



San Diego Ship Modelers' Guild

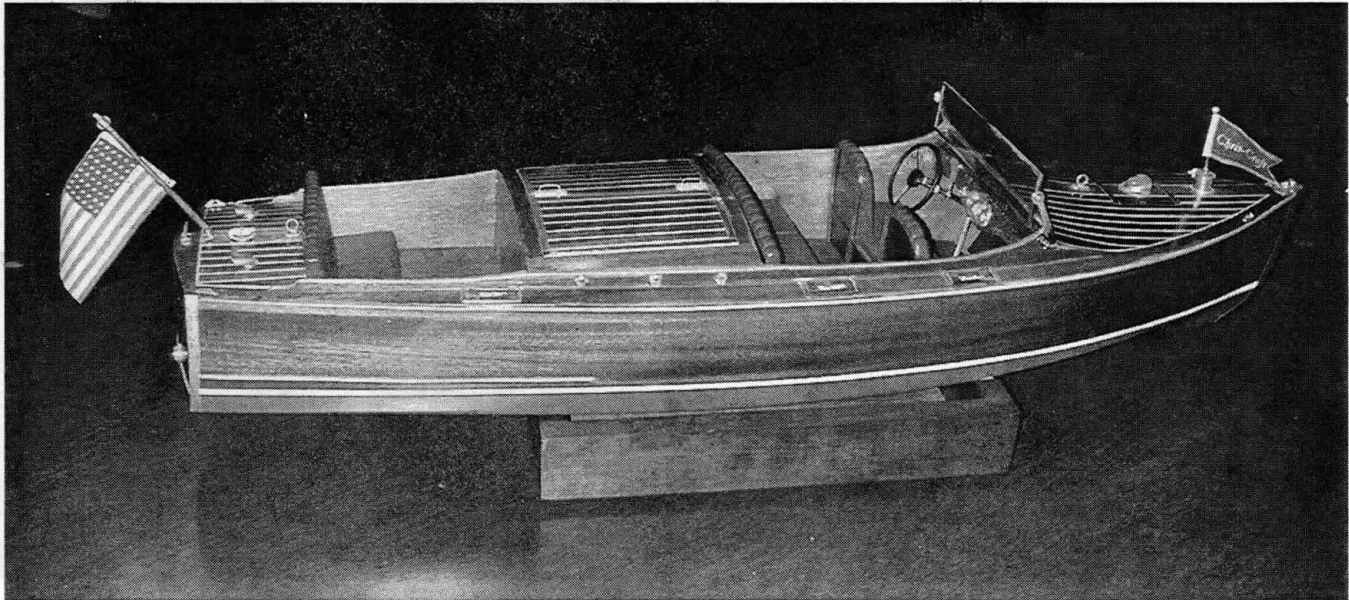
1306 N. Harbor Drive

San Diego, CA 92101

February 2002

NEWSLETTER

Volume 26, No. 2



Dick Roos created this Chris-Craft 1930 era model.

New Year's Meeting on the *Berkeley*

The first 2002 meeting of the San Diego Ship Modelers' Guild took place as well attended. There were three visitors including **Edward "Dutch" Sachs**, **Allen Roedel** (a returning member) and **Bernie Tusler**, who is building the same Fantail Launch RC model that **Ernie Andrew** built.

The financial report from **Bob McPhail** showed that we have a balance of \$/redacted/ which led to the immediate comment that we ought to have a party.

Old business focused on the officer positions which will be voted on at the next meeting. **Dick Strange** has offered to be the purser and with his experience with the NRG he is very qualified. The other officer candidates are **Don Bienvenue** for Guildmaster, **KC Edwards** for first mate, **Bob McPhail** for Logkeeper and **Jacki Jones** for Editor. Other "unofficial positions" include **Ed White** for the creation of the newsletter mailing labels, **Bob Wright** for circulation of the newsletter, **Robert Hewitt** for transcription of **McPhail's** notes, and **Jack Klein** for screening Ship Model publications to keep the newsletter up to speed with the latest interesting information (and cartoons).

Jack Klein and **Bob McPhail** described the benefits of Guild membership for the visitors. **Jack Klein** went on to describe our role at the San Diego County Fair and made the welcome announcement that from now on the San Diego Maritime Museum will make special cash awards to outstanding ship modelers participating in the fine woodwork division competition. That means that anyone entering a ship model at the Fair has the chance of winning two awards.

Jack Klein and **Robert Hewitt** reminded us that the San Diego County Fair will take place from Saturday, June 15 to July 7. However the Fair will be closed on Monday the 17th and Monday the 24th. We also learned that in order to be invited to the *Medea* cruise it will be necessary to volunteer for two days of duty at the Fair. Jack mentioned that this will be our 10th year of participation at the Fair. By the way, this year's theme will be "Elvis".

It was proposed by Guildmaster **Jacki Jones** that **Bob Wright** receive a life membership award for his pivotal role in co-founding the Guild, along with **Russ Merrill** in 1971 (mentioned on the back of the address page of the newsletter). Since Bob has been a member for

31 years, that alone deserves recognition. All present at the meeting enthusiastically supported the proposal. Congratulations to Bob!

