



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

AUGUST

NEWSLETTER

Volume 25, No. 8

THE OREGON MARITIME CENTER AND MUSEUM IN PORTLAND

Upstairs and Downstairs And Floating on the Willamette

By Bill Forbis

The Smith Block in Portland dates back to the times in the Old West—1872 in this case—when business buildings were always called “blocks” and were solidly built in classical style of stone and brick. After much urban renewal, this building now stands by itself in the city’s Tom McCall Waterfront Park, a delightfully shady green stretch along the Willamette River where the river flows north to the Columbia.

Since its acquisition by the Oregon Maritime Center and Museum in 1986, the Smith Block has evolved into one of the West Coast’s most interesting ship model museums. And to complete its attractions, the OMC&M in 1991 received from the Port of Portland a great sternwheel tugboat bearing the name *Portland*. This vessel, completely renovated, is now moored along the riverwall a short walk from the museum.

The main floor of the Smith Block immediately gives off a sense of museum variety and quality in two sizable rooms of models in cases. But to taste the institution’s uniqueness, to see something you won’t find elsewhere,

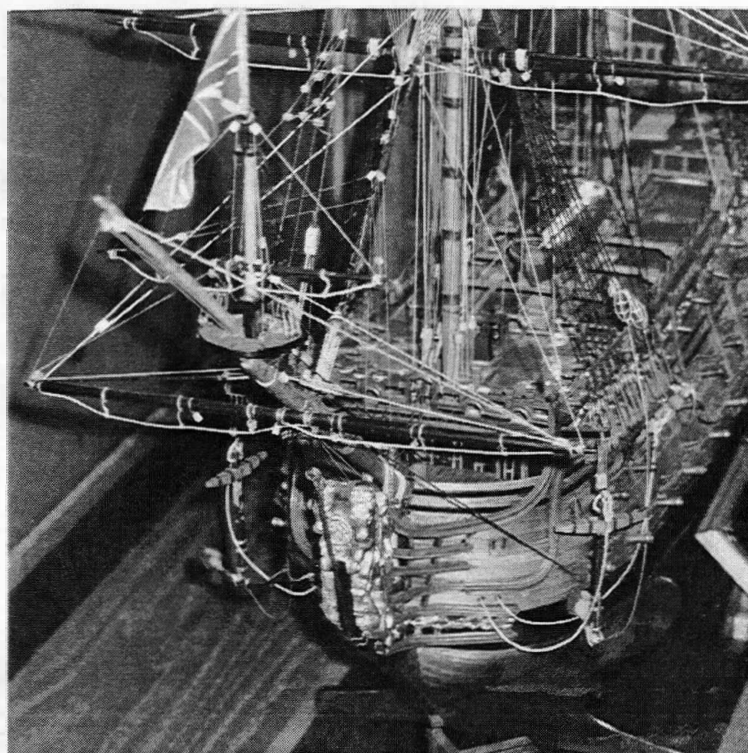
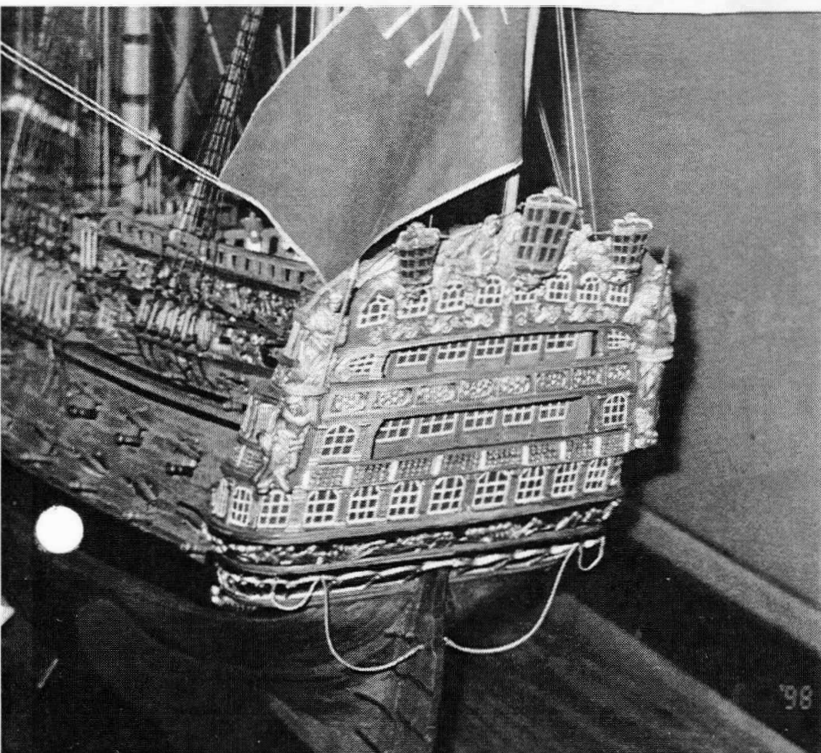
you might want to visit the second floor first. The theme here is the paddlewheelers that plied the mighty Columbia by the hundreds in the 19th and early 20th centuries

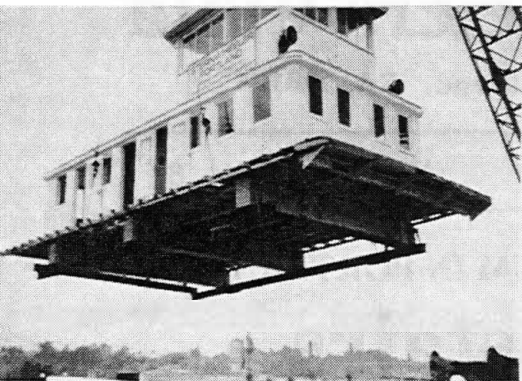
There are a couple dozen of these models, reflecting their various tasks in many ways. But most of them have in common one conspicuous feature: their resemblance to a suspension bridge. That is to say, their fore-and-aft strength depended on cables as much as structure.

In various patterns, posts or masts amidships (apparently stepped on frames near the bottom of the ship) supported cables extending toward the bow and stern and points in between. In a sense, the ship hangs from these cables. This prevented hogging or sagging, and was deemed necessary even though the river is usually free of big, keel-busting swells. One reason that the river boats were stiffened was that they sometimes crossed the Columbia bar and went to Puget Sound.

