



San Diego Ship Modelers' Guild

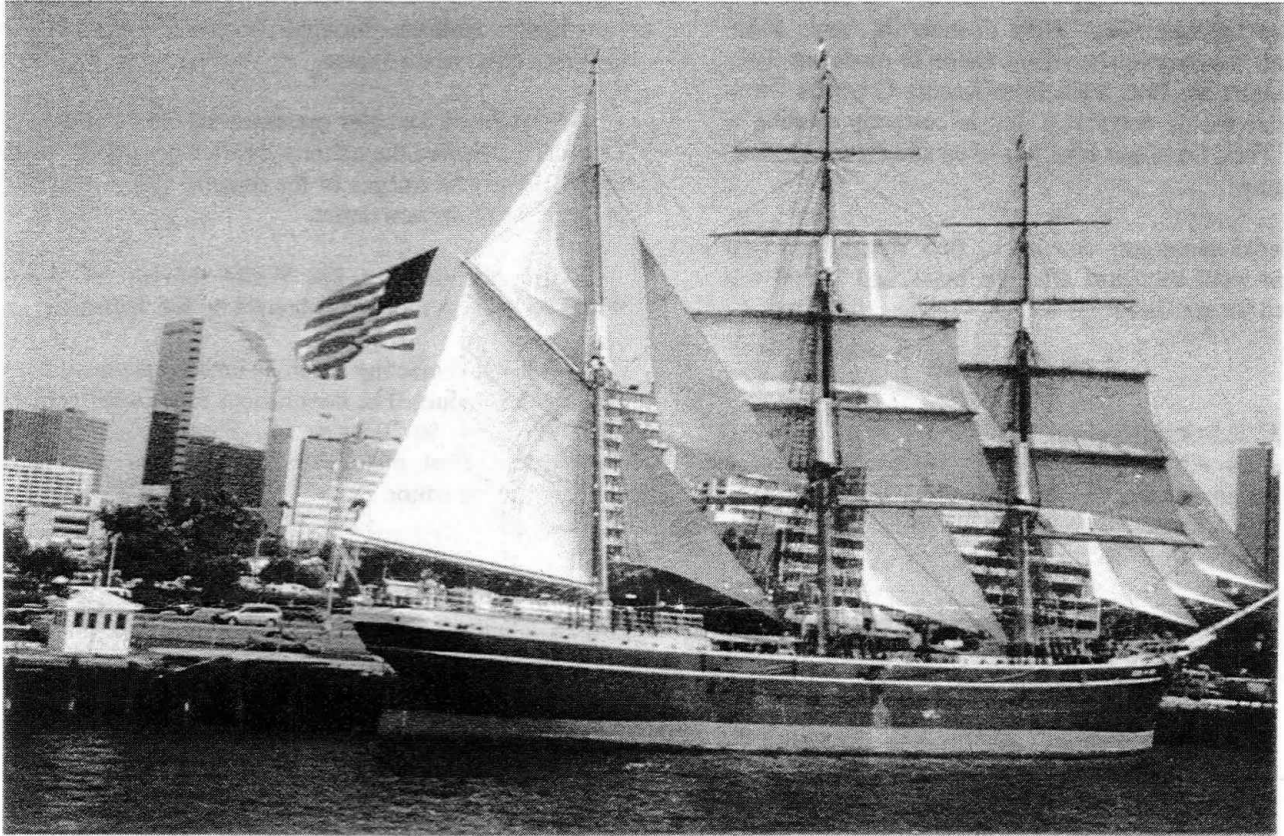
1306 N. Harbor Drive

San Diego, CA 92101

NOVEMBER 2001

NEWSLETTER

Volume 25, No. 11



American Flag Flying on the *Star of India*

The October 2001 Meeting

By Bob McPhail, Photos by Lew Johnson

KC Edwards presided over the meeting since the Guildmaster's car broke down on the way to the *Berkeley*. The meeting began with the purser's report that \$/r edacted/ remained in the Treasury.

New Business

The 8th fleet planned a regatta the Saturday following the meeting. **Bob Crawford** talked about "Masterpieces in Miniature" catalogue which is now available for \$5.00 each.

The Harbor Patrol gave Bob Crawford plans for a Harbor Patrol boat that they would like the San Diego Ship Modelers' Guild to build as a model 1/2 inch = 1 foot scale.

The *Star of India* is to sail Saturday and Sunday the weekend after the October meeting. Guild members learned that the boat *Pilot* is to be finished by the end of the year and that the Festival of Sail has twelve ships committed for August 2002.

❁ We regret to announce the passing of our dear friend and longtime Guild member Gordy Jones ❁

Member **Chris Faddis** answered questions about the Aircraft Carrier John Stennis. Also referred to website www.stennis.navy.mil for those wishing to learn more.

Visiting the meeting was **Tom Worthen** who is interested in returning to model shipbuilding and **Gary Beals**. Gary creates Medieval siege engines/equipment and has a source for maple, oak, cherry and walnut in miscellaneous sizes good for modelers. Interested individuals may contact Gary at (619) 463-5000.

Also visiting was **Mike Lachowiz** and **John Wickman** who would also like to return to modeling. Two more visitors are **Bob Irich** from Kansas City and **Dave Dana** who builds dollhouses and is currently creating a galleon. Tom, Dave and John joined up as new members at the meeting.

Books generously donated by **Bob Wright** and **Lew Johnson** were auctioned after the break and \$54.00 was collected for the Guild.

Show and Tell

KC Edwards brought in his *Pride of Baltimore II* created from a Model Shipways kit. The model is a plank on bulkhead construction built at 3/16" inch scale. The actual ship was built in 1988-89 to replace the original *Pride of Baltimore* lost in a storm.