Frank Dengler requested that we remember our fellow member **Chris Faddis** who is serving his country very far from home. Please drop him a line, card, maritime and ship modeling info:

(Chris) Abe An Christopher L. Faddis USN
/redacted/

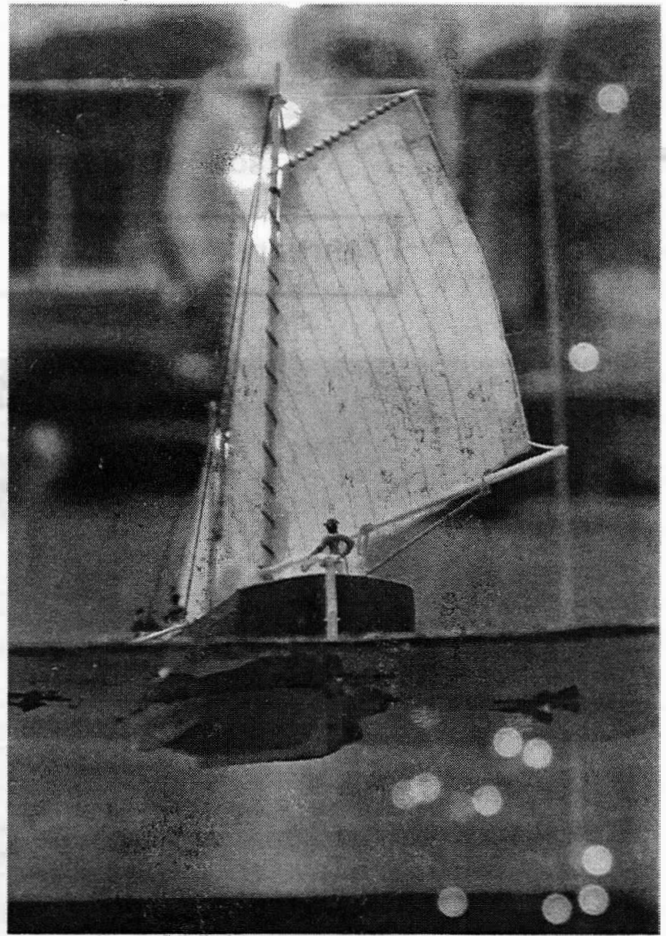
Readers will find a ballot included in this issue of the newsletter intended for those who might not make it to the next meeting. In addition there is a request form to be filled out by members in an effort to collect information for the annual Members' Directory. All members who are not yet paid up for 2002 are encouraged to send in their dues soon.

Show and Tell

Dick Roos brought in his 1930 era Chris-Craft which he built from a 1"=1' model kit manufactured by Dumas. The 36 inch long model is of the plank-on frame variety and is R.C. ready. Mahogany wood was used with a fiberglass epoxy finish. It took eight months to create. Built for nostalgic reasons, he mentioned that this vessel was very popular on Lake Tahoe. Dick had his very first boat ride on this model on Lake Michigan out of Chicago.

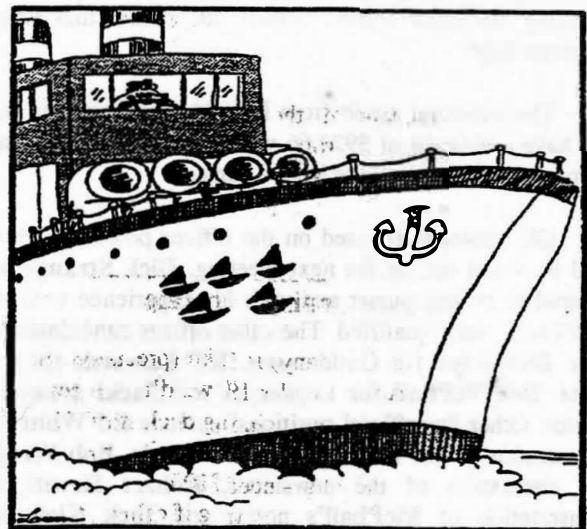
Robert Hewitt created yet another 1:240 scale model. This interesting craft is "Preble's Third Gun Boat". This was the third design by Lt. Preble which had a gun platform with double turrets designed by Higgins. The theory was that when one gun was fired the recoil would rotate the other gun into position. The design was abandoned by the War of 1812. Firing a beam shot would capsize the ship. It is not certain that an actual ship was built. Interestingly, the museum director, Ray Ashley helped Robert with the rigging which was unconventional since the boom is parallel with the mast.

Bob Graham brought in some vellum paper for us to examine. This material was at one time a very important medium in the field of drafting not so many years ago. It was quite fascinating for those of us unfamiliar with this paper to learn that on contact with water, the vellum is transformed into beautiful white linen which is of a perfect quality and texture to utilize in the creation of lifelike sails for wooden ship models. In fact it is hardly possible to find linen fabric of this quality elsewhere. Phil Matson mentioned that his wife used to like to use this linen for sewing.



Robert Hewitt's latest 1:240 creation

Bill Luther made the announcement that the Brigantines in San Pedro will have a possible launch date of March 30. All are invited to witness the exciting event. The planking of the two vessels is the most recent development in the completion of the brigantines. Guild Members may wish to carpool up to attend the big launch.





Preble's Third Gun Boat by Robert Hewitt.

Who Will Win the Big Cash Prize for a Scratch Built Model?

The San Diego Maritime Museum will offer a Special Award for the Best Scale Model Ship entered at the San Diego County Fair. The prize would be \$500.00 cash, with a certificate to present to the winner. The winning model would be on display at the museum for six months following the Fair (ie, from July through December). A perpetual plaque will display the winner each year. Contact **Jack Klein** or **Robert Hewitt** to find out how to enter your model.