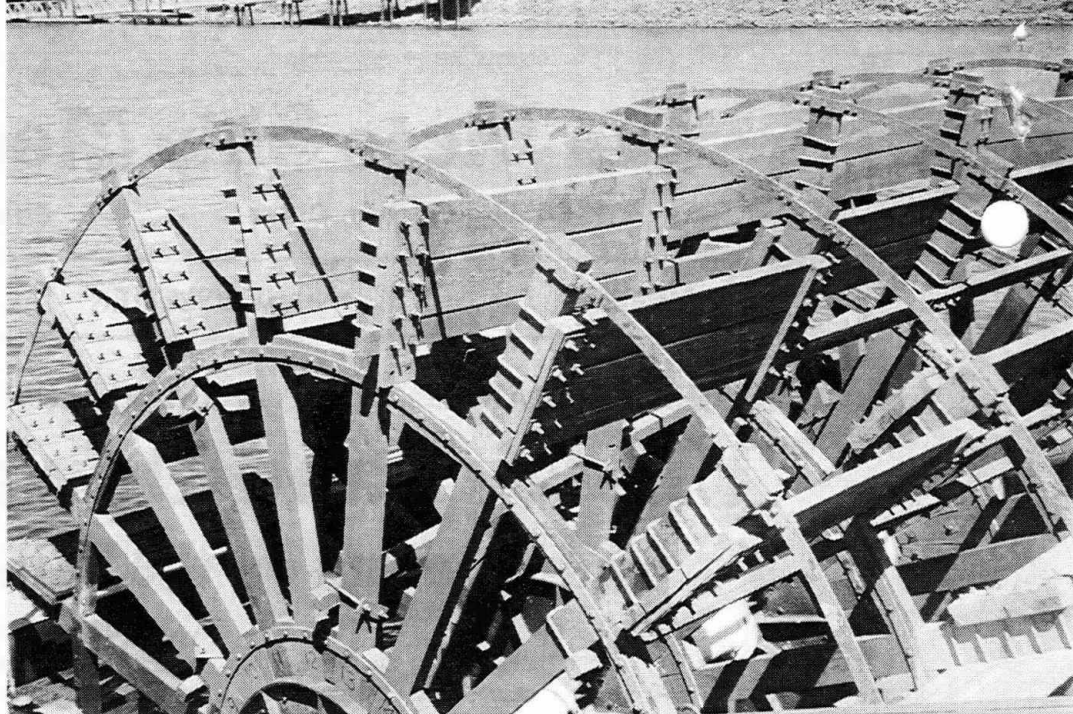
A famous example in the museum of such a ship is the *Bailey Gatzert*, which in her career carried many thousands of passengers up and down the river—a job that became much easier after the construction beginning

Stern and bow of *Royal William*





Texas deck being lowered onto sternwheeler Portland during reconstruction. At right, her paddlewheel, 25 feet in diameter