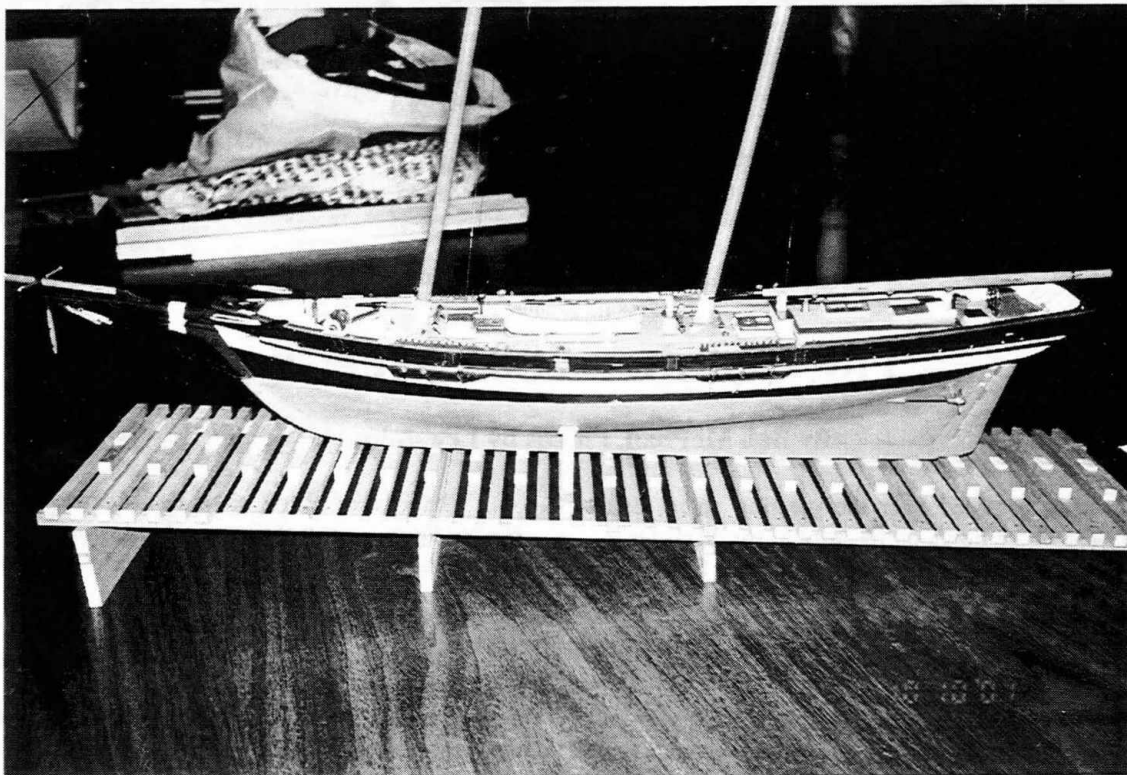
Chris Faddis showed off his USS Arizona, a Revell kit at 1/426 scale. The only plastic in the water is the hull and the model is radio controlled. All the rigging is brass, including the yardarms. Chris is proud of the aft crane. He thanks the museum for making it possible for him to build this model aboard the *Berkeley* in the model shop. Chris said that after visiting Pearl Harbor, he wanted to build this ship. He said that he loves the traditional lines of the battleship.

Ernie Andrew brought in his *Fantail Launch* boasting a live steam engine.

CDR **Frank Dengler** presented his model of the USS Texas and e-mailed the editor a detailed description of the vessel along with images of the original vessel, published in this issue of the newsletter.

After the meeting, **Ed White** showed off various things for sale. A motor was bought by **KC Edwards**.

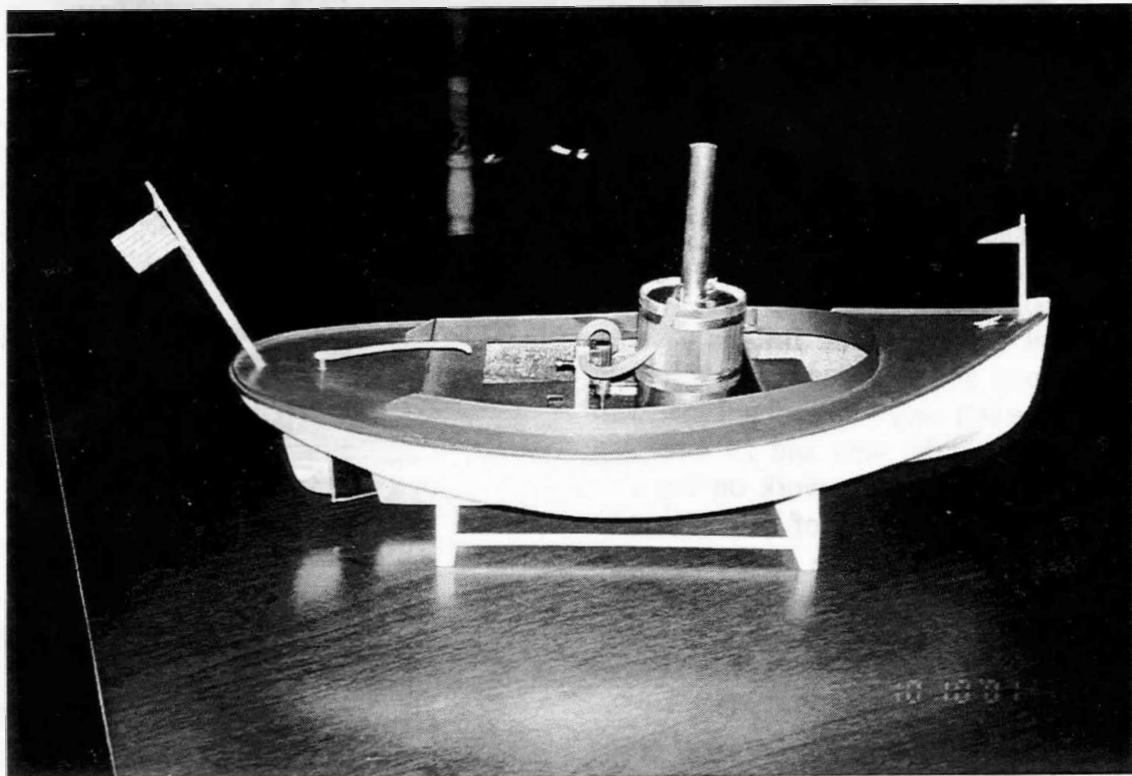
At the next meeting it will be time for the members to pay the annual dues. The nominations for new officers will also need to be considered. These posts include; Guildmaster, First mate, Purser and Editor as well as assistants to the editor.