Cabin Cruiser for Sale

KNK (Japanese Company) R.C. kit (precision cut hwd&ply) cabin cruiser 48" l x 18" w., d'ble hi covered cockpit. For gas or elec. Including deck stuff, 12 v motor, cooling fan & bat'y eliminator unit for R.C. rec.

(\$740) pkg - need \$100
stop by or will bring to a m'tg if called at
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Dick Roos SDSMG & SMA

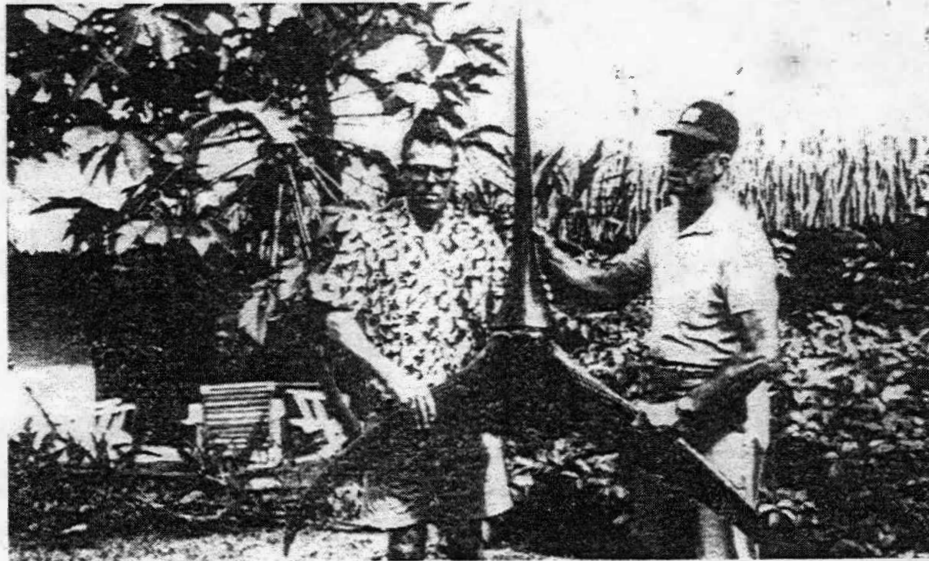
Any Avid "Sea Novel" Readers Out There?

Submitted by Chari Wessel

I just got a URL to a website about the proposed first film of O'Brian's Jack Aubrey/Stephen Maturin series. It's a pretty good little site with lots of links at the end to the official movie website, fan club sites for the actors who've been cast and a website for the *HMS Mary Rose*, which will be featured in the film. They will be filming in Baja using some of the tanks constructed for "Titanic" and are reportedly looking for extras to play crewmembers.

<http://www.peterweircave.com/master/>

**See You at the
Next Meeting
Wednesday February 13**



The author on the right in Tahiti is assisted by his friend as they hold the huge tail fin and sword-bill of the largest billfish ever taken - weight 2600 pounds. The huge body was sold for food in the Papeete market place.

Impact

By Captain Al A. Adams

Standing in the Cockpit, tiller in hand, I was drinking in one of those rare and true moments of complacency. Here was one and I was appreciating it. It reminded me that in my logbook only days before an entry had been made that read "I believe that man has but few moments of true complacency and a few will maintain him for a lifetime." Talking to myself, as I became aware of this great moment of realization, I caught a movement on the water out of the corner of my eye and at the same instant caught the odor coming downwind that I had come to recognize through the years. It was a huge whale and it blew. The odor of its breath was like the smell of the land at low tide, a musty sea life scent. It was thrilling for this huge, formidable leviathan to add its presence to my already bountiful panorama.

The whale sounded and I waited not too long to see him rise abruptly and simultaneously with still another visitor. The whale's demeanor seemed interrupted. Then I saw a sight only a few people in this world have ever seen. The stage was set. A beautiful, frenzied, speeding black marlin, with eyes blazing and foam flying from its path and wake, charged at full speed and impacted the whale, and it sank its sword, all thirty estimated inches of it, into the huge wall of blubber just a few feet abaft the whale's eye.

Aghast, hardly believing the drama I was seeing from my floating box seat, was the most unusual display of a life time. An easy 1300 plus pounds of swordfish was now a fixture with a 50 foot whale impaled on its bill. Instantly, this one act play took on color, for gallons and gallons of blood shot out of the whale's wound covering the billfish and turning the emerald sea to red with reddish pink white caps.

The action intensified for the whale beat the seas with its great flukes and blew red into the air. It rolled violently over and

over with the swordfish sticking in his side, under and over and under and over! It was an awesome, colorful sight and reason for my concern as Southwind was all too close and lying hove to. I hauled the genoa over to port and got way on so I could get steerage and more distance from this big dramatic act. It would have been most embarrassing to have the whale roll the big billfish onto Southwind's deck and take us to Davey Jones' locker.

I counted ten rolls of the whale with that frenzied, wild eyed sword wielder sticking out of its side, vibrating its tail fin with violent speed. This much blood was a new experience to see and the bloodbath given the fish must have been a first.

The whale sounded but never came up for a curtain call. The fate of both remains my mystery to think upon.

The few encounters that others have seen, that have been recorded, occur almost entirely in the tropical and subtropical areas of the world where billfish abound. Whales have been taken that have embedded billfish swords and usually those found are fragmented or fractured. This is probably from the violent thrashing of the fish and the powerful muscle contractions of the whales during their fights.

Nature and its creatures can provide the greatest shows on the sea. If this one had to happen, I am happy I could be there to view it.