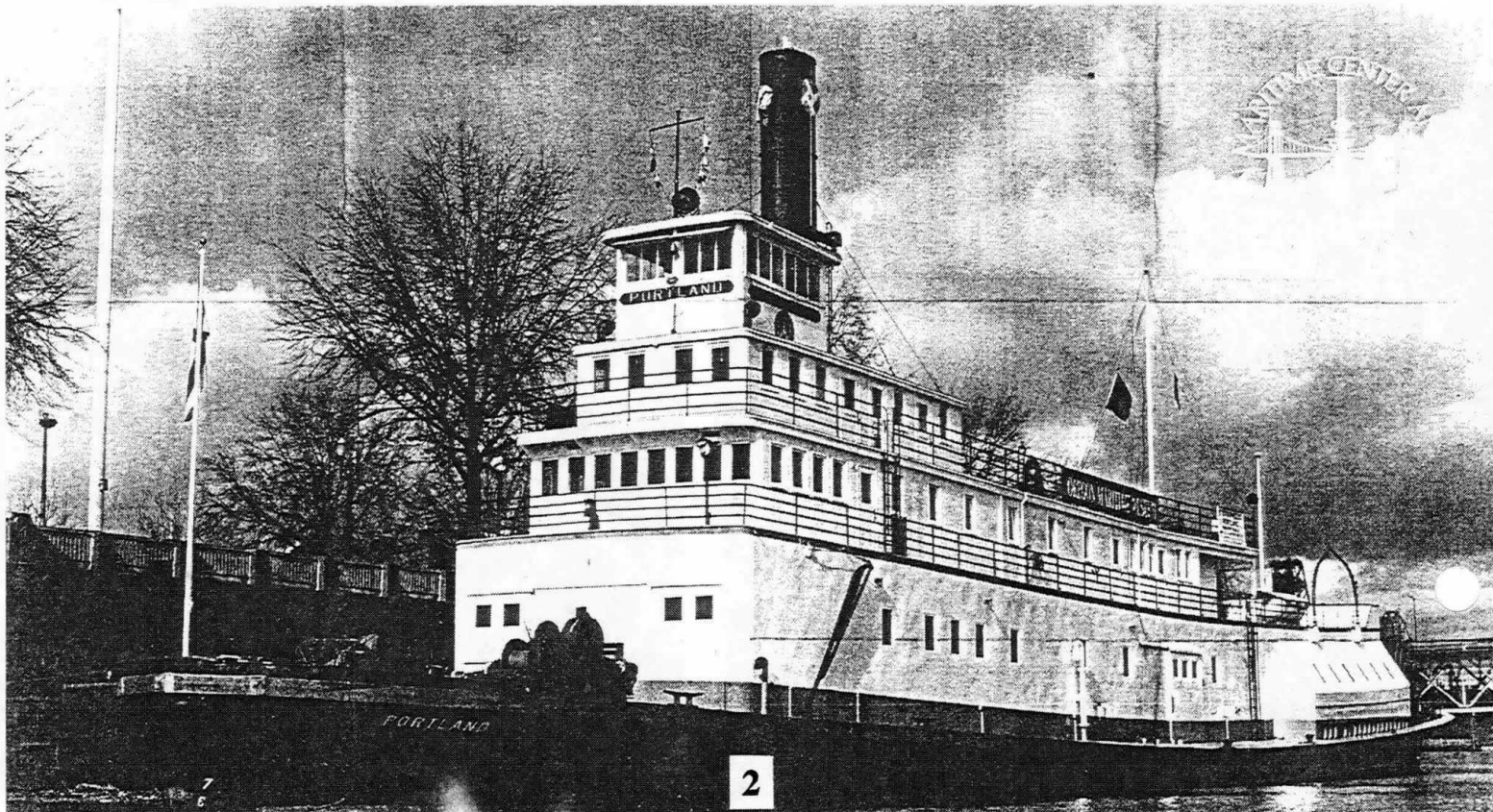


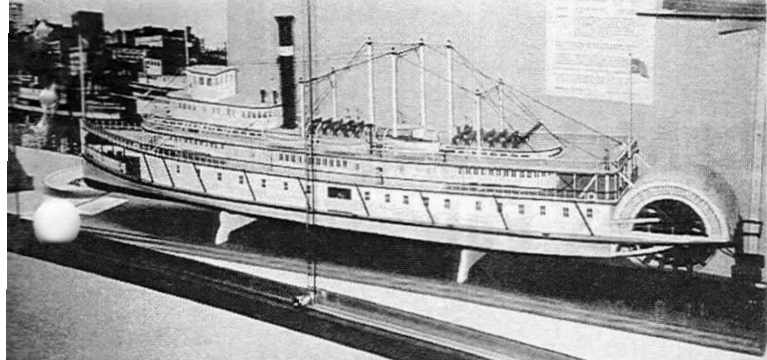
Twain's book "Life on the Mississippi." It's the Texas, a name going back to an old custom of naming cabins after states. The Texas deck houses the *Portland's* officers. And on top of the Texas is the wheelhouse. The wheel, if manned by four, can turn all those rudders with cables, but in practice a small lever does it with steam power.

With its well-chosen, if not numerous, models, and a hulking white sternwheeler that is beautifully rebuilt and can sail, the OMC&M comes off as an attractive jewel, small but very enticing. Next time you're in Portland . . .

(On trips to the Northwest in recent years to see relatives, I've never before happened to be in Portland on any of the days when the Maritime Museum is open,

which are Friday, Saturday and Sunday. My luck last month was greatly heightened by the chance arrival in the museum of Capt. Gene Harrower, a resident of Portland whose name will ring a bell for many Guild members because of his 17 winters in San Diego, where he joined the Maritime Museum (he still belongs) and the Guild. He offered his help for this article, and came through handsomely with the informative out-of-print brochure mentioned above and his own compilation of important dates in OMC&M history. He moreover contributed to my efforts to expunge errors in this piece. I also want to thank Docent Bill Kunz, who followed me from exhibit to exhibit and answered my many questions.)





Bailey Gatzert

in 1896 of the many dams on the Columbia and Snake rivers and the locks around them.

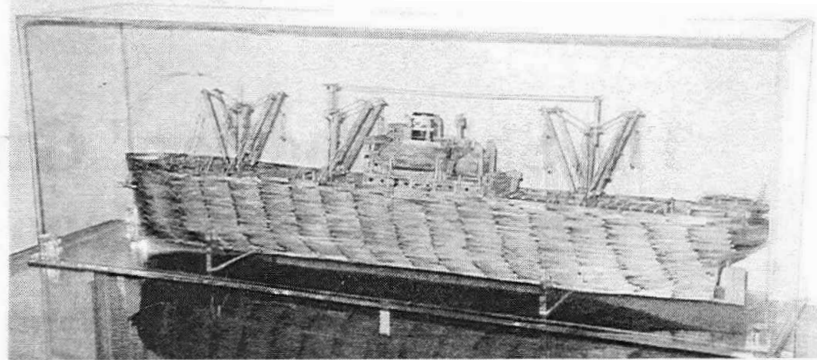
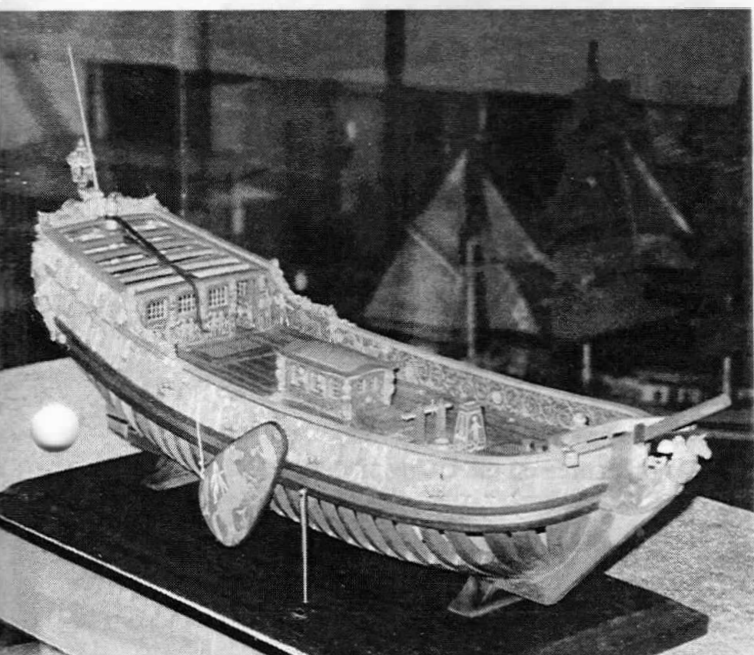
As for the main floor, the pictures accompanying this article give the flavor of the exhibits. One model that might be singled out is the gorgeous *Royal William*. Another model that the museum highly prizes is a Dutch royal yacht built by the famed modeler August Crabtree, most of whose work is in the Maritime Museum in Newport News. Its unique features are its leeboards and its frieze of story-telling carvings on the bulwarks.

Also eye-catching among the models are three fine *Constitutions*, a zany Liberty ship made entirely of matchsticks, a U.S. *Missouri*, a nice *Flying Cloud*, the battleship *Oregon* and a ghostly bone model of H.M.S. *Valiant*. Apart from models one can look at the engine-room telegraph from the *Oregon* and the flag she flew during the Spanish-American War; a beautifully made model of a triple expansion engine; navigation instruments dating from 1750 until the present; a big photo of women workers building Liberty ships in World War II; and many other artifacts.

