



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

JUNE 2001

NEWSLETTER

Volume 25, No. 6

“Defying the Limits of Human Dexterity”

Masterpieces in Miniature Opens Next Week; Here's How the Guild Fits In

The vivid, carefully chosen words in the headline at the top of the page are the words that Maritime Museum Executive Director Ray Ashley used in a talk during a luncheon cruise of the *Medea* toward the end of May. He was describing the extraordinarily fine work of leading miniature ship model makers whose work, after months of preparation, goes on display in the museum on June 15

The occasion for the cruise was the early presence of a number of the modelers whose work will be on display. They included Gus Agustin, Phil Toy, Tim Riggs, Robert Hewitt, Jerry Blair and Fred Fraas. Others who arrived since or will be on hand later include Donald McNarry and Lloyd McCaffery. Agustin's presence was particularly noteworthy because he built two models of *Medea* that are in the show, as well as the 9-inch *Royal Caroline* pictured on this page.

Bob Crawford was along as the genial host who introduced everyone to everyone. Bob, as Curator of Models, is the point man in the organization of the Masterpieces in Miniature exhibit and thus now on the exciting verge of seeing his project open its doors to the public for the next six months. Bob is also the all-important link between the exhibit and the San Diego Ship Modelers Guild, for reasons that he explains below:

“We are looking for volunteers to help answer visitor questions and act as security for our Masterpieces in Miniature exhibit. It will run from June 15 to December 31, 2001. If you have a day or two a month or a week that

You're Invited

For all Guild members who are also members of the Maritime Museum, you will be receiving an invitation to a “members only” sneak preview of the “Masterpieces in Miniature” exhibit on Thursday June 14, 2001 from 6:00 to 7:30 p.m.. Anyone who is not a member of the Museum and who would like to attend, please call 234-9153 ext, 128 and ask to have an invitation sent. Don't forget that as members of the Maritime Museum, you get a 10% discount in the Museum Store, 4 copies of the “Mains'l Haul” historical journal, 4 copies of “Full and Bye” as well as special invitations to members only events (Lloyd McCaffery reception) and many other benefits. If you haven't already joined, join today.



Models Committed to "Masterpieces in Miniature"

Donald McNarry U.S.S. Oregon

18 1/2" 7" 7 1/2" 1:384

Gus Agustin

Medea (1904) 5 5/8" 7" 13 3/8" 1:192
Medea (1999) 5 5/8" 7" 13 3/8" 1:192
Royal Caroline 3/8" 9" 11 3/8" 1:192
Stuart Royal Yacht 5 1/4" 9 5/8" 9 3/8" 1:192
HMY Kitchen 3 3/8" 4 3/4" 6 7/8" 1:192
State Barge 3" 3 3/4" 8" 1:192

Lloyd McCaffery

U.S.S. Constitution 9-5/8" 5-3/4" 7-1/2" 1:768
English Barge 9-5/8" 5-1/4" 6" 1:96
Prince 10-1/2" 5-3/4" 7-1/2" 1:384

Peter C. Baker

Colonial Schooner Sultana 12 3/8" 9 3/4" 4" 1:200
Great Lakes Barge Schooner 12 1/2" 11 1/4" 4" 1:200
United States Revenue cutter 8 5/8" 7 5/8" 3 1/4" 1:200
Casco Bay Scow Sloop 7 1/2" 6 1/2" 2 1/2" 1:200

Phil Toy

U.S.S. Buchanan (DDG-14) 22 1/4" 7 1/2" 8" 1:311
U.S.S. Kinkaid (DD-965) 26" 5 1/2" 8 1/4" 1:311
U.S.S. Arkansas (CGN-41) 31 3/4" 7 1/4" 9 1/4" 1:311
U.S.S. Thach (FFG-43) 23" 8" 7 7/8" 1:311
U.S.S. Bagley (DE-1069) 22 1/2" 7 1/4" 7 3/4" 1:311

Bob Summerall

U.S.S. Porter (DD-356) 31" 16" 11" 1:192

Bob Fivehouse

Victoria 14 1/4" 5 1/4" 4 3/8" 1:384
Shotten 8" 4 1/2" 4 3/8" 1:384

you could be available to work on your model in the exhibit area and talk to people about modeling, we could really use your help.

"We plan to set up a small work area where model builders can spend a day quietly working with occasional visitors' questions. You can safely store tools and models in the shop. On the whole, visitors are content to watch the work, but sometimes there will be a question.

"It's also going to be fun to listen to comments about the models. During the run of the Masterpiece exhibit, it would not be prudent for me to ask for more hours from Guild members in the model shop. But when things settle down a little, it would be nice for the 'Clubhouse' to be manned a little more. Joe Bompensiero, Jack Klein, and Chuck Hill just can't put in the hours they used to and it would be nice to get some new blood involved. If you could spare some hours during the week or weekends to open the shop, you would be sure to meet some interesting people and get some additional members for the Guild. If you're interested, give me a call at (619) 234-9153 ext.109 (modelshop)."

