Wilks, a spokeswoman for the Naval Sea Systems Command in Washington, D.C.

"It will not be an overnight process," Wilks said.

A survey conducted for the museum group shows there is local support for the Midway. The consulting group Competitive Edge found that 86 percent of 407 registered voters surveyed this year ap-

proved of the carrier being moored at the Navy Pier.

Rita Vandergaw, a member of the California Tourism Commission, said the Midway would boost tourism.

"Tourism is our third-largest industry in the city, and one way to keep it viable is to keep adding attractions," said Vandergaw, who also is a spokeswoman for the San Diego Unified Port District. She stressed that she was speaking as a tourism commissioner and not for the port.

At an April meeting, Port Commissioner David Malcolm vigorously supported the Midway when two commissioners urged a 30-day delay to answer questions raised about the project.

Malcolm said the museum group has shown it can raise enough money to operate the ship without government support. Satisfied that the group's finances are in order, Malcolm said the Midway, the pier and the city are perfect fits.

"Many sailors over the years have left San Diego from the Navy Pier, and I can't think of a more perfect tribute," Malcolm said. "We've got to remember our heritage. San Diego is a Navy town."

From www.midway.org on June 3, 2000

Good News! Midway Remains On Best Possible Schedule for Fall Arrival On May 16, 2000

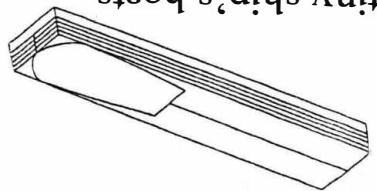
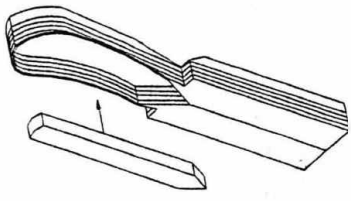
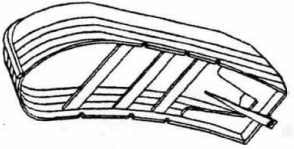
The San Diego Port District issued its final approval of the Midway project as part of the larger North Embarcadero Plan. As a follow-up to that final approval, we must report back to the Port in two weeks on our progress in securing an acceptable location for environmental mitigation, but do not see that as a problem. That's because we have already identified two possible sites for environmental mitigation and are working with regulatory agencies to secure their endorsement of at least one of them.

So we have four tasks in front of us:

- 1) secure Coastal Commission approval at its July or August meeting
- 2) secure an acceptable mitigation site in time for the Coastal Commission meeting
- 3) complete our mitigation plan so that an Army Corp of Engineers permit can be secured in order for mooring platform construction to be initiated.
- 4) work with the Navy on final details of the donation and a formalized lease of the pier.

While a great deal has been accomplished, much remains to be done. All four tasks must be completed expeditiously if we are to bring the Midway to San Diego this fall for her final tour of duty.

0211E/3E3



Building tiny ship's boats

By Robert Hewitt P. 6-7

John Paul Jones
couldn't sink her,
but then... P. 4



H.M.S. Serapis

/redacted/
Fred Frass



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 Frass | |

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
BERKELY.

MEMBERSHIP

Dues are \$15 annually (\$7.50 after July1).

We strongly encourage all to join the San Diego
Maritime Museum as an expression of appreciation
for the facilities provided for our benefit.