The history of the sternwheel tugboat *Portland*, now a highly visible landmark of downtown Portland, is remarkable. Built in 1947, she's not really old. So why would anyone build a sternwheeler in the 20th century? The answer is: plenty of power and maneuverability.

"In the 1940s," says a now out-of-print museum brochure, "the Willamette River was lined with wharves and oceangoing ships traveled upriver almost to Ross Island. Threading a large ship through the city's bridges in the narrow channel and swift current was considered

Dutch royal yacht



Matchstick Liberty ship

beyond the capabilities of the diesel tugs of the day."

The *Portland* was built to meet this challenge. She was powered by two 900 horsepower engines with a bore of 26" and a stroke of 108". She is 219' long and 44' in the beam. Her paddle wheel is 25' in diameter and 26' in width.

The boat usually applied this power by lashing herself rigidly to other ships along the quarter on one side or the other. That way she could supply both the propulsion power and the steering for the twinned vessels.

For such a clunky arrangement, she was surprisingly nimble in threading through the heavy Willamette water traffic. One of her secrets was that she had seven rudders, four on the forward end of the paddlewheel and three "monkey rudders" on the aft.

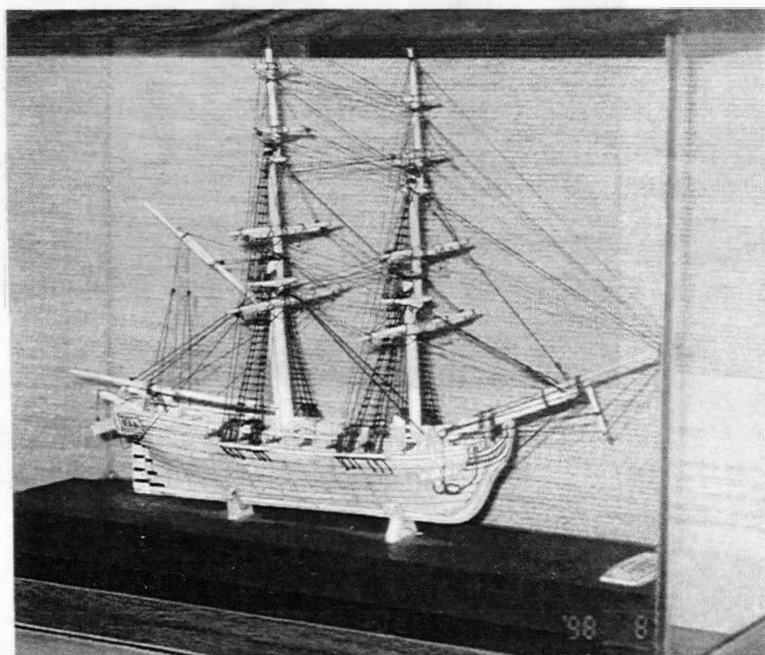
The brochure relates that "she continued working until replaced in 1981 by new state-of-the-art diesel tugs."

After a decade-long lay-up, the vessel was completely restored to operating condition. In a 1994 race with another sternwheeler, the *Columbia Gorge*, the *Portland* won.

Visitors who board the *Portland* can go below to the boiler deck and inspect the powerful engines' horizontal cylinders, thick piston rods, and connecting rods running aft on each side to cranks on the paddlewheel shaft. The main deck, which formerly housed the crew of this big work-boat, is now an exhibit and meeting area, available for weddings.

In the 1993 movie "Maverick," the *Portland* (with two fake stacks added) played the role of a Mississippi river boat, and the next deck up brings to mind Mark

H.M.S. *Valiant*



The Ship Modelers' Guild Makes a Splash at the San Diego County Fair

By Robert Hewitt

Jack Klein, Joe Bompensiero and I were at the fair set-up bright and early Sunday May 28th. After removing all of the panels and posts from the boxes, we laid all the pieces on the floor and finally we were able to sort out the whole affair. Two years ago we put two panels on wrong and never heard the end of it! This time after the booth was set up, I marked all of the panels and posts with a-a, b-b, c-c and so on. This will greatly help all of you future volunteers.

Jack Klein, Jackie Jones and I were there the first day. The awards were not given out until the next day. Randy Bittle of SMA in Los Angeles captured first place in the scale model division with his \$45,000 scow schooner. One of the most impressive features of his model was the excellent job of weathering. Bob Graham noted that Randy had also given a fine talk & demo on weathering at a SMA guild meeting. Let me know if there is any interest on this subject and I'll see if I can lure him down

here for a guild meeting. After all, he did take home a check for \$200 for the first place win.

Second place went to Joe Bompensiero for his Harold Hann model of *HANNAH*, with a very nice flag if I do say so. This year the fair set-up folks kept Joe's model in the case. Last year they removed his case and put another cover on it that was a bit too short, only by a sixteenth of an inch or so. It wasn't discernable until Joe had his model back home and found that the main topmast had a bow in it! And they give us a razzing about a small mix up in putting the booth together!

Third place went to a nicely finished ½ model wall plaque of the *SULTANA*.

Congratulations again to Ernie Andrew for another first place win in the gem show. Ernie's daughter, Deb, also took a first place in the gem show for a cut stone that the judge said was the finest stone that he had ever seen. An amazing fact was that it was the first stone that she ever cut.



Robert Hewitt entertains questions from the fairgoers while working on his ship model at the San Diego Ship Modelers' Guild Booth in the Fine Woodworkers area on the Del Mar fairgrounds.

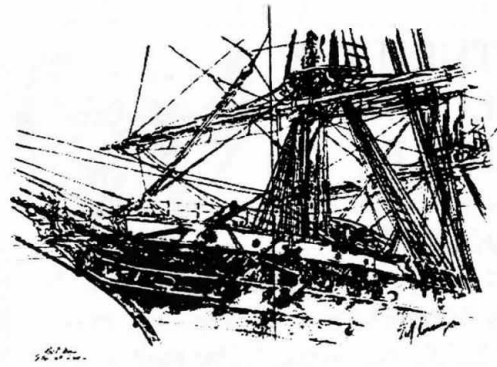
The most days were worked by Ernie Andrew; his first year at working the booth. Hope we didn't burn you out Ernie! The next biggest contributors of their precious time were Dick Strange and Chuck (call me Bob) Seiler. The booth was well attended even though there was a few last minute changes by the "usual suspects". Thanks to Ernie and Chuck(Bob), all of the slots were filled.