One cannot tell what passes through the heart of a man by the look on his face

Japanese Proverb



Fred Fraas Shares Memories of the Ship Modelers' Guild

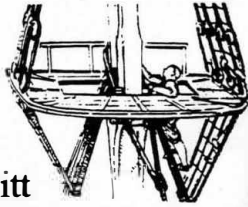


THRU THE LUBBERS HOLE

By Robert Hewitt

BONHOMME RICHARD

Continued from last month



After losing two boats and their crews, Jones finally caught favorable winds and headed north, teaming up with the rest of his fleet. From September 1st to the 14th, 1779, they were able to capture six ships. Jones again wanted to raid English soil, this time at Leith, Edinburgh's seaport. His thought was to hold the town ransom in threat of burning it to the ground.

On September 16th, he was slowly beating up the Firth of Forth toward Leith. Word was out that Jones was on the loose again, and all the ports in the area were arming themselves for his attack.

A local proprietor sent out a small cutter, armed, but without gunpowder, to find a Royal Navy frigate patrolling in the area. He needed powder and also needed to alert the captain of the frigate *ROMNEY* of Jones' presence. He was not able to find the frigate but found another British warship. The *BONHOMME RICHARD* under British colors with English speaking officers and Royal Navy style uniforms.

The captain unknowingly gave Jones a full report of the towns' arming against the pirate Jones. After giving the captain a cask of powder and thanking him for the information, Jones sent him on his way, to the delight and merriment of his crew. The next day a severe westerly gale blew and drove *RICHARD* all the way to the North Sea. Jones abandoned the project, as the element of surprise had been lost.

Jones sailed south, taking two more prizes. On September 23rd, he spotted a large convoy of forty-one merchant ships. Firing a gun to signal a chase to his fleet, *RICHARD* set studding sails and royals and cleared for action.

Captain Richard Pearson of *H.M.S. SERAPIS* saw Jones at about the same time. He ordered the convoy north, and headed south to engage Jones at about 2:30 that afternoon.

SERAPIS, a new but obsolete forty-four gun fifth rate ship was still faster and better armed than *RICHARD* was. At 7:15 the two ships were within musket shot of each other and the wind died to a whisper, the worst possible circumstance for the heavy sailing *RICHARD*.

Jones planed to get as close as possible to *SERAPIS* and identified himself as *PRINCESS ROYAL*, an actual British East Indianman with some similarity to *RICHARD*. He stalled as long as he could and finally hauled the British colors down and raised the American flag.

A lone musket popped from *RICHARD*'s top, and both ships fired their broadsides into one another. *SERAPIS* fired double shots into *RICHARD*'s hull. *RICHARD* fired double bar shot at *SERAPIS*' rigging to neutralize its sailing advantage.

The two ships sailed in a parallel course and fired again. One of the eighteen pounders in *RICHARD*'s lower gun deck burst and killed or wounded thirty men. When Jones learned of this, he ordered the deck abandoned. He would fight as a frigate.

SERAPIS, on the lee side was blanketed and lost way, then as *RICHARD* pulled ahead she crossed *RICHARD*'s stern firing a broadside into it. *RICHARD* was too sluggish to respond and took another broadside in her elegant stern galleries. A dozen iron balls traveled the length of her decks spraying splinters, killing men and erupted through the bow of Jones' ship. *SERAPIS* was able to back her sails and fire two more broadsides into *RICHARD*.

At 7:45 Jones's position was awful at best. He had suffered heavy casualties while inflicting few. His gamble at crippling *SERAPIS*' rigging failed, as the Englishman still outsailed him. There was nothing to prevent *SERAPIS* from standing off and cutting *RICHARD* to pieces.

Pearson instead tried another maneuver. Drawing ahead he made a turn across *RICHARD*'s bow. Jones drove his jibboom into the mainmast in hopes of boarding with his still formidable force of Marines. The boarding party was beaten back and Jones was still taking fire he could not return. He backed his sails and wrenched free.

Again sailing parallel, *SERAPIS*' sailing advantage was finally lost and Jones pulled across her bow and caught the enemy's bowsprit aft and hung up in *RICHARD*'s mizzen. Jones personally seized *SERAPIS*' jibstay and tied it to his mizenmast. She was finally caught.

Drifting along, *SERAPIS* stern swung around with unopened gunports toward *RICHARD*. Jones ordered his men to the tops and they fired down on the decks of *SERAPIS*. The entire British crew was ordered below.

ALLIANCE suddenly appeared and fired a broadside into both ships. She turned and fired again killing men in both ships. Mad Landis sailed off again as mysteriously as he had arrived.

RICHARD's carpenter, inspecting the hold found five feet of water. Taking two warrant officers with him to find Jones, they could not locate him in the smoke and chaos. They assumed he was dead and began yelling: "Quarters! Quarters! Our ship is sinking". Jones appeared out of the smoke and threw a pistol at them, decking one. "Have you struck?" called Pearson, "Do you call for quarters?" Jones replied: "No, I'll sink, but I'm dammed if I'll strike!" or something like that. It has evolved in history to: "I have not yet begun to fight"! The firing from both sides again renewed with fury.

At 10 p.m. *ALLIANCE* again appeared and fired another broadside into both ships, vanishing again into the smoke. One of Jones' topmen, a Scot named Bill Hamilton crawled out on the main yard and lobbed a grenade into the main hatch of *SERAPIS* touching off a box of powder cartridges, killing or wounding some fifty men. It was the end.

To be continued.