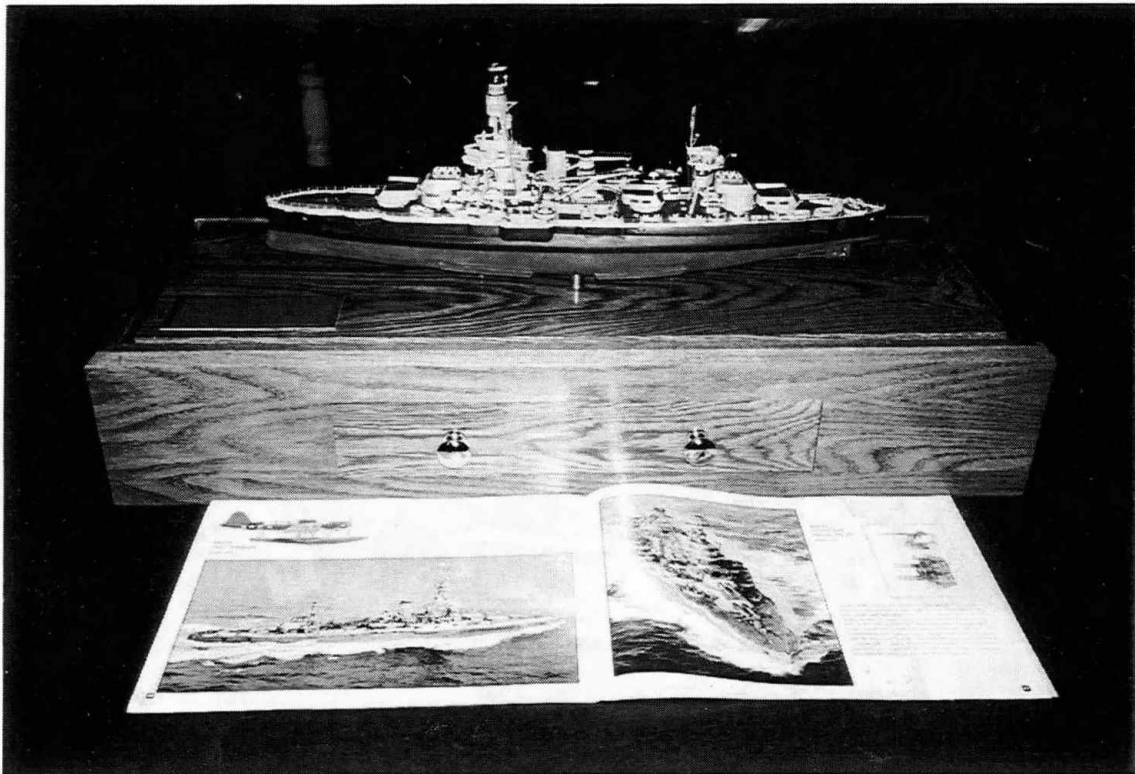
KC Edward's *Pride of BaltimoreII*



Radio controlled *USS Arizona* by Chris Faddis



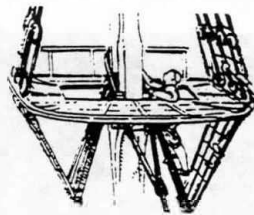
Fantail Launch powered by live steam created by Ernie Andrew



Frank Dengler's *USS Texas*

THRU THE LUBBERS HOLE

By Robert Hewitt

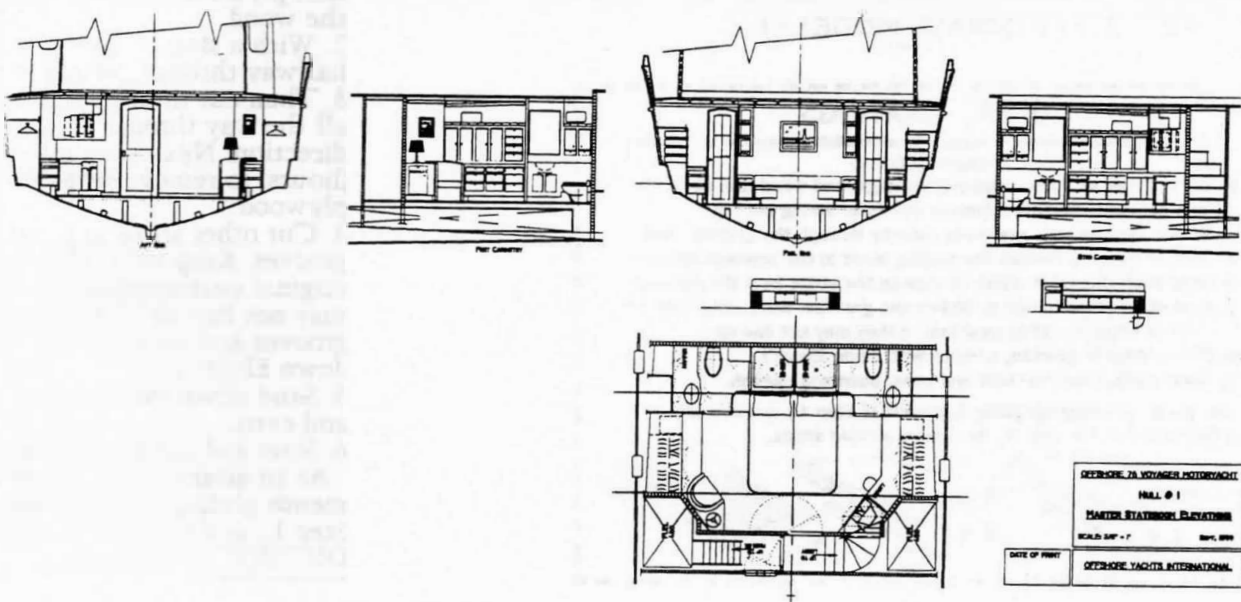
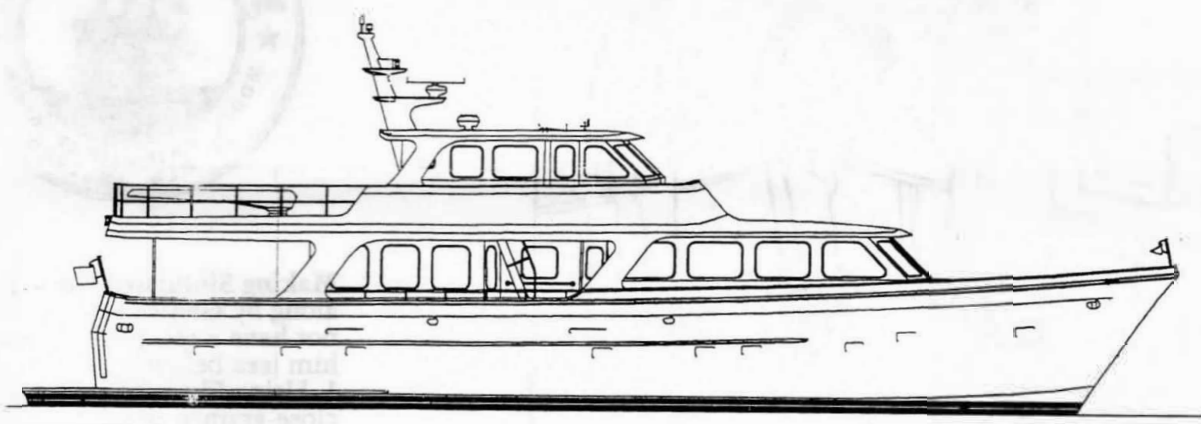
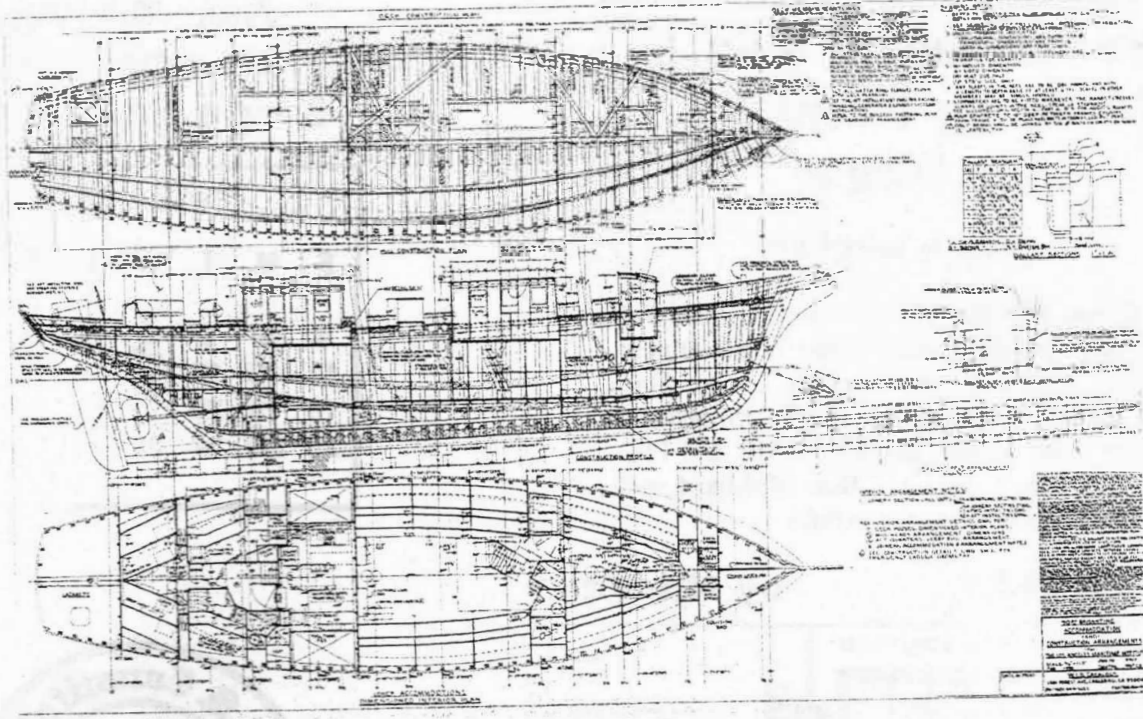