Bob Graham brought in his mini- lathe and had as big a crowd watching him make as much dust as the wood turners. K.C. Edwards also was completely covered in sanding dust working on his model of 03, a 1917 sub that his grandfather crewed on. Every one thought it was a prototype baseball bat for the Padres!

Some of the ships worked on include the *PELICAN*, *SULTANA*, *FAR WEST*, *LE SOLEIL ROYAL* (Chuck Hills forth year, hope it's finished by 2020!), a sharpie schooner, cape cod cat boat, the 1934 *RAINBOW*, *SMUGGLER*, 03 sub, another WWI sub S51, an 1870 pilot schooner, and two versions of *SPEEDY*. Quite an impressive fleet.

We all fielded the usual questions but we think we have the general public trained in the fact that we do not use balsa wood. On my shift we talked to a number of prospective members, and hope you all did the same. The frosting on the cake for me was that I finally unloaded that sinking *TITANIC*!

Thanks all for a wonderful show and I hope you enjoy the cruise on Mr. Crawford's baby, the *MEDEA*. A special thanks to Jack Klein for setting it up.



Guild Party on the *Star of India*

30th Anniversary of the San Diego Ship Modelers' Guild

Jacki Jones

On July 11 the guild members and their guests met on the main deck of the beautiful *Star of India* for our well attended annual party. Special thanks are due to **Jack Klein** for arranging the details, and to **Bob McPhail** for ordering, purchasing and carrying the trays of food and soft drinks. In addition, partygoers brought lots of goodies including boxes of delicious cookies baked aboard the USS Stennis, courtesy of new member **Chris Faddis** who was unable to attend the party. It was a lovely evening on the Embarcadero and we all enjoyed the mild breeze and the colorful sailboats in the sunset. There was plenty to talk about and certainly plenty to eat and drink! The evening passed rapidly and as the party broke up everyone pitched in to fold chairs and tidy up. As we walked back to our cars, the elegantly illuminated *Star of India* with her enormous American flag, seemed to invite us to drop by for another visit.

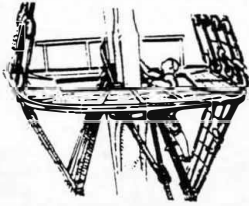
Masterpieces in Miniature

Ship modeling volunteers are needed to sit at the modeling workbench in the exhibit on the *Berkeley* for a 3 hour stint while working on a current project. Earn museum volunteer hours while you enjoy interacting with the public. Please call San Diego

Maritime Museum Volunteer Co-ordinator Kay
Johnston at: /redacted/.

THRU THE LUBBERS HOLE

By Robert Hewitt
RANGER



In July, 1777, Jones arrived in Portsmouth, New Hampshire to oversee his new command, *RANGER*. He wrote, "The ship will be the best cruiser in America. She will be able to fight her guns under most excellent cover and nothing can be better calculated for sailing fast and making good weather".

By "excellent cover" he meant that the entire battery was sheltered from enemy small arms fire. She was a proper warship. *Ranger* had been authorized by Congress in the fall of 1777 and originally named *HAMPSHIRE*. She was renamed *RANGER* in honor of American riflemen. She was built as a copy of *PORTSMOUTH*, a fast corvette built in the Hackett yard of Rising Castle Island.

A corvette carried all her cannons on one deck and was also called a sloop of war. The term does not indicate a sloop rig. Sloops, cutters, schooners, brigs and brigantines could be rated "sloop" in naval terms, provided they had a single gun deck. The ship-rigged corvette *RANGER* was also referred to as a ship-sloop.

No plans of the *RANGER* or her sister ships have survived. It is thought that they may be scaled-down versions of the Hackett frigate *RALEIGH*. The British recorded some documentation and it is safe to say she was between 110 to 116 feet with a 28 or 29 foot beam, a 12 foot draft and from 308 to 318 tons. She was large for a twenty-gun ship.

Again not all was rosy for Jones. He found *RANGER* to be problematic. Her spars were too heavy and too long. The local navy agent, John Langdon, was uncooperative in helping Jones locate spars or anything else. Jones was in competition with other ships for supplies, some of them privateers owned by Langdon.

Jones did obtain the needed supplies with great difficulty. He then was forced to take on a crew that would frustrate him for the entire cruise.

All of the officers and most of the crew were

local townsmen, about one hundred and fifty in all. They all knew one another and the officers had no naval experience, no training and no formal discipline. From the outset there was resentment of Jones. He was a foreigner and also a Scotsman. Jones commanded a local ship with a local clique of officers and crew, all of whom were used to deciding their own lot at a town meeting, which was more or less how they continued to conduct business throughout *RANGER*'s voyage.

By the end of October 1777, the ship was as ready as it would ever be in that port. Jones was only able to obtain sails of inferior jute, a material more suited for sacks than sails. She carried only eighteen six-pound cannons. The figurehead of a rifleman was carried on her stem.

He carried a letter from Congress to the American commission in Paris stating that he was to receive command of a forty-gun frigate being built in Amsterdam. Jones arrived in Nantes on December 2, thirty-two days after departure. He took two small prizes en route.

In Nantes, he set about to correct *RANGER*'S problems and after giving orders for what he wanted, he departed for Paris. Captain John Paul Jones reported to first Commissioner Benjamin Franklin, with whom he established an immediate rapport. Unfortunately the forty-gun frigate was not available and Jones returned to Nantes.

While Jones was away, *RANGER* had undergone extensive modification. Her masts and yards were shortened, the main mast was stepped aft. New sails were made and ballast was added. The old sails were cut up and sold as bread bags. *RANGER* was much admired by the French naval officers and they referred to her as *un parafit bijou*, a perfect jewel.

On February 14, 1778, *RANGER* sailed to Quiberon Bay and beat past the French fleet who gave the stars and stripes a nine-gun salute. This was the first foreign recognition of the national flag of the United States, as adopted by Congress on June 14, 1776.