Dr. Jack Goldstein

Rattlesnake 14" 10 1/2" 8 1/2" 1:192

Mr. Tim Riggs

Armed Sloop 11" 8 1/2" 5" 1:192
H.M.S. Halifax 7" 6" 4" 1:192
Yangtze River Junk 12 1/2" 3 1/4" 6 1/4" 1:192

John Fox III

James Miller 8" 3.5" 4" 1:450
Schooner Yacht "America" 4" 3" 3.5" 1:600
Margaret Haskell 3" 1.25" 1:1260

Mr. Robert Hewitt

AMERICA 1:240
BAGHLA DHOW 11" 5" 10" 1:240
H.M.S. VICTORY 5" 10" 8" 1:480
SULTANA 8" 5" 7" 1:240
TITANIC 5" 8" 7 1/2" 1:1200
NIAGARA 13 1/4" 8 1/2" 12" 1:240
MOCHA DICK 6" 5" 6 1/2" 1:240
RIVAL 6" 5" 7 1/4" 1:240
VIKING 1:240
MITE 1:240

Fred Fraas

S.S. JEREMIAH O'BRIEN 30" 7 3/8" 9 1/2" 1:192
S.S. UNITED VICTORY 30 7/8" 6" 9 5/8" 1:192
S.S. CHALLENGE C-2 32" 7 3/8" 9" 1:192
S.S. SEA FOX C-3 33 1/2" 7 3/8" 10 5/8" 1:192
S.S. TEXACO NEW JERSEY 37" 7 3/8" 10" 1:192
S.S. SAVANNAH 40" 7 1/4" 10" 1:192

Mr. Phil Mattson

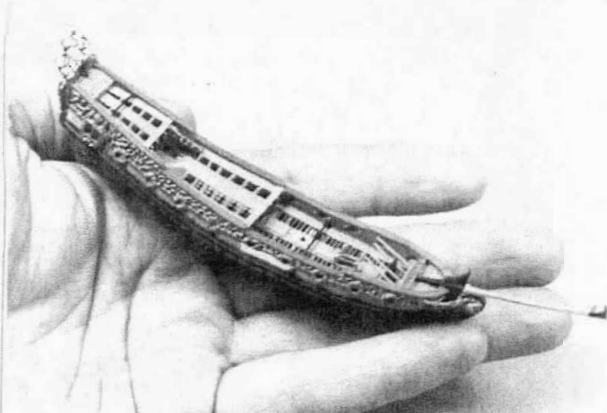
John Ericson - Lakes Whaleback 1:192

Charles Davis

"Roaring Forties" 1:192

Jerry Blair

Yacht Puritan 1:192
Yacht Puritan 1:384



A Miniature Masterpiece

THE MAY 9, 2001 MEETING
Worker Ants & Donkeys
 Plus Smaller and Smaller Models

At the exceptionally congenial May 2001 meeting of the San Diego Ship Modelers Guild, 29 members enjoyed some very satisfying pleasures:

A chance for a magnifying-glass inspection of the amazingly tiny (3.2-in.) Lloyd McCaffery model of the U.S.S. *Constitution*, which will be the main feature of the Masterpieces in Miniature Exhibit on the *Berkeley* starting June 15. Member Robert Hawkins surmised that the model "must have been constructed by a crew of insects." Worker ants, perhaps?

Bill Luther's fascinating update on the construction, in which he is participating, of two school-ship brigs for the Los Angeles Maritime Museum. Item: the keels, 60 feet long and 22 inches thick, are made from South American purpleheart logs.

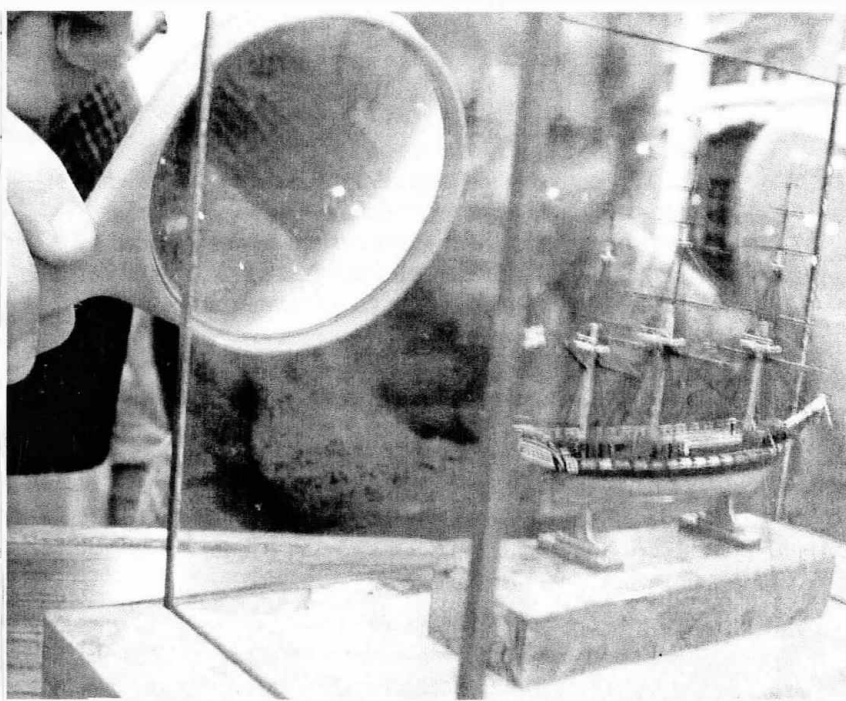
Dick Camfield, who's building a *Star of India* as she was when as a whaling mother ship she carried a donkey engine, explained where that word "donkey" came from (see below).