Since I missed the deadline on the report of our first field trip to the Brigantine Boatworks, I thought I would do a follow-up with a few pictures of Bill Luther's work. Bill did a bang-up job on the tour and arranged a tight schedule that was on time and very interesting. I met with Bill the week after the tour and he gave me some large drawings of his work on the two brigs. His boss is like many of us because he prefers to have drawings done on the board as opposed to using the computer, so when they were reduced, the images didn't show as well. However, Bill did give me drawings of a current project that he is doing in AUTO-CAD.

The offshore 76 motoryacht drawings show a profile and master stateroom elevations. The elevations show the hull shape with a good deal



of storage space, a king-sized bed, and two heads, (seats of ease to us sailing buffs). If you look closely you can see lamps, coat hangers, and even pictures on the bulkheads. This is the beauty of working on the computer as all of these items only need to be drawn once and stored as blocks to be retrieved and placed as needed.



No Shortage of Ship Modeling Talent in San Diego

Contributed by Jack Klein

San Diego provides a fertile environment for perfecting ship modeling skills of the excruciatingly tiny variety. Members of the San Diego Ship Modelers' Guild participating in the Miniatures exhibit were **Fred Fraas, Robert Hewitt and Phil Mattson.** San Diego residents **Don Hubbard and Phil Toy** also contributed to the exhibit.

Next Meeting
November 14
Bring a Ship Model!

November						
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	

SHOW & TELL

by Nilson



"HE'S AN ARMCHAIR MODELER"



Making Simulated Gratings passed along by George Kaiser, who does not have a record of who sent it to him (see below).

1. Using Elmer's®, glue a piece of close-grained wood to a piece of thin plywood. This will reinforce the wood.
2. With a slotting saw, cut slots halfway through grating wood.
3. Then cut through grating wood all the way through in the opposite direction. Next, soak in water (hours) to remove strips from the plywood.
4. Cut other strips to fit into grooves. Keep strips aligned in the original cutting position, or grooves may not line up. Place strips in grooves and cement with watered-down Elmer's.
5. Sand down surface until smooth and even.
6. Stain and varnish for desired finish.

As an alternative, George recommends gluing with Amberoid® in Step 1., and soaking in acetone (DO OUTSIDE) to separate.

GREAT GRATINGS

From George Kaiser, who has no record of the source. Edited & Redrawn by I. Schuster

INSTRUCTIONS:

1. Using Elmer's®, glue a piece of close-grained wood to a piece of thin plywood. This will reinforce the wood during cutting.
2. With a slotting saw, saw slots halfway through the grating wood.
3. Saw all the way through the grating wood in the opposite direction.
4. Next soak (hours) in water to remove the strips from the plywood.
5. Saw other strips to size to fit into the grooves. Keep strips aligned in their original cutting position, or they may not line up.
6. Place strips in grooves, cement with dilute Elmer's.
7. Sand surface until smooth and even, stain and varnish.

George K. recommends using Ambroid® in Step 1., and soaking in Acetone (do this outside) to remove slotted strips.



All about the USS TEXAS (BB 35) Displayed at the 11 Oct 01 Meeting

Submitted by: Frank Dengler

Ship's History:

The battleship USS TEXAS (BB 35) was commissioned on March 12th, 1914. Her initial duty was with a Special Service Squadron in the Gulf of Mexico supporting U. S. policy opposing Mexican General Huerta who was suspected of having Mexican President Madero assassinated & condoning an incident in which U. S. sailors were taken hostage in Vera Cruz. Following this duty, TEXAS earned several Battle Efficiency, Gunnery, & Engineering awards in Fleet exercises. In 1916, TEXAS became the first U. S. battleship to be armed with anti-aircraft guns & the first to use a system of optical directors & a plotting room to provide centralized fire control for her gun batteries.

When the U. S. entered World War I in April 1917, TEXAS helped train merchant ship gun crews for defense against attacks by surfaced submarines. In February 1918 TEXAS joined U. S. Battleship Division 9 at Scapa Flow in the Orkney Islands off northern Scotland, serving with NEW YORK, WYOMING, DELAWARE, & FLORIDA as the 6th Battle Squadron of the British Grand Fleet. TEXAS, along with other ships, fired on contacts believed to be German submarines, protected minelayers planting the "North Sea Mine Barrage" between Scotland & Norway to keep German submarines & warships blockaded in port, protected convoys, & sortied to oppose the German High Seas Fleet on the few occasions when it got underway. Shortly after Germany surrendered on November 11th, 1918 (now commemorated as Veterans' Day), TEXAS helped escort the German Fleet to its internment anchorage then escorted President Wilson to peace talks in Breast, France.

TEXAS came home with "flying off" platforms built atop Turrets 2 & 4. On March 9th, 1919 she became the first U. S. battleship to launch an aircraft. In May 1919 TEXAS served as a navigational reference & rescue ship during the first trans-Atlantic flight by the seaplane NC-4. In July 1919 TEXAS transited the Panama Canal for a 5 year tour of duty in the Pacific. In 1922, a Naval Arms Treaty was

signed that required the U. S. to destroy the battleship WASHINGTON which had been under construction & was 75% complete. In November 1924, after returning to the Atlantic, TEXAS sank the WASHINGTON, which would have become a member of the COLORADO Class. TEXAS was modernized in Norfolk from 1925 to 1927 receiving additional armor, blister tanks to absorb torpedo & mine effects, 6 oil fired boilers to replace her 14 coal fired boilers, & an aircraft catapult atop Turret 3. She also lost one of her two stacks & had her original cage masts replaced by steadier tripods. Her gunfire control instruments & secondary batteries were also rearranged. After modernized, TEXAS became the flagship of the U. S. Fleet. In 1928 TEXAS carried President Coolidge to the Pan American Conference in Cuba. In the late 1920's, TEXAS became the first U. S. Navy ship in which "talking pictures" replaced "silent movies". In January 1939 she received the fleet's first commercial radar, a CXZ built by the Radio Corporation of America. In 1940 she became flagship of Admiral Ernest J. King, Commander of the U. S. Atlantic Fleet. Early in 1941, TEXAS received the first of several anti-aircraft modifications involving .50 caliber machineguns, 1.1" quad, 20mm, & 40mm mounts. In February 1941 the First Marine Brigade was re-designated to become the famous First Marine Division aboard TEXAS. In June 1941, while TEXAS was on "Neutrality Patrol" to ensure the safety of U. S. vessels in the Atlantic, the German submarine U-203 attempted to gain position for a torpedo attack on the venerable battleship, but was unsuccessful.