Again, he headed for port, this time to Brest for further modifications. Jones had the main and mizzenmasts stepped aft another six feet.

The yards were again shortened and the sails recut. He obtained a bolt of red cloth to cover the yellow gun-port stripe to disguise her as a merchant ship.

Finally on April 10th Jones set sail for St. George's Channel. He captured a 250-ton ship and had her sent to Brest. Jones decided to land on shore at Whitehaven and to strike a blow on English soil. The venture had the maximum of danger and a minimum of prize money profit for him and the crew. His crew planned a mutiny. He was tipped off and was able to squelch it at pistol point.

He was able to muster a shore party of two boats. His boat went directly to one of the two forts and he overtook the guards and dismantled the cannons. The second boat's crew decided to invade a pub. One man escaped and ran through the town banging on doors yelling that the rebels were there. After the town was alerted, Jones and crew made it safely back to their ship, torching a few colliers on the way.

By 10 a.m. the next day, he arrived in Kirkcudbright Bay to capture the Earl of Selkirk and use him to exchange for captured American sailors. The Earl was not in but the crew helped themselves to the silverware. Later after dividing the prize money for the cruise, Jones purchased all of the silver out of his own pocket and returned all of the pieces to the Selkirks along with a letter of apology.

Frustrated in his goals, Jones sailed for Belfast where on April 24th he encountered *H.M.S. DRAKE*. According to one of his letters, he wrote: "The action was warm, close and obstinate. It lasted for an hour and four minutes". The *DRAKE* was cut to pieces.

The deck was awash with blood and rum. A cask of rum was gotten up on deck in anticipation of a British victory. To the relief of the crew, *RANGER* sailed for home with *DRAKE* in tow.

The consequences of *RANGER*'s cruise were greater than the damage she had done. *RANGER*'s great accomplishment was to bring the war to British soil. The ship created alarm everywhere and a large squadron was tied down seeking Jones and *RANGER*. Jones had made a nuisance with his little vessel that was far out of proportion to her size.

Message From The Guildmaster

☆EARN MUSEUM MILES☆

Dear Ship Modelers,

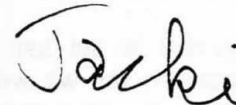
For those members of the San Diego Ship Modelers' Guild who decide to contribute their efforts to the newsletter, we will now be able to count the time spent engaged in those efforts as volunteer hours at the Maritime Museum.

San Diego Maritime Museum volunteers are personally recognized by the museum and receive service pins when milestone hours are accumulated. I recently was awarded my 50 hour pin at an enjoyable party on board the *Berkeley*.

If you would like to try your hand at writing, we could use a logkeeper for taking meeting notes. And we would really welcome help with the non-writing and non-computer tasks which need to be done. For example it would be nice if someone could help hand out and collect the model information forms at the meetings. Maybe someone else could volunteer to pick up the finished newsletters from the copy shop and affix postage and mailing labels and drop them off at the post office.

The Guild is composed of a diverse group of fascinating individuals, each with his or her own creative inspirations and insights. There is an almost unlimited resource of knowledge, tips, experience and great stories as demonstrated by our Guild members. It is the varied subjects and points of view of these articles which make our newsletter such a pleasurable read.

Hope to see you at the August meeting,



Jacki Jones

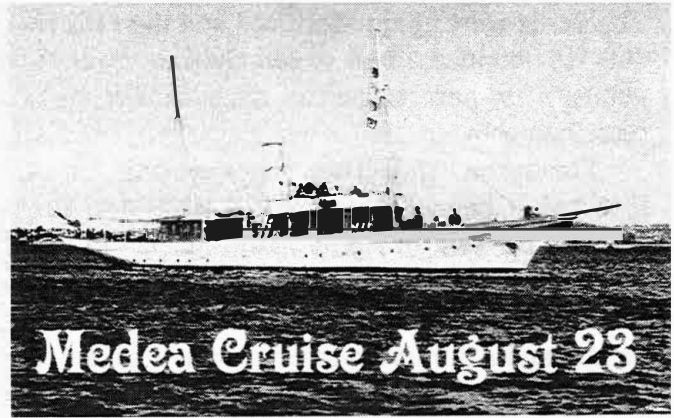
P.S. Bill Forbis and Fred Fraas should receive about a zillion hours retroactively

SHOW & TELL

by Nilson



"GET AWAY FROM THERE BEFORE YOU BREAK SOMETHING"



Del Mar Fair Volunteers

Don't forget to sign up your guest for the
Medea Cruise

Please contact Jack Klein at /redacted/

Another True Adventure from Captain Al A. Adams

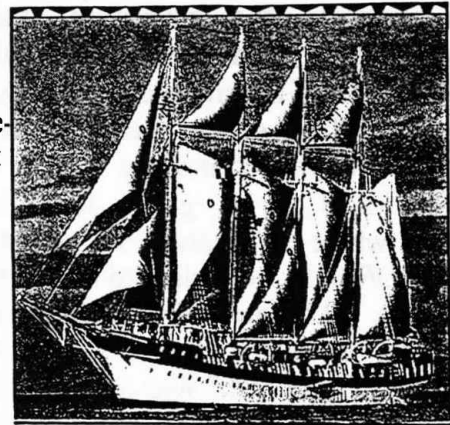
A SHARK THAT WAS A SHOCKER

by Al A. Adams

Encounters with sharks can be impressive. This one was very much like Russian Roulette. It was the shark's decision. I had never before seen five young men blanch white at the same precise instant. It was a shocking experience!

* * *

A well-known psychiatrist in Los Angeles had commissioned me to skipper his newly purchased yacht from Connecticut to Los Angeles by way of the Panama Canal. The crew turned out to be his daughter's dates and boy friends from the University of Southern California - all non-sailors - anxious to go over the horizon for adventure.



Daughter, father, a well-known lady Olympic diver, the boy friends and I arrived at the yacht, a fine big schooner, riding at anchor on Long Island Sound, off the shore of Connecticut.

It isn't recommended to set sail on a 6,000 mile cruise with a non-sailing crew. They were young and anxious, so out we went across the Sound and into the Atlantic between Block Island and Montauk Point. It was a sporting endeavor, made more interesting with an 86' schooner and no engine. California, here we come!