Phil Mattson, bringing a model of a Great Lakes ore carrier that he build years ago, digressed to point out that such bulk carriers, longer (at 1,000 feet) than the *Queen Mary*, regularly leave the Lakes to take cargoes of ore and grain to ports all over the world.

The meeting started with the introduction of John Conover, of Alexandria, Va., who visited as a result of a chance meeting with **Bob McPhail** in Point Loma.

Purser McPhail reported that last month's balance of \$/redacted/ was augmented by \$/redacted/ in deposits, bring the new balance to \$/redacted/, with expenses for recent newsletters of \$/redacted/ to be entered later.

Jack Klein, who missed recent meetings because of the illness of his wife, wanted to stress that all participants in staffing the Guild booth at the San Diego County Fair



Constitution and what's needed to inspect it

(as the Del Mar Fair is now being called) should attend the organizational meeting to be held on June 15 (see the notice on page 7).

Then he brought up problems afflicting the booth in recent years: not enough Guild-built models on display, and few demonstrations of how we build them. He assured members that models and tools left overnight at the fair are safe from theft, and urged members to exhibit models and also to work on models while visitors watch.

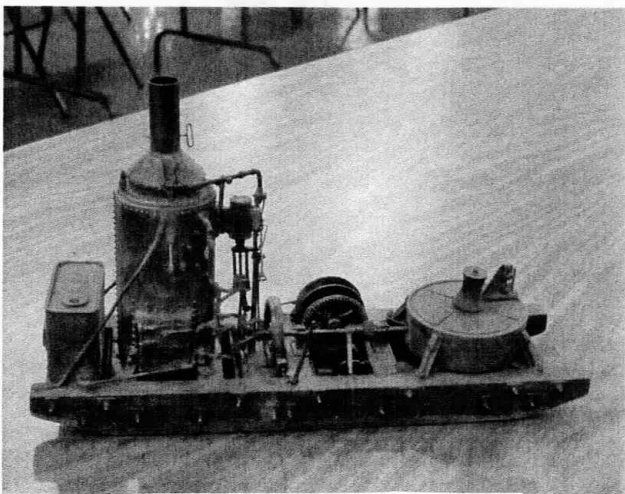
The vexed question of food and drink at the Guild summer party aboard the *Star of India* on July 11 was extensively discussed. Charge for drinks? BYOB? The issue finally came to a vote on a motion by Klein. The club treasury will provide \$100 for food and \$75 for drink.

McPhail pointed out that this should be plenty for members and guests, and that bringing guests, as many did last year, should be encouraged. He also noted that some big organizations renting the *Star* for parties pay \$5,000, while the Guild's roped-off area comes for free.

Without settling much, discussion of a Guild website continued. **Bob Crawford** reported that the museum's site seems to require a surprising amount of adding and subtracting. **Dick Strange**, recollecting his experience with the beginnings of the NRG website, pointed out that a main goal of Guild's site should be to invite new members. He also marveled how the NRG site grew to "have everything," including, for example, a list of most the world's modelers clubs, and warned against attempting too much.

Guild Master **Jacki Jones** promised that "we haven't lost momentum" and that "we'll start small."

At this point Crawford produced the nearly priceless McCaffery *Constitution*, mentioning that despite its scale of 1/64" to the foot, it has holes for jibboom martingales in its dolphin striker, and treenails in its planking. The detail is so fine, he said, "that I'd be blown away if the scale was one-eighth inch, but instead it's one-sixty-



Model of a donkey engine

fourth.” (See Bob’s write-up on page -1-.)

The conversation segued to the empty model case that stands next to the museum office on the *Berkeley*. Built some years by Joe Bompensiero, it was intended to call the public’s attention, one month at a time, to a model built by a Guild member—both to recognize the builder and to invite new members.

For lack of effort, the custom was dropped. Jacki thinks that the case, which measures 6’x4’x3’, should be brought back to a spot in front of the model shop and “next month we should nominate some impressive model to occupy it.”