Bob Hewitt works on a miniature at the museum. Several of his creations are part of the exhibit. Howard Lipin / Union-Tribune

Tools, Plans And Literature For Building Ship Models

If you are interested in building a ship model, the firms listed below can provide kits, small parts, tools, plans and literature needed for building ship models. They each have illustrated catalogs for sale.

Taubman Plan Service
11 College Drive Box 4G
Jersey City, NJ 07305
201-435-5205 (modeling plans)

The Dromedary
6324 Betton Drive
El Paso, TX 79912
1-915-584-2443 (All services)

Model Expo, Inc
P.O. Box 221220
Hollywood, FL 33022
1-800-222-3876 (period models)

Bluejacket Ship Crafters
P.O. Box 425
Stockton Springs, ME 04981
1-800-448-5567 (period models)

A.J. Fisher
1002 Eowah Ave.
Royal Oak, MI 48067
1-313-541-0352 (period)

The Floating Drydock
% General Delivery
Kresgeville, PA 18333
1-215-381-2001 (modern Navy)

Micro Mark
340 Snyder Ave.
Berkeley Heights NJ 07922
1-800-225-1066 (small tools)

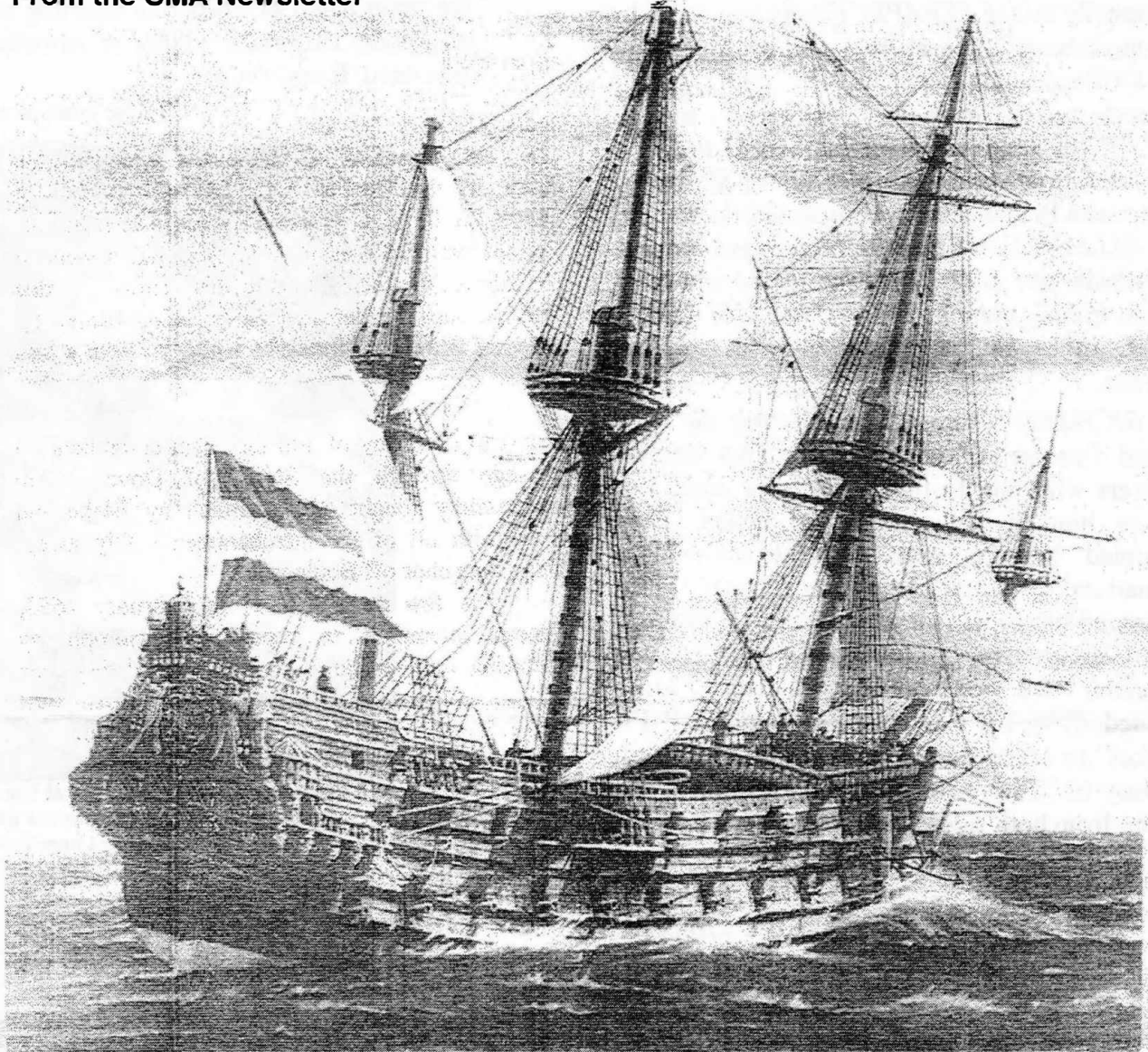
Harold Hahn
1212 Gordon Road
Lyndhurst, Ohio 44124

Warner Woods West
2083 Reynosa Drive
Torrence, CA 90501
1-310-326-5177 (model wood)

FAMOUS SHIPS "AEMILIA"

From the SMA Newsletter

By Don Dressel



There are some ships which become famous not necessarily due to what the actual ship accomplished, although this was important, but to who the commander of the ship was. This can be shown by the famous example of the H.M.S. VICTORY. Her main claim to fame was the fact that she was the flagship of Admiral Nelson, who was killed on her decks while accomplishing his greatest victory. AEMILIA can make the same claim.