More wind than was needed took us wet and fast out to Bermuda, and on into the lower Bahamas to Fortune Island, where we anchored over a sugar sand bottom in 3 fathoms, 150 yards from the beautiful white sand beach.

Sharks don't usually swim over a white sand bottom. They seem nervous and too vulnerable, or maybe they get sunburned.

Out on Diana Reef, off Fortune Island, we took the 16' dory and came back with 15 conch and 11 lobster. The galley was busy. The girls made conch chowder and prepared baked lobster. This was sluiced down with Barbados rum, a real feast in the evening trade wind.

The next day the Olympic 3-meter board diver made known her desire to dive, so I measured up three meters off the water on the foremast ratlines, and she started splashing. Almost immediately she had a visitor - a big tiger shark that swam around the yacht. Out of the water the diver came, saying, "What am I to do? I can't practice." I told her I would take care of the problem and just keep her suit on.

From the refrigerator, I brought out a six-pound beef roast and sewed it tight on a big shark hook with a heavy stainless steel wire leader. The 1,000-yard reel that Zane Grey had presented to me was always on these long cruises. Its line was 108 pound test - the same line, rod and reel that Grey used to establish four of his world's records with bill fish and tuna.

I jumped into the dory with the rod, reel and the beef roast, and rowed out to the edge of the reef. There I lowered that enticing bait in 3 fathoms of water.

Back on board, I readied my fish-fighting chair, and brought out my harness. It took just forty minutes for the big tiger to make his decision and *wham!* he took the bait. The line sang out. I was ready. He was big, heavy and strong. It was hot, and the crew poured sea water over me. He took me around the yacht nine times. I asked the fellows to bring the dory to the boarding ladder. I jumped into the dory with my gear, and two of the crew came along. The tiger towed us for miles as I slowly gained line on him and brought him, exhausted, to the boat. The fellows

tossed me a twelve-foot length of one inch line, which I looped around the tiger's tail. To this the main halyard was attached, and, with the halyard on the winch, up went the shark for pictures and to be weighed. Five hundred and twenty-five pounds! Now the girl could go diving! She kissed me!

With that much shark, we towed it to the beach. I wanted to share it with the destitute natives. They shook their heads, "We will not eat the shark. If we do, some day the shark will eat us!"

All of our crew came ashore with cameras, excited about the shark. It was a new experience,--
TOO NEW!

I was busy talking to the assembled natives. Then to my amazement, I observed that one of the crewmen had opened that huge set of vicious jaws with its big serrated teeth, and called out to his buddy, "Take my picture", as he held the jaws open and put his head way inside. I ran over as the cameras clicked and said, "Fellows, don't do that. You can't be sure the shark is dead. You are taking a big chance." But one had his picture, the other four also had to have such a wild photo for the fraternity house. The young guys were not to be denied, so each took his turn opening that huge cavernous mouth with those vicious stalagmite and stalactite dentures that can rip and tear. Then into that dangerous, unpredictable abyss they inserted their own heads, which contained the brains that should tell them this is very dangerous.

The power of those jaws is tremendous, and their ability to crush teamed up with those teeth; well, it certainly had grisly potential and uglification.

These young men were proving to me that they were creatures of impulse rather than reason. What I was seeing was not too well considered. It was no way to have a head on one's shoulders. They had been warned. It was now at the shark's discretion, and I had not determined just how discreet tiger sharks really are.

The last of the five was on his knees, was just removing his head, and had let the huge jaws come back together when the shark rolled its big eyes and opened those jaws to their limits and slammed those teeth and jaws closed with such force it could be heard a hundred feet around.

It was shocking and scary. The natives were frightened. Five young men from USC blanched white, and their legs went limp as they must have thought how close each had come to his demise.

I brought that set of jaws back to Los Angeles for those fellows' children and grandchildren, so they might one day relive that scene.

Maybe it was a Russian shark. ~

Don't miss next month's installment "Step into the Captain's Study"

Next Meeting
Wednesday August 8
Bring a Ship Model!
Let's discuss setting up a work party to
tidy up the model shop...

August						
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	

Storied gold coin found in Confederate sub

THE ASSOCIATED PRESS

CHARLESTON, S.C. —The gold coin said to have saved the life of a Confederate soldier at the Battle of Shiloh has been recovered from the wreckage of the Civil War submarine H.L. Hunley, salvagers said Thursday.

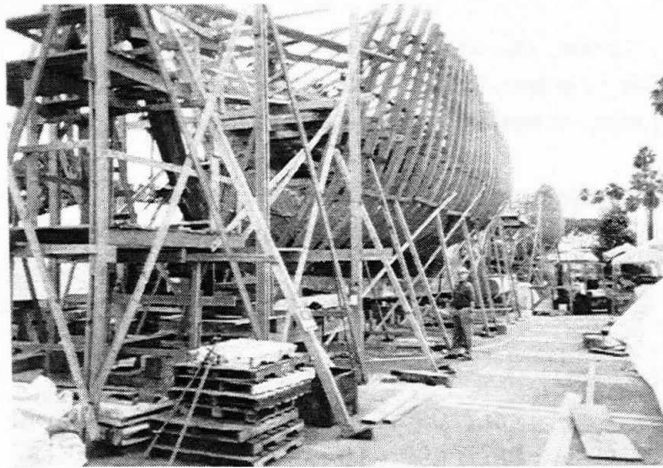
The coin belonging to the submarine's commander, Lt. George Dixon, was one of the most sought-after artifacts on the Confederate sub, which was raised off the South Carolina coast last year.

Dixon had been wounded at Shiloh in 1862, but his life was spared when a bullet hit a gold

coin in his pocket. He was said to have had the coin with him when the Hunley sank in 1864.

The Hunley was the first submarine in history to sink an enemy warship. The submarine itself went down shortly after destroying the Union ship Housatonic.