McPhail made a motion to renew the Guild’s subscription to *Ships in Scale* and start one for the British magazine *Model Boats*. The motion passed.

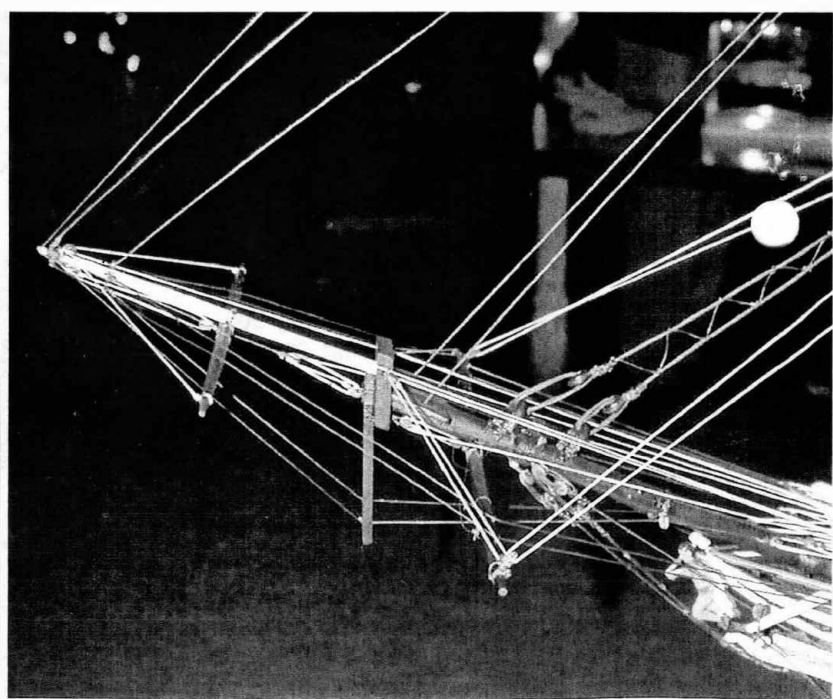
Show & Tell

Robert Hawkins, who comes to meetings from El Centro in Imperial County, brought a model that he made a few years ago of the Confederate submarine *Hunley*, lately much in the news. Using since-disputed information that the sub was built of two locomotive boilers, he constructed the model from PVC pipe and Christmas cards cut into rectangles to simulate plates.

He added his notion of what the famed bomb-armed probe on the *Hunley* must have looked like, and painted everything black. Information coming from the sub now that it has been raised from the sea shows that the model is none too accurate, but Robert deserves credit for a bold and imaginative visualization.

That **Royce Privett**, he just keeps riggin’ along. Since last shown, his *Essex* has acquired: fore and backstays for the foremast; snaking for fore and main forestays; inner and outer martingale stays; inner and outer bobstays; spritsail yards installed and rigged.

Bill Luther reported that the aforesaid brigantines, plans for which he brought to Show & Tell, recently



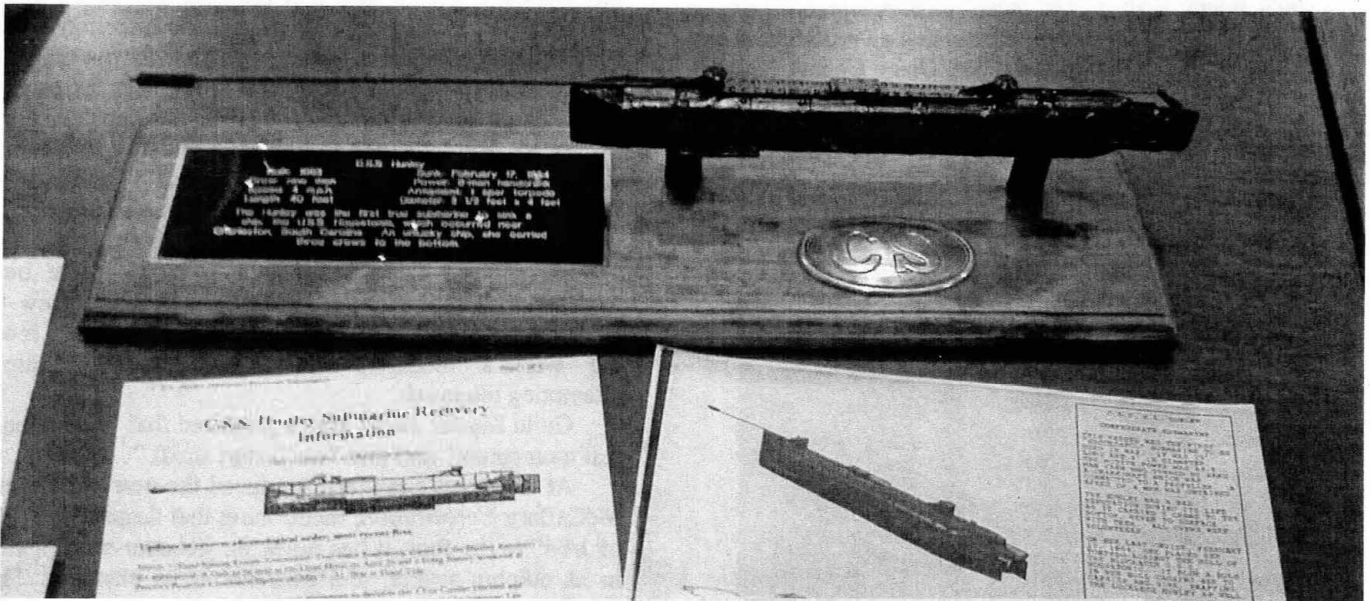
Martingales and other bowsprit rigging on O’Brien’s Essex