AEMILIA was built in 1639, a typical Dutch man-of-war of about 600 tons with a crew of about 200 and 46 cannon. At the time she was

the Dutch equivalent of an English first rate man-of-war. She had two gun decks with a typical Dutch full-bellied hull to be able to navigate the shallow waters off the Dutch coast. She was able to provision for up to four months at sea.

AEMEILIA was the flagship of Maerten Hjarpertszoon Tromp, whose name ranks with that of de Ruyter as one of the most famous in Dutch history. Born at Brielle in the south of Holland in 1597, Tromp first went to sea in 1605 when he was only eight. The East Indiaman in which he sailed was captured by an English frigate. It took Tromp several years to be able to

his way back home. There are conflicting accounts of his years until 1622, when he entered the Dutch Navy with the rank of Lieutenant. Some say this event took place in 1624. In any case, his rise, like Nelsons, was rapid. In 1637, at the age of 40, Tromp was appointed Commander-in-Chief of the Dutch fleet.

Tromps most famous victory was over the Spanish and Portuguese fleet in 1639. Tromp learned of the assembly of a fleet of 75 sail, including the great ship S. TERESA of 68 guns and a crew of 1,000. This was about 4 times the size of Tromps AMEILIA. Several other ships of this armada were almost as big – the combined force was 21,000 fighting Spanish and Portuguese men. Against this, Tromp had his AMEILIA and 16 other ships with a force of fewer than 2,000 men. Tromp decided that his only chance against so vastly a superior force was to engage in waters so confined that the enemy could not deploy all his forces at the same time.

Even with these odds, Tromp sailed out to meet the enemy, but on his terms and at his choice of location. The first engagement took place off Beachy Head on 16 September, tromp using the same tactics that the English Drake and Howard had used in defeating the previous Spanish Amada. Tromp did not employ any line of battle formation, since his captains harried the enemy at will individually. In the smoke and confusion of the battle, the Spanish and Portuguese fired on their own ships. It resulted in a Dutch victory, the combined Spanish and Portuguese fleet withdrawing to the Downs. Tromp pursued them and bottled them up in the neck of the channel. Since the Spanish force was facing unfavorable winds and were badly battered in the fight, they made no attempt to beat north – their way south being blocked by the Dutch.

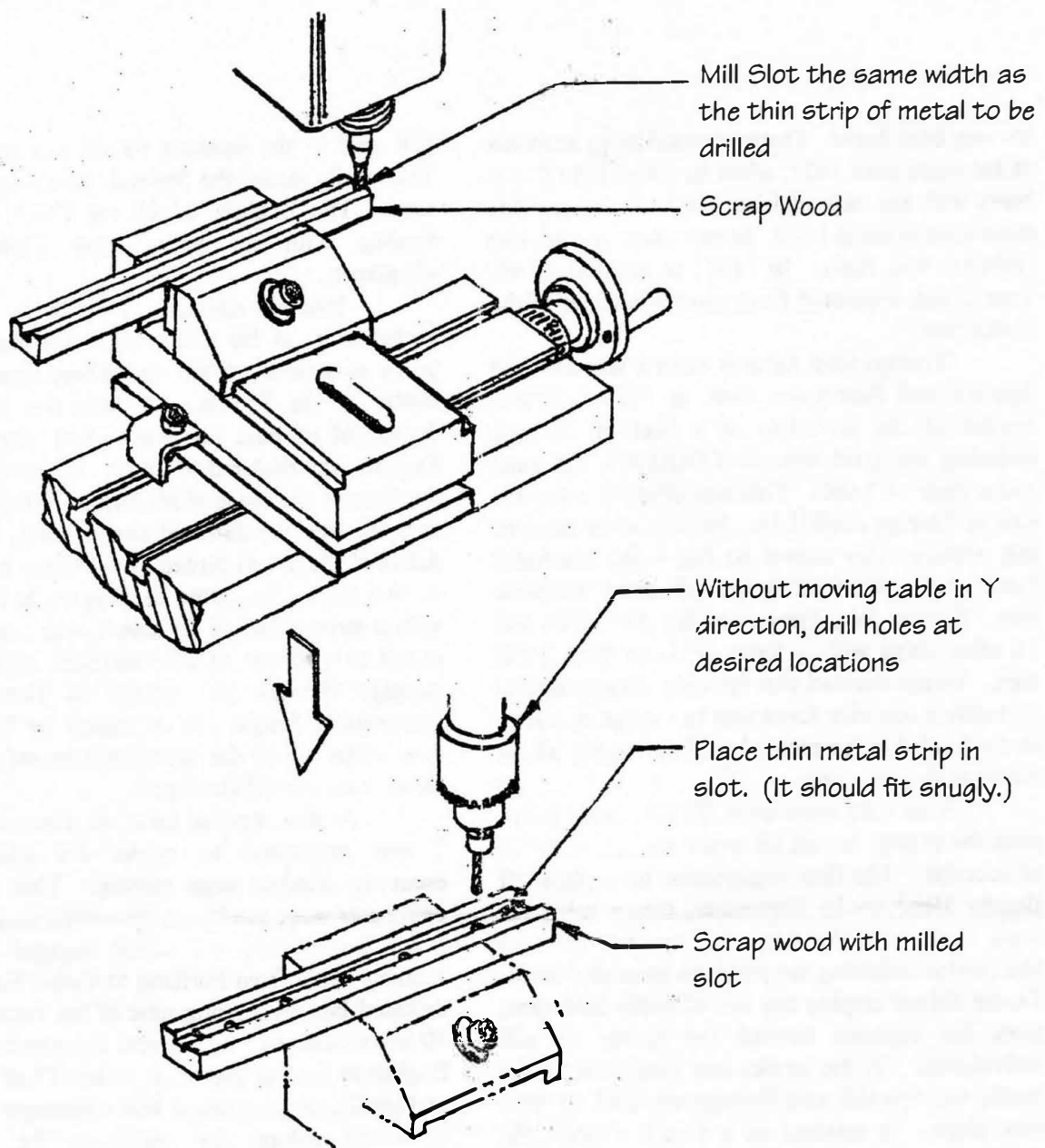
Tromp promptly sent a request for more ships and fire ships. The Dutch were quick to respond and on October 21 Tromp struck again. The Spanish and Portuguese were routed and almost entirely destroyed. The enormous S. TERESA was set on fire and blown to pieces in one enormous explosion. Only nine ship escaped out of 75! Tromp captured 16 and the rest were either sunk or damaged beyond repair. Tromp lost