When the Japanese attacked Pearl Harbor on December 7th, 1941 TEXAS was in Casco Bay, Maine. TEXAS was soon at sea escorting convoys against potential attacks by German battlecruisers like SCHARNHORST & GNEISENAU. In November 1942 TEXAS was assigned to provide gunfire support for an allied amphibious assault to wrest Morocco from the French "Vichy" government which was under the influence of Nazi Germany. TEXAS transmitted the first "Voice of Freedom" broadcast by General Eisenhower prior to the assault, asking the French not to resist & later landed

correspondent, now widely recognized broadcast journalist, Walter Cronkite, for his first assignment covering combat operations. After boosting Cronkite's career by flying him ashore in one of the battleship's OS2U Kingfisher aircraft and thereby enabling him to "scoop" other reporters, TEXAS resumed her convoy escort duties through 1943. In June 1944, TEXAS provided bombardment & anti-aircraft support off the Omaha Beachhead north of St. Laurent for the famous D-Day landings at Normandy in Northern France. TEXAS's next assignment was to help the Army capture the port of Cherbourg so it could be used to off load allied supplies. The Germans had coast defense guns around Cherbourg & TEXAS was hit on the top of her conning tower by an 11" round which killed the helmsman & wounded 13 others. TEXAS was also hit by a dud 9" round that was eventually defused & retained aboard as a souvenir. In August 1944, TEXAS supported the Invasion of Southern France from the Mediterranean Sea. The ship then returned to the United States where she received two Mark 50 Gun Directors for radar control of her 3"/50 battery and other modifications in anticipation of anti-aircraft requirements in the Pacific. In February & March 1945 TEXAS provided gunfire support for an amphibious assault on Iwo Jima & provided similar service in April 1945 against the Japanese on Okinawa. TEXAS is credited with downing at least one suicidal "Kamikaze" aircraft & assisting in other anti-aircraft actions off Okinawa.

After World War II, TEXAS helped transport U. S. service personnel home from overseas in "Operation Magic Carpet" & was subsequently laid up in Baltimore, MD. In April 1948, TEXAS became a memorial museum at the San Jacinto Battleground near Houston where is still berthed.

Ship Data:

Initial Statistics: Length; 573 ft. Beam: 95 ft. Draft: 29.5 ft. Displacement: 27,000 ton

Initial Armament: 10 x 14"/45, 21 x 5"/51, 4 x 21" torpedo tubes

World War II Armament: 10 x 14"/45, 6 x 5"/51, 10 x 3"/50, 10 x Quad 40mm, 44 x 20mm

Initial Propulsion: 14 Babcock & Wilcox coal fired boilers producing 295 psi, 417 degree F steam 2 vertical, 4 cylinder, inverted, direct acting, triple expansion, reciprocating engines, coal for an un-

refueled radius of 7,684 NM at 12 kts., speed of 21.13 knots.

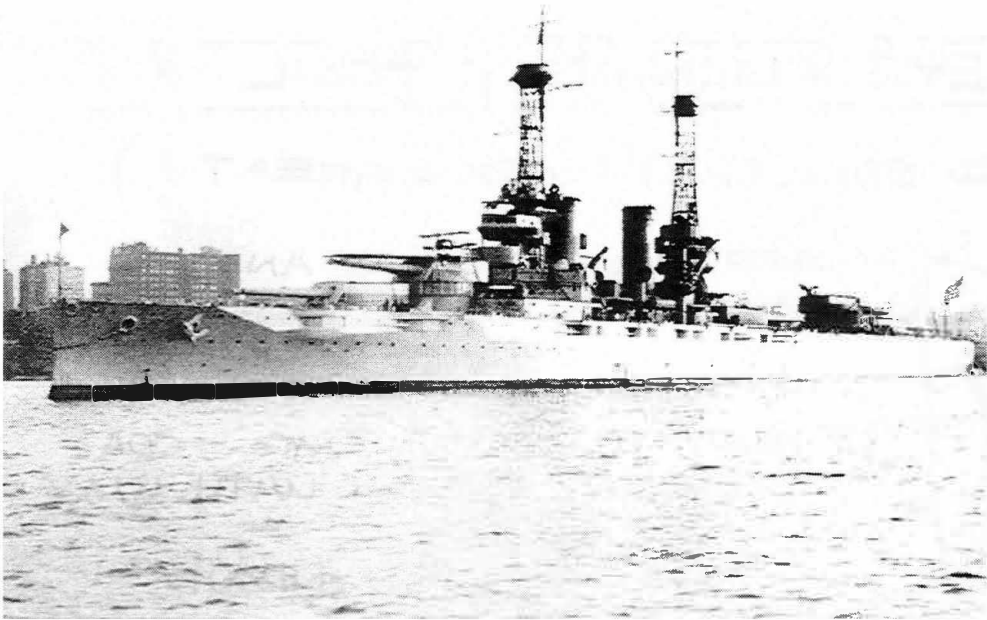
Initial Crew: 1,002 (58 officers & 944 enlisted)

World War II Crew: 1,810 (100 officers, 1,625 naval enlisted, & 85 marines)

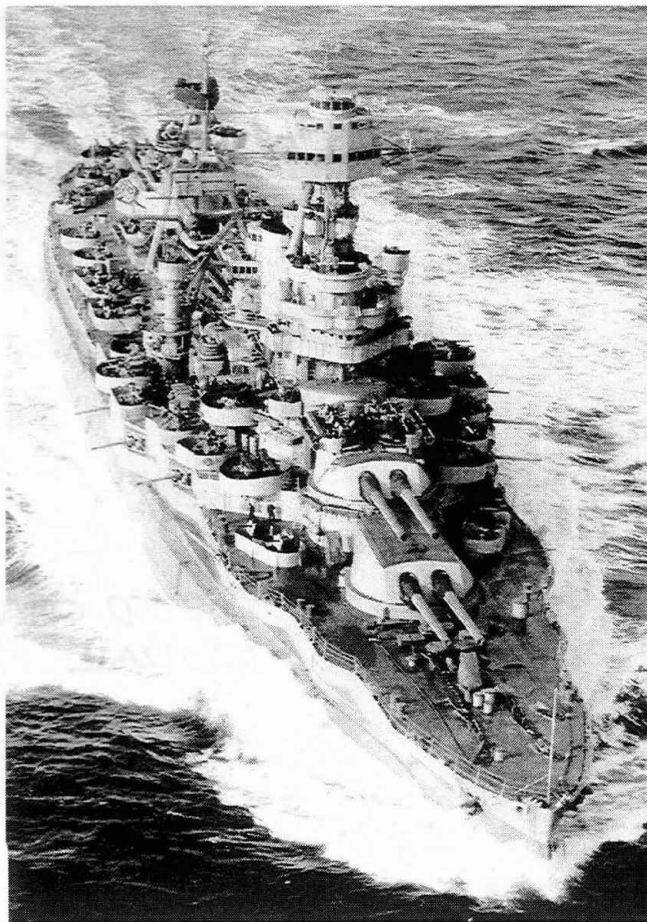
Model Data:

Having been in charge of TEXAS during the latter phase of her 1988-90 overhaul and resumption of museum operations and having returned as the Texas Parks & Wildlife Manager of the San Jacinto Complex where TEXAS is berthed in 1998 - 2000, I decided to build a model of the only surviving DREADNOUGHT era battleship in the world. The model depicts the ship in 1944 painted in Measure 22 camouflage with a dark blue lower hull intended to blend in with the ocean and gray upper works intended to blend in with the sky. The actual ship is painted in Measure 21 with all vertical surfaces dark blue. Information on & color samples of World War II U. S. Navy camouflage can be found on the Internet at, "[wysiwyg://196/http://www.geocities.com/Pentagon/Quarters/4289/Camo.html](http://www.geocities.com/Pentagon/Quarters/4289/Camo.html)". Photos of TEXAS & other 20th century U. S. Navy ships can be found on the Internet at, "navsource.org". The model began as a resin kit by Viking Models Inc., (1005 West 7th St., Cisco, TX 73437 phone: 254-442-1474 FAX: -3270. I don't know if this company still exists, but kits of TEXAS & her sister-ship USS NEW YORK (BB 35) have been noted on the Ebay Internet auction site). Because of its numerous defects & inaccuracies, I recommend it only for the most masochistic modelers. The initial hull was warped & had to be returned for replacement. The 2nd hull had a deformed bow & resin bubble cavities, so it was augmented with Bondo then reshaped.

The kit attempted to present the ship in 1945, after modifications to her main (aft) mast necessitated by the addition of Mark 50 Gun Directors. The replacement mainmast configuration reflects the 1944 era. The kit's aft control tower (just aft of the stack), range finders, 14"/45, 40mm, & 20mm guns, OS2U aircraft, & other fittings weren't as accurate as they could have been and were also replaced. The base was made with a drawer for reference materials on TEXAS, including several photographs I took when the ship was being used as a motion picture set for the movie "Pearl Harbor" in August 2000.



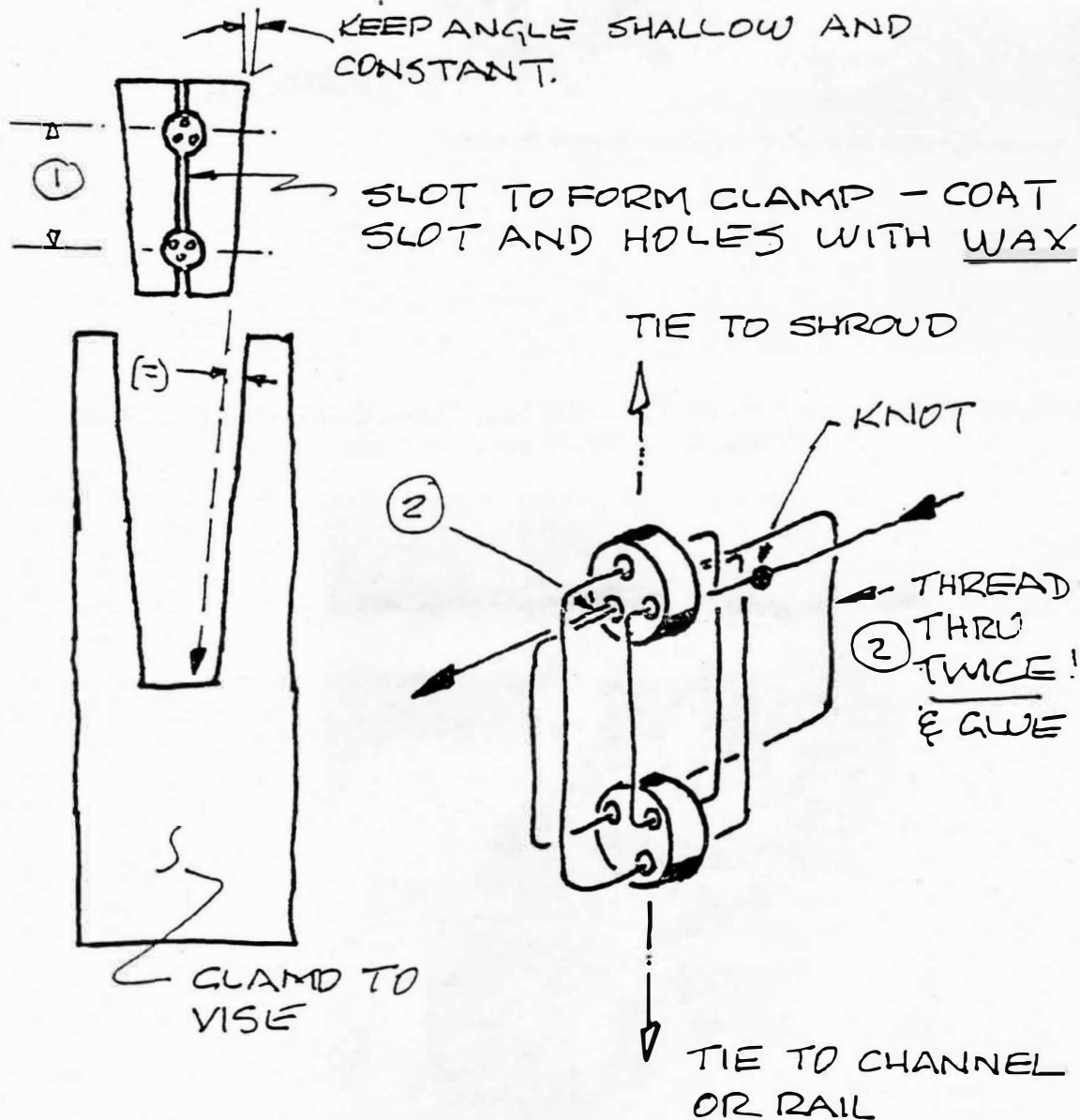
USS TEXAS (BB 35) New York, 1919, Showing Cage Masts, Casemate Gun Positions on 2nd Deck, & Aircraft "Flying Off Platforms"



USS TEXAS (BB 35) Casco Bay, ME, October 1944, Configuration As In Model

DEADEYE ALIGNMENT TOOL

(A YARD STICK PART WORKS GREAT!)



- ① • SIZE TO INDIVIDUAL DEADEYE LOCATION
- GLUE EACH DEADEYE ASSEMBLY AFTER THREADING WITH ZAP

BY: ED AVERKIEFF 8-17-00

SHIP MODELER'S ASSOCIATION

Golden Voyage

by Captain Al A. Adams

Chapter 4 "Beautiful Fury"

The Pacific lay restless but peaceful, beckoning to us to come out beyond the Gulf of Panama. We had travelled the East Coast's inland waterway; we had sampled the Atlantic Ocean; we had enjoyed the alluring Caribbean and now TAMARIT was pointed toward the Pacific, another home of the King of the Sea with his whiskers of seaweed, his trident and his dolphins beckoning - anxious to share adventure.