celebrated their “last-frame” ceremonies.

The L.A. museum, which is big on schooling, needs two of these vessels because they replace two, *Swift* and *Bill of Rights*, that have become obsolete. The new ships will be named *Irving Johnson* and *Essie Johnson*.

Bill is searching for a book called “A Treatise on Masting Ships and Mast-Making.” Anyone got a copy? It’s needed because the builder wants the brigantines to be fast. To be fast they’ll have to be able to brace the yards around 30 or 40 degrees. That means that the backstays and maybe some shrouds will have to be brought inboard to the deck instead of outboard to the channels. So Bill has to know soon where to position the channels.

Probably most members got their introduction to the subject of Great Lakes bulk carriers from Phil Mattson’s Show & Tell. His model of *John Ericson* exemplifies the



Submarine Hunley as imagined by Hawkins, plus some of his sources



Mattson's Great Lakes whaleback John Ericsson, with Bill Luther and Bob O'Brien

whaleback type of carrier, having been built in 1967 on the orders of an eccentric skipper on the lines of a submarine. Phil noted that the Great Lakes shipyard was able to construct the long, tube-like central hull, but had to contract the more complex bow and stern to a shipbuilder in Brooklyn, N.Y.

More than 40 whalebacks (also called pigboats) were built on the Great Lakes between 1888 and 1898, and after the inventor showed how they could shoot the rapids of the St. Lawrence River, they sailed all over the world.

They were thoroughly unorthodox ships. The hull looked like a flat-bottomed cigar with a snout; the idea was that waves could wash over the top with minimal resistance. Most whalebacks, though not Phil's, were fitted with from two to four or more low, wide turrets. These served for loading ore and grain, and for smoke and ventilation stacks. They held up the deck houses. On passenger ships turrets supported, well above water, one or two long, large decks for cabins and other accommodations. The most famous passenger ship, the *Christopher Columbus*, could carry 7,500 people.

For Guild members, Phil's model served as one more illustration of how meetings serve to educate.

Robert Hewitt brought another Masterpiece in Miniature, this one a model of John Paul Jones's sloop *Providence*. Robert mentions the ship in his "Through the Lubber's Hole" column in this issue, and described it in detail in the April 2000 issue.

Again, a couple of stunning facts about tininess in

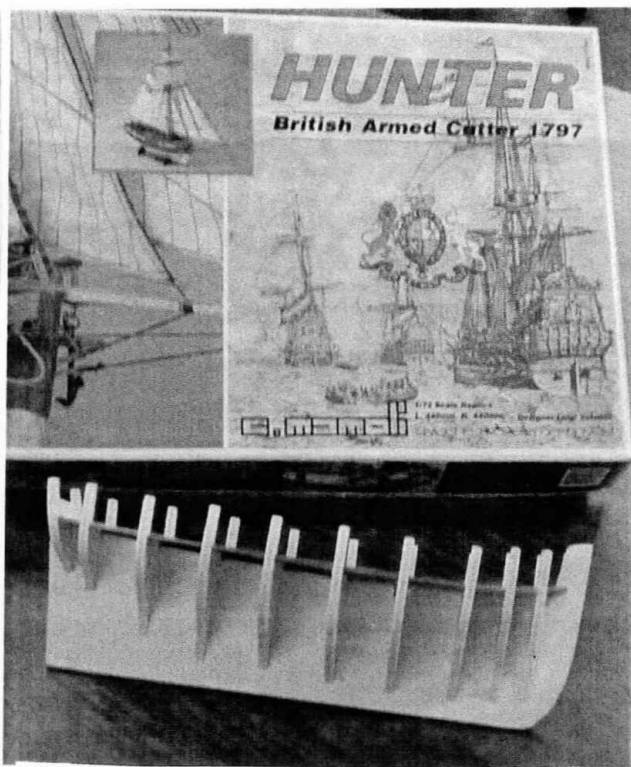
model building. *Providence's* deck planks, six inches wide on the real ship, are 25 hundredths of an inch wide model. This deck is on top of a gun deck fitted with almost microscopic brass cannons.