100 men – the Spanish forces lost over 7,000. This really ended the Spanish power on the high seas. The English, which the Dutch had been feuding with for years, was another story altogether.

Tromp enjoyed the well deserved acclamation of his Countrymen for the next 14 years as a result of the resounding victory at the Battle of the Downs. A little too much was demanded of him, however, when war with the English was declared in 1652. He again went to the Downs, the scene of his former victory, but this time he was the defeated party, being beaten by Admiral Blake and forced to withdraw with a loss of two ships. He came back again in November with a strong fleet of 80 men-o'-war acting as an escort to a convoy of 300 merchant ships bent on passage through the Straits of Dover. He successfully fought off an attach by Blake and then, with all of the merchantmen safely away, came to anchor off Boulogne.

A few months later, in February 1653, Tromp attempted to repeat his triumph by escorting another large convoy. This time, his opponents were ready. A combined English fleet under Blake, Penn and Monk engaged him in a running battle from Portland to Calais Sands, and defeated him by sinking nine of his warships and 40 merchantmen. In his next encounter with the English in June of that year, he lost 17 of his ships and the Dutch government sent a message to Oliver Cromwell asking for peace to be restored. Cromwell refused, and Tromp again was forced to battle in the channel towards the end of July. During this battle Tromp lost his live in almost exactly the same way that Nelson was killed in 1805 – hit in the breast by a musket shot. His last words as he fell were: "Houdt geode, mijn kinderen! Met mij is bet gedaan! ('Keep good courage, my children! With me it is done!..)

Grievously mourned throughout the Netherlands, Tromp was buried with great ceremony at Delft, where stands his monuments. As to the eventual fate of the AEMILIA I do not know – perhaps there is another story here!



Drilling Thin Metal Strips

Making certain types of parts involves drilling holes at precise locations in thin metal strips. For example, you may want to drill holes in a brass strip that is $1/16$ inch wide by .008 thick to make pintles for your rudder. A major problem is to find a method to hold the metal strip for drilling. This method has worked for me. I am assuming that you have a mill.

1. Place a scrap piece of wood in your mill vise as shown above. Then mill a slot the same width as the metal strip as shown.
2. Put the metal strip into the slot. It should fit snugly. Do not move the table in the Y direction. This will assure that when you drill holes they will be precisely in the center of the metal strip.
3. Drill the holes with a sharp drill. The metal strip can now be lifted out of the slot.
4. Of course if you need a large number of parts, and easier approach is to use etched metal parts.

-- Bill Russell



MODEL REGISTRATION

There is no charge to exhibit your model(s), however, all models must be registered in order to be included in the exhibit. Model check-in time is Thursday 10AM - 8PM and Friday 9AM-12Noon. Because the exhibit is open to the public, models may not be removed from the exhibit hall before 5 PM, Sunday, April 7, unless special arrangements are made in advance. If you need to remove your models earlier than 5PM Sunday, please indicate so below The Model Coordinator will contact you to discuss your special arrangements.

Name: _____
 Address: _____
 City, State, Zip: _____
 Day Phone: _____
 Email Address: _____
 Club Affiliation: _____

Number of models you plan to exhibit: _____ "Special" check-out time _____

Please fill out the following form for your model(s). This information will be used to make a placard for the model exhibit (adhesive labels will not be used) and will be published in the proceedings for the conference. Also, this will expedite model check-in when you arrive.

Name of Model _____ Year original ship was built _____ Cased(Y/N) _____
 Model's Scale: 1/8 3/16 1/4 3/8 1/2 Other: _____ For Sale(Y/N) _____
 1:96 1:64 1:48 1:32 1:24 1:78
 Built from: Kit Scratch Type: Static R/C
 Size of model in inches (include case size): Length _____ Width _____ Height _____
 Style of Ship: Schooner Brig Sloop Ship Of the Line Clipper Galleon Square Rigger
 Tug Riverboat/Ferry U-Boat Aircraft Carrier Other: _____
 Primary Material: Wood Plastic Paper Fiberglass Other: _____
 Have you exhibited this model at the WSMC&E before (Y/N) _____
 Please provide a brief description of , history of, or interesting fact(s) about your model (appx. 100 words, if possible): _____