We now had 2,850 miles to go to TAMARIT's new home, the impressive harbor of San Diego, California. Many weeks of sailing lay ahead, most of it close hauled, every mile to be earned; a lot of waves to be plowed through and so many more fascinating lands of Middle America to feel TAMARIT's bow wave.

Oddly, we had to sail south before we could sail north toward California to get around the Peninsula De Azuero. Then we began the trek along Panama's Pacific side. Costa Rica, sometimes called the Switzerland of Middle America was next. Columbus was here also and when he arrived, he saw Indians wearing gold ornaments and named the country Costa Rica - Rich Coast. That was in 1502.

The land strip is narrow here. Narrow as Panama at the Canal. Most of Costa Rica is the mountainous backbone of the Continental Divide that on the way up north, becomes the Rocky Mountains and on south becomes the Andes. Costa Rica straddles that range that separates the Pacific Ocean from the Caribbean. From the deck the scenes were impressive as we anchored in close to the sandy beaches crowded with lush jungle growth. Natives could be seen with their primitive two-wheeled carts being drawn by oxen. Naked children played in the surf. From the sea level our eyes lifted with the sharp climb to Costa Rica's rugged ranges that include active volcanoes. I thought of Mt. Fuji of Japan with the sight of those volcanic cones as we cove-hopped along.

I have long been fascinated with Costa Rica. It has a bewildering range of climate from warm, rainy jungle, cloud bathed forests and even desert like plateaus on up to those piercing 11,000 foot volcanic peaks that stab the cloud-patched sky. This dramatic little country, famous for coffee and bananas, has an extraordinarily rich variety of birds, reptiles and monkeys. We found wild hogs that were wonderful to roast on the beach while TAMARIT awaited at anchor.

In the higher altitudes we found grass covered areas called savannahs where the Ricans had fincas and stock farms, raising cattle and a

great breed of horses. Rain forests brought many surprises, so many species of life. We were intrigued with high, shrill, piercing sounds which turned out to be frogs - limitless frogs. When it rained, they were obvious and noisy - a din that was overwhelming. Checking closer, I found it was the males that made the music, it was their operatic love songs. It got me and surely it got mates for them. These frogs, like none I had ever seen, were many colored and brilliant. Some were chameleon-like, remarkable for the changes of color of their skin according to their surroundings, sunlight changes, or, I imagined, the sensual mood they were in. It could be that a "fickle frog" is more colorful, also more demonstrative. For certain, they seemed more noisy. Their tones and passages to my un-frogged ear were sung forte.

There were frogs of many sizes but most were of such size they would be content to sit on a postage stamp. In Hawaii I had found "fragile frogs" so transparent, the entire skeletal frame was obvious. In Jamaica, I had heard frogs that were so shrill, and trilled in such high key that they were difficult to find. They would extend their throats to a length longer than their bodies. A male frog in Peru carries its young on its back until the young feels it can make it on its own. Female frogs, of some species, carry their eggs under their skin on their backs, looking very lumpy, until the eggs are nudged into position to hatch. This reminded me of those olive green toads in Chile up to 12 inches in length whose meat, warts and all, tastes similar to a cross between chicken and Nantucket lobster.

I had to caution the crew about two things as we trekked over the terrain, into the gorges, the sides of the volcanoes and along streams into the rain forests - beware of snakes such as the dreaded Fer de Lance, Bushmasters, Rattlers and large Boas. The other, don't handle the "flirtive frogs" if you have open cuts on your hands. Some of those highly attractive dendrobatid frogs secrete a toxic poison, one of the most deadly known. It works on the nerves of birds and animals they contact. It will cause paralysis and kills quickly, so let their pretty colors be a warning.

The early primitive pre-Columbians were aware of this poison and utilized it. They would heat the bodies of the frogs, causing the skin to give off the poisonous mucus. This was smeared on their spear points, arrows and darts which they found most effective in war, and in peace on the hunts. In Hawaii, I found that if a dog, while playing with a Bufo frog, bit down, an excretion from nodules on its head would emit a mucus that would put the dog to sleep. Some frogs on the Dark Continent of Africa exceed 30 inches in length. They would tip the scales at 7 pounds. In Mexico, at Puerto Vallarta, they were 10 inches across at the greatest girth.

Costa Rica is a wealthy country. It has had its up-swings and downers. Many Americans have settled there, many have plantations.

Negros and Spaniards have developed a nation of small farms, developed rich culture, political stability and a fairly high standard of living.

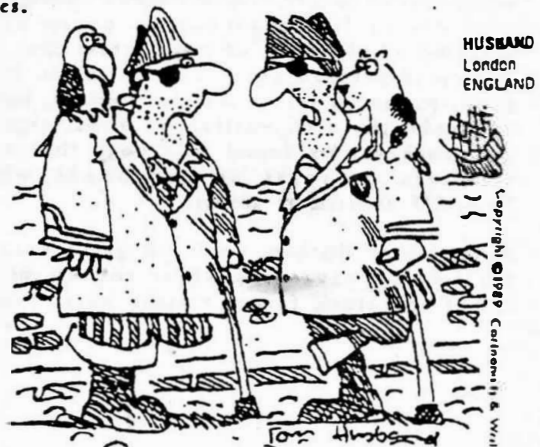
We sailed into the Golfo Dulce to the harbor of Golfito where United Fruit loaded bananas on the beautiful, fast, twin screw banana ships. A well organized company, it had the banana business developed to a science. Years before I made a trip from Panama to Golfito on the PARISMINA, a 34 knot, twin screw, banana ship. The natives worked all night loading the conveyor belts, the ship took on \$450,000 worth of bananas. The stems of bananas were twice washed and each was cellophane covered. With this load, we sailed for San Francisco. The main office in the United States was in touch with the ship's captain at sea and kept him posted on the market so that the captain could arrive at the unloading terminal in San Francisco when the market price for bananas would be advantageous. By slowing the ship's speed, or turning out a few more knots, the timing for docking can pay off. Such a science it has become that the fruit is kept at the right temperature at sea and as the ship approaches the destination for unloading, the bananas can be brought to the temperature at the terminal. Bananas in such great quantities, in a ship's hold between decks, can give off a dangerous gas which can overcome a person who breathes it. On banana ships, blatant signs are posted near exhausting ducts leading from the fruit in the hold warning people not to stand close. So well handled were the bananas that the Company and the ship's crew could boast that not one stem of bananas was damaged out of all those tons of fruit.