On June 15, New Member Chris Vickers will be 17 years old, which makes him also our youngest member at a time when the Guild particularly needs and prizes youth (see page TK). He's a student at Mark Twain Junior/Senior High School, and will graduate at the end of this school year.

Chris's model is the British armed cutter *Hunter*, which he is building plank-on-bulkhead from a Mamoli kit. The scale is 1:72. The keel in the model extends up to the deck. "The ship mainly saw action as a coast guard type of vessel," writes Chris in an e-mail, "You know, pirate hunting, chasing smugglers, and search-and-rescue missions."

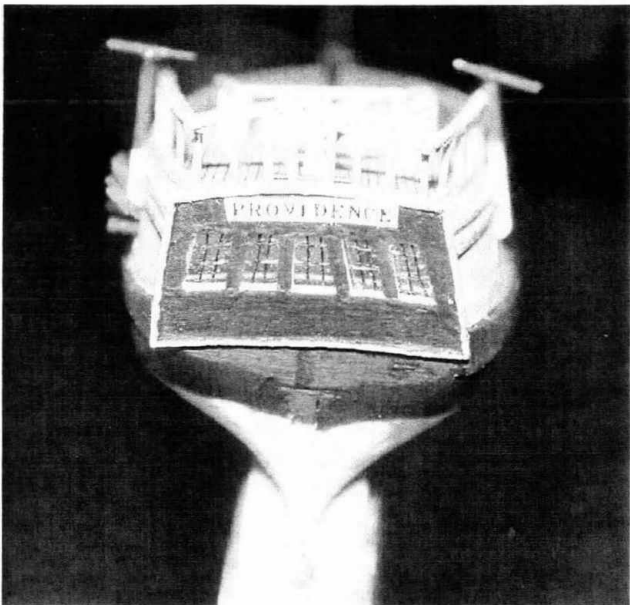
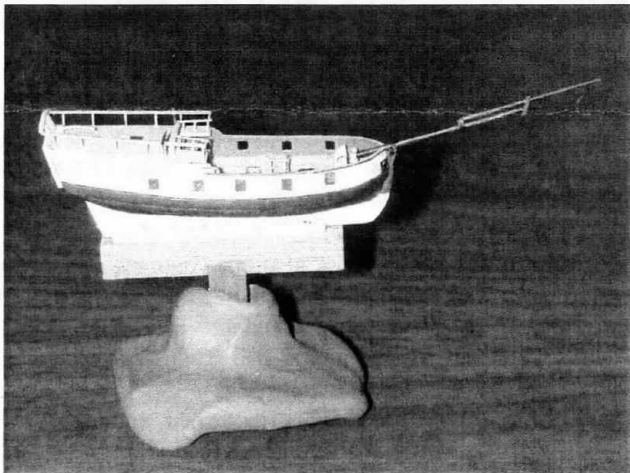
On sailing ships like the *Star of India* early in the 20th Century, donkey engines, using steam from their own boilers, were employed for various lines that required a powerful pull. That's what Dick Camfield is planning to replicate on his model, and to help in the design he built, and brought to Show & Tell, a working donkey engine. He used a kit from Ozark Mountain Miniatures that he bought in Mystic Seaport, Conn.

Not that donkey engines were a mystery to him. He observed many of them in his career in the logging industry. There the same kind of engine was used, before the days of logging trucks, to haul out felled logs, a

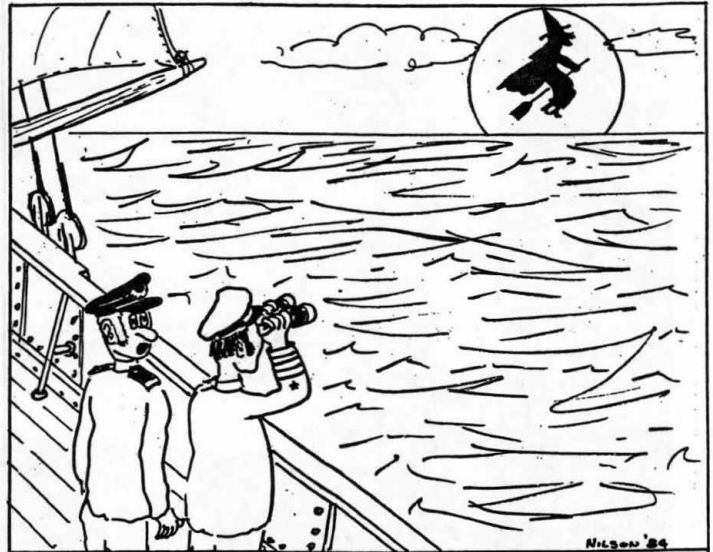


Chris Vickers Hunter and its kit box

couple hundred feet at a time, with a winch. Then a boy took the end of the cable back to the next log. And to do that he rode a donkey.