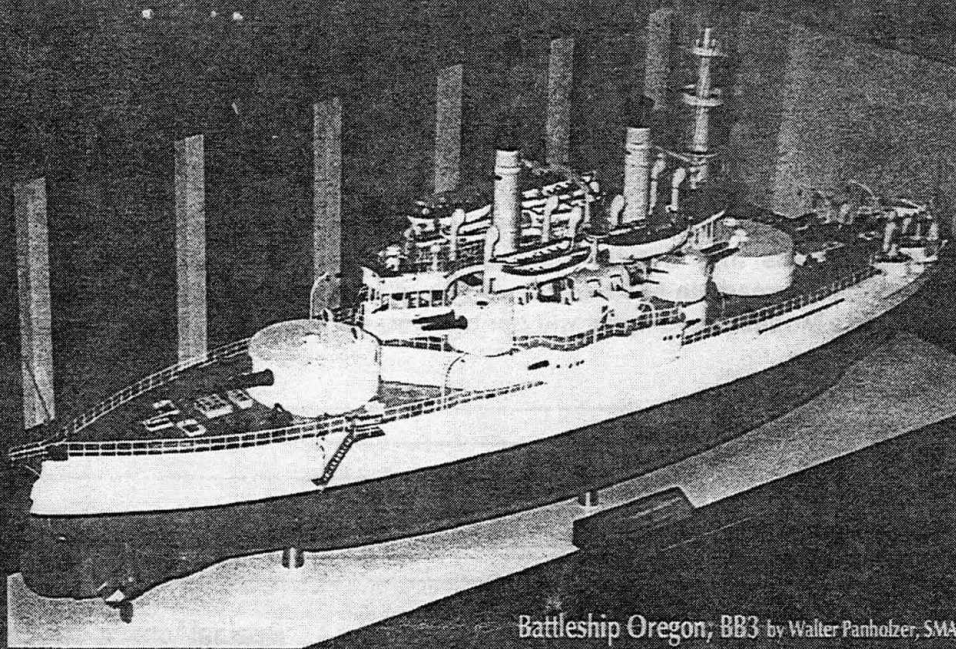
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**WESTERN
SHIP MODEL
CONFERENCE
& EXHIBIT
2002**

*April 5, 6 and 7, 2002
On-Board RMS Queen Mary
Long Beach, California*

Presented by



Battleship Oregon, BB3 by Walter Panholzer, SMA

CONFERENCE HIGHLIGHTS (All events and hotel on-board Queen Mary)

- Speakers* • The Conference will have 6 seminar speakers, including Brian Lavery, internationally recognized authority on the Age of Sail. Seminars will be moderated by Rob Napier, professional model maker and former editor of the Nautical Research Journal.
- Model Exhibit* • More than 300 ship models of many types will be on exhibit--historic, contemporary, static, radio controlled, and miniatures. This will be the largest and most varied ship model exhibit in the country. It will be open to the public.
- Banquet* • The banquet will be held in one of the grand rooms of the Queen Mary. Following the after dinner speaker, the second Ship Modelers Association-Harold Hahn award will be presented to a model builder who has made extraordinary contributions to the art of ship modeling.
- Sawdust Seminars* • These Friday afternoon seminars consist of presentations and demonstrations of modeling techniques such as gold leafing and resistance soldering.
- Accommodations* • Stay on-board the Queen Mary in one of the original first class staterooms at reduced rates of \$109 and \$119 per night. (Usual rates are \$145 to \$210.) Call them at 1-800-437-2934 or 562-435-3511 for reservations. Mention the conference to get the reduced rates.

Registration

- Make checks payable to WSMCE.
- Send form to:
Monica Chaban,
Registrar
8025 Regis Way
Westchester, CA 90045
- Telephones
(310)216-7885
(562)924-9276
- Web Site: www.ship-modelers-assn.org
- Email: webmaster@ship-modelers-assn.org

Name _____

Others in Party _____

Street Address _____

City _____

State _____ Zip _____

Club/Org. _____

Phone _____

Email _____

Do you plan to bring models?

Y/N _____ *If yes, model registration forms will be sent.*

(No charge for exhibiting models)

FEES: Please copy form to preserve your SIS

<i>Item</i>	<i>Cost</i>	<i>No.</i>	<i>Total</i>
Seminar Registration	\$45	_____	\$ _____
Friday Reception	\$26	_____	\$ _____
Saturday Banquet			
Salmon Risotto	\$46	_____	\$ _____
Sirloin Cabernet	\$46	_____	\$ _____
Vegetarian Pasta	\$46	_____	\$ _____
Saturday Tour to			
Huntington Library	\$32	_____	\$ _____
Conference			
Proceedings	\$28	_____	\$ _____
Total Remitted			\$

Request for Contact Information for the next Guild Members' Directory

Name _____

Significant Other _____

Street Address _____

City, ZIP Code _____

Telephone _____

E-mail Address _____

Interests, Ship models built or working on: _____

Ballot for the Election of the Guild Officers

San Diego Ship Modelers' Guild members who will not be attending the February meeting are requested to mark
(no punching required) and send in this ballot:

Yes	No	Nominee	Office
<input type="checkbox"/>	<input type="checkbox"/>	Don Bienvenue	Guildmaster
<input type="checkbox"/>	<input type="checkbox"/>	K.C. Edwards	First Mate
<input type="checkbox"/>	<input type="checkbox"/>	Dick Strange	Purser
<input type="checkbox"/>	<input type="checkbox"/>	Jacki Jones	Editor
<input type="checkbox"/>	<input type="checkbox"/>	Bob McPhail	Logkeeper

Don't Forget Your Membership Dues!

Please send in your check for \$20.00 made out to the San Diego Ship Modelers' Guild