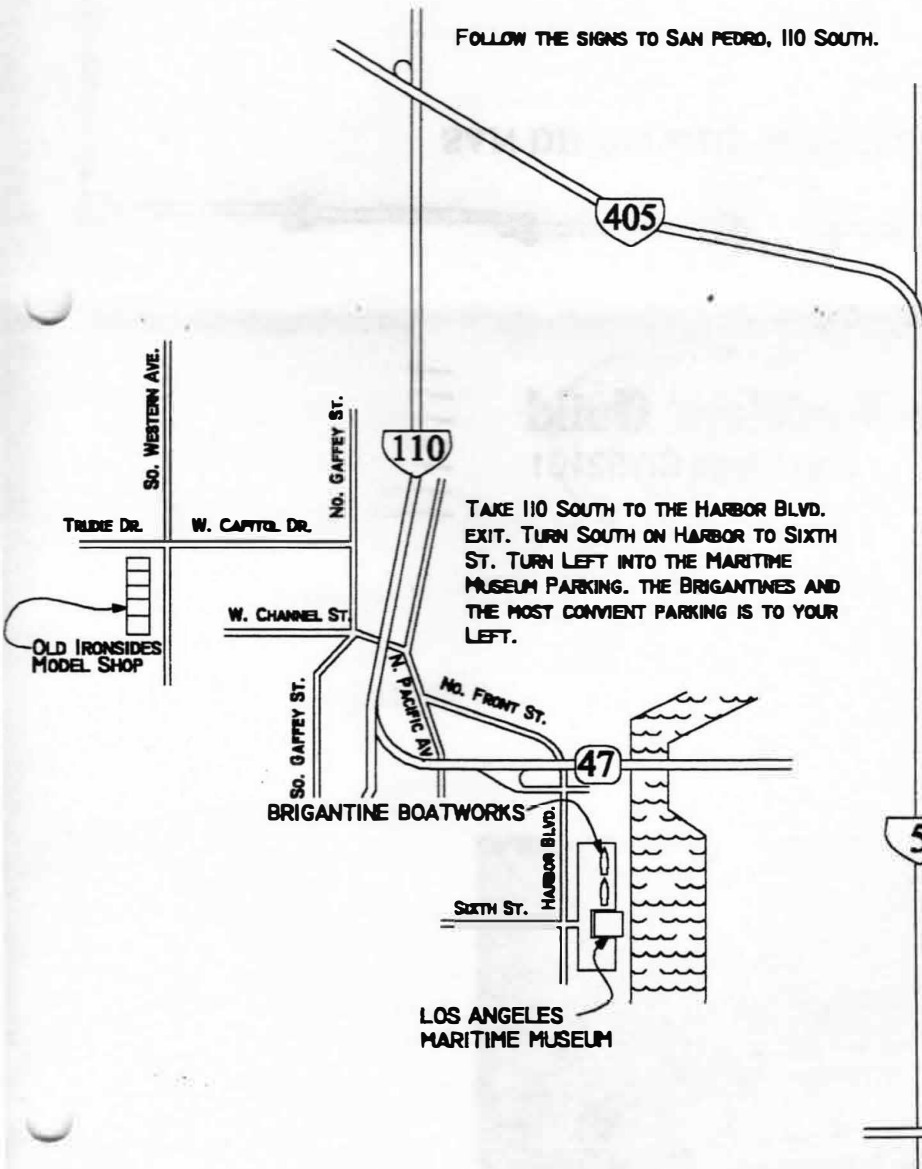
San Diego Ship Modelers Guild Brigantine Boatworks Field Trip Map and Directions



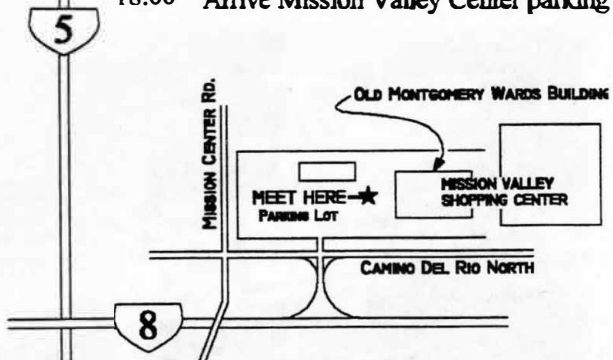
August 4, 2001

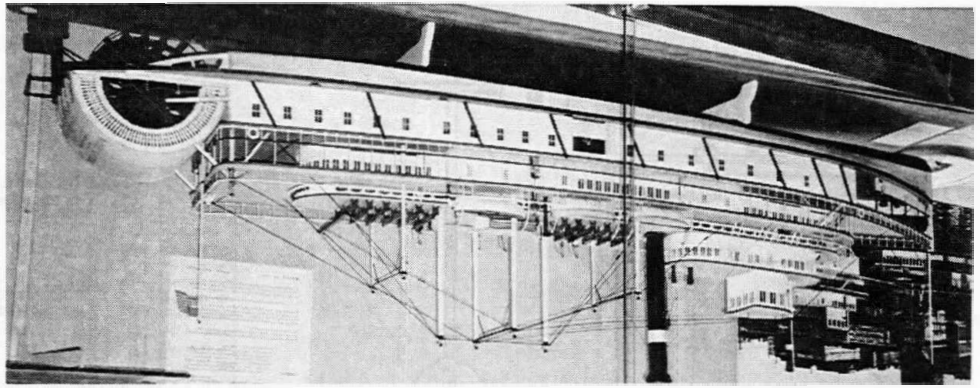
Any Questions? Call Bill Luther at /redacted/ days or /redacted/ eve's & weekends, let the phone ring and leave a message, I will get back to you.

ITINERARY



- 08:15 Rendezvous at the west end of MISSION VALLEY CENTER's parking lot, near the old Montgomery Wards building (now being converted to a Target). look for a red Mercury Villager van.
- 08:30 Cast off and get underway for San Pedro.
- 10:30 ETA, Brigantine Boatworks.
Berth 84 at So. Harbor Blvd & Sixth St. San Pedro
- 12:00 Complete tour of Boatworks & Lunch Break.
- 13:00 Los Angeles Maritime Museum Tour.
Next door to the Boatyard
- 14:30 Complete visit to museum.
- 15:00 Visit Old Ironsides ship model shop.
29131 So. Western Ave. (at Trudie Dr.)
Rancho Palos Verdes
- 16:00 Leave for San Diego.
- 18:00 Arrive Mission Valley Center parking lot.





Fred Fraas
/redacted/



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



SAN DIEGO SHIP MODELERS' GUILD

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

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 \$20 annually (\$10 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.