Hewitt's miniature Providence



"I THINK IT'S THE SEAWITCH, CAPTAIN"

June

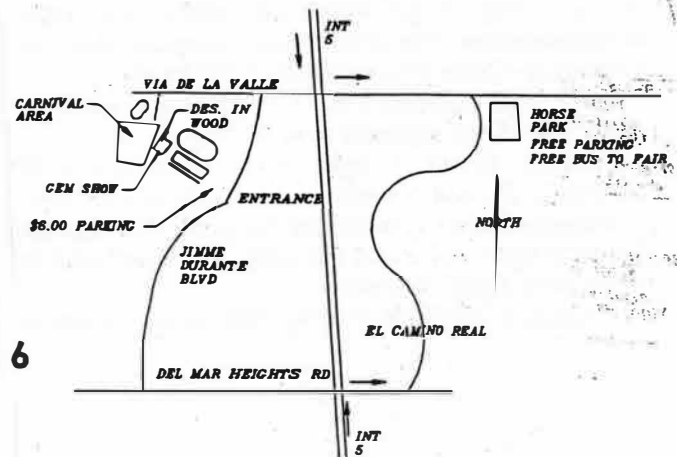
Bring your model and we'll print a photo of it like those on pages 3, 4, 5 and here

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

Jack Klein Sez—

1. Del Mar Fair volunteers who want to join the luncheon cruise on the *Medea* on Aug. 23 should call Jack at (619) 698-3091 to make reservations no later than July 16.
2. Members who want to drop off models and other stuff at the museum for Jack to transport to the fairground should notify him no later than June 8. "Stuff" includes models, or models to work on, or tools and supplies such as wood. He warns that he has only the space of one car, and that he will not be able to make a return trip.



SET-UP DAY- SUNDAY MAY 27th.

ENTRY DELIVERY- SAT. JUNE 2nd.

TAKE DOWN & PICK UP ENTRIES THURSDAY JULY 5th.

DEL MAR FAIR- MISSION TOWER
TIME; 9 AM TO 6 PM

JUNE 2001

FINAL
5/16/2001

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

10	11	12	13	14	15 FAIR OPENS J. KLEIN Iredacted/ R HEWITT Iredacted/ J JONES I redacted/	16 R HEWITT Iredacted/ E. ANDREW I redacted/
17 R HEWITT Iredacted/ 9-1 Iredacted/	18 J. KLEIN Iredacted/	19 S. LEVONIAN Iredacted/ C. HILL Iredacted/	20 J. KLEIN Iredacted/ Iredacted/	21 K.C. EDWARDS Iredacted/ Iredacted/	22 J. KLEIN Iredacted/ Iredacted/	23 R HEWITT Iredacted/ Iredacted/
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JULY 2001

1 234-WHITE R HEWITT 9-1 C. SEILER I redacted/	2 J. KLEIN Iredacted/ Iredacted/	3 R McPHAIL Iredacted/ R. CAMFIELD Iredacted/ J DESCHENS Iredacted/	4 J. KLEIN Iredacted/ E. ANDREW Iredacted/	5 BREAK-DOWN		
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What's in a Newsletter?

Dear Guild Members,

I happen to have "inherited" from Fred Frass a wonderful collection of our Guild's newsletters compiled over the years, (some issues going back to 1993) and I have detected a common theme in them.

With fascinating contributions of original stories, first person accounts, shop tips, current events of nautical interest and other miscellaneous, our newsletters have something for everybody! As you know, we have an interesting and entertaining newsletter, thanks to the expert stewardship of Bill Forbis and Fred Frass.

As the Guild's unofficial photographer and occasional contributor I have learned that producing the newsletter is a multistep process. What exactly is involved?

1. Distributing model information forms to the Show and Tell exhibitors then collecting the completed forms at the end of the meeting.
2. Accurate note taking during the meetings including both the minutes of Guild business as well as the Show and Tell portion of the meeting.
3. Transcription of the notes into an informative and compelling story, then typed into a 3.25 inch column in 10 point Times font.
4. Processing and editing of photography (yours truly) and the creation of figure titles.
5. Submission of articles and regular columns by the Guild members such as Robert Hewitt's "From the Lubber's Hole," or personal stories, such as Al Adams' sea yarns. Particularly welcome are tips about how you solved some modeling problem, such as Hans Mertens's recent illustrated text on using clothespins as clamps. Building models is the main subject of the Newsletter.
6. Organizing other articles for the newsletter such as announcements and reminders.
7. Collation of all of the above material and creating the "lay out".
8. Going "to press" Taking the original pasted up document to the photocopy shop for reproduction and making sure they get it right!
9. Printing out the address labels and mailing them to the Editor (Bob McPhail does this part)
10. Folding, securing, stamping and mailing the newsletters.


11. All of the above must be completed about 8-10 days before each meeting.

WHEW! As you might understand this is a lot for the editors to take care of! That is why I have decided to write up this letter to ask you members if you think that you might lend a hand with one of these tasks to lighten the load.