Anchored in Golfo Dulce harbor of Golfito, TAMARIT was colorful with three beautiful tree-ripened stems of Costa Rican bananas hanging from her boom gallows. Until I had eaten a banana, ripe and ready, fresh off the tree, I didn't really know the delicious flavor of a banana. We had bananas every way. On boats in the tropics, it is almost a standard routine that stems of bananas are taken on board. They often ripen too fast and it is discouraging to see them wasted. On TAMARIT we peeled the ripe bananas, pureed them with a food mill, added the juice of a lemon or lime and kept it very cold. When we served banana daiquiris, even weeks later, it was delectable. The girls made banana bread, fried bananas, banana bars, banana plate compote, banana whip with orange cream, banana cake, banana pies, bananas and cereal and their banana ice cream was great underway. The banana is really a rather recent development of several varieties and has been grown to last and mature while in transit. I like the banana best when the skin is quite yellow and very speckled, when the fruit is just soft. It peaks at it's finest flavor and is delicious when it acquires this peak on the tree. Red or claret bananas are even more rich and sweet and little finger bananas are exceptional. I found, also, on the boat, that bananas baked in their jackets for about 25 minutes, split open, sprinkled with sugar and a touch of ignited rum served flaming, goes well when anchored in a moon-bathed tropical cove

with the boat riding to the lift and scend of a quiet sea. They go well with baked albacore and linguini or tuna and Maine lobster, but especially well with crab legs, lime juice and melted butter. French bread and a variety of cheeses from Holland or Martinique served with the right wine is complimentary to the versatile banana. The morning dishes washed and stowed, we brought in the Herreshoff kedge anchor, our good old standby on any bottom. Made sail and sailed off the anchor then close reached out to Metalpo Point, hardened in on the sails and stood out to sea for ten miles. We brought her about and on port tack, beat up the Costa Rican coast past a point whose name always intrigues me--Sal-si-puedes, which means 'come out if you can.' Perhaps I will name my next boat Sal-si-puedes.

It was a glorious sail from anchor to anchor, 155 miles to an unbelievable little cove called Ballena Bay. A river emptied, fresh and slow, under gently swaying palm trees. Throwing the lead and line, I brought TAMARIT well up into the fresh water where the soft flow held her steady. It was such a pleasant setting and this was one time I could climb the ratlines and pick coconuts without going ashore. Mahogany trees were the backdrop to our fabulous picture. Chattering monkeys swung wildly from the vines and flocks of parrots sent flashes of their color above the masts. It was a dream spot - a place that brought our little faraway world to its peak of meaning. TAMARIT, as usual, was in tune with nature from anchor to anchor and from sea to shining sea, she served us well. With ample fresh water alongside, we washed away her salt crystals and chamoised her fresh and sparkling. Out in the bay, intriguing black and brown rock stacks and little islets with lush tropical growth on their tops, like ladies' hats, partially blocked the entrance where they rose out of the sea. They guarded the entrance to this mariner's haven and quieted the surf before letting it in so as to not disturb a sailor's heaven.

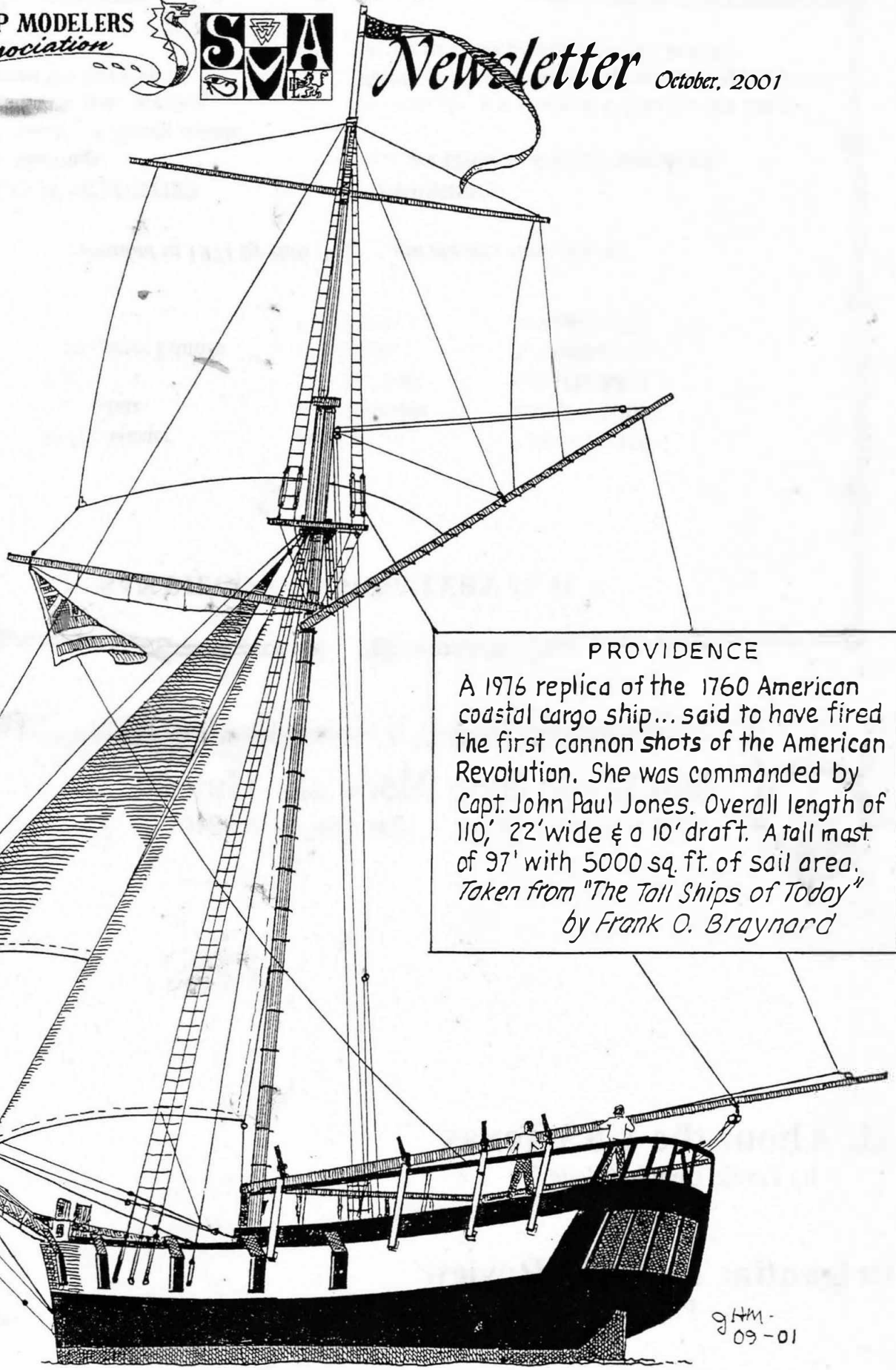
It was difficult to depart this private little world. Any other nationality would no doubt have stayed there. Americans are on schedule. They don't relax in paradise. They stand watches and if some crewman is 5 minutes late coming on watch, they get upset. I like the well run yacht, and with Americans, it seems to be vital to be on time. It is fun to sail with the Polynesians, for schedules don't mean much. The next man on watch may be playing his guitar. He may never come on watch - nobody cares.



HUSBAND
London
ENGLAND

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IF YOU MUST KNOW, I CAN'T STAND PARROTS



PROVIDENCE
A 1976 replica of the 1760 American coastal cargo ship... said to have fired the first cannon shots of the American Revolution. She was commanded by Capt. John Paul Jones. Overall length of 110', 22' wide & a 10' draft. A tall mast of 97' with 5000 sq. ft. of sail area. Taken from "The Tall Ships of Today" by Frank O. Braynard

gHM-09-01

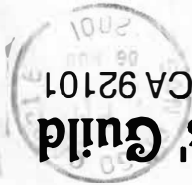
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Capin Al A. Adams Takes Us to Costa Rica Page 11

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All About the USS Texas by Frank Dengler, Page 7

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.