Since Bill Forbis will be leaving for his traditional three-month summer vacation it would be helpful if one or more members could contribute to the preparation of notes from the meeting. This could be divided into two jobs, one member for the first part of the meeting and someone else to write up the "Show and Tell", Or two people could take notes of the entire meeting, then put their heads together to write it all up. If you enjoy writing, this is a great chance to try your hand at reporting!

And Bill says that if he returns from his vacation and finds the Newsletter running smoothly without him, his feelings won't be hurt in the least. If you think that any of the other tasks mentioned above appeal to you please let us know and join our editorial staff!

Looking forward to hearing from you!



Jacki Jones
Guildmaster

The Eighth Fleet of San Diego presents

SCALE SHIP

2001

SCALE REGATTA

at Model Boat Pond
Mission Bay, San Diego
Saturday June 16, 2001

Come join us for
Sun, Fun, Food, and Prizes

Donations:

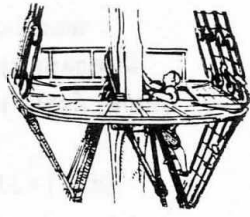
\$3.00 per Boat \$2.75 for Lunch

For more information
call Jim at (619)647-1705
between 10am and 4pm

THRU THE LUBBERS HOLE

By Robert Hewitt

ALFRED Commanded by John Paul Jones



The sloop PROVIDENCE, with John Paul Jones, dropped anchor in Narragansett Bay on October 7, 1776. Jones had made his reports and was given a new assignment. He was to sail to Canada in his former ship ALFRED, this time as Captain and Commodore.

His fleet included PROVIDENCE and an armed brig HAMPDEN. Jones was familiar with ALFRED, as she was the same type of vessel upon which he had received his professional training. With PROVIDENCE he tasted the glory of a fast ship. He never wanted any other type of ship after that.

ALFRED's sailing qualities were severely compromised by her conversion to a warship. She had been built to carry cargo for a living, not guns. Jones complained that ALFRED was "crank", too easily dipping her leeward gunports and making them unserviceable. Commodore Hopkins stated that ALFRED was the most unserviceable ship in the fleet. He also noted that she still carried a nine-pound shot through her mast, a souvenir in her brush with GLASGOW the previous year.

The ship was built in Philadelphia. She had very tall masts but not overly long yards. She also had a flush deck with no waist, and only a slightly raised quarterdeck. Alfred had an overall length of about one hundred feet, and a beam of twenty-seven feet.

Launched in 1774 or 1775, she had originally been named BLACK PRINCE after Prince Alfred. The figurehead was painted yellow with a remarkable large plume of feathers painted white. Painted "plain black and yellow" meant she was black with a yellow stripe above her gunports. The heavy guns she carried raised her center of gravity from the bilge to the main deck, destabilizing her.

Along with the physical handicaps of ALFRED, Jones had to deal with a shortage of men. His flagship had only forty hands out of a complement initially rated as two hundred and twenty. The other two vessels were not much better off. Jones eventually distributed the crew of HAMDEN to his other two craft and sailed with ALFRED and PROVIDENCE on October 27, 1776.

On October 11, Jones captured a brigantine bound for Halifax. The next day he made a tremendously important capture, the three hundred and fifty-ton armed transport MELLISH. Aboard were ten thousand complete winter's uniforms "from hats to shoes" intended for the British army in Canada.

A week later, a small prize was taken in a hard chase during which PROVIDENCE strained her seams. Her captain, Hoysted Hacker, turned for home in a snowsquall. Again short-handed, Jones captured three colliers, and the ten-gun brig JOHN.

On December 8, a British frigate was spotted in the distance. Jones broke out British colors, and the frigate HMS MILFORD went on a parallel course with the apparently friendly convoy. Jones instructed MELLISH and the three colliers to head for port without lights.

With a gale blowing, and lights on both ALFRED and JOHN, Jones was able to lure the frigate away from the prize of uniforms aboard MELLISH. At dawn, the frigate was almost upon them. Having accomplished his ruse, he fired a broadside into MILFORD and headed for home. The frigate turned on JOHN, which was recaptured.

Jones's primary concern had been for the safety of MELLISH and her valuable cargo. When he sailed into Boston on December 15, he learned to his relief that she had docked at New Bedford, where her priceless cargo of winter clothing was being unloaded for shipment to General Washington's frozen army in Pennsylvania. The capture made MELLISH one of the more valuable prizes of the war.

Masterpieces in Miniature Gets Under Way

Fred Fraas



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



SAN DIEGO SHIP MODELERS' GUILD

Officers for 2001

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

Founded in 1971 by Bob Wright and the late Russ Merrill

SCHEDULE OF ACTIVITIES

Meetings

Second Wednesday of every month.
6:30 p.m. social, 7 p.m. meeting
held on board the ferryboat
BERKELEY.

MEMBERSHIP

Dues are \$20 annually (\$10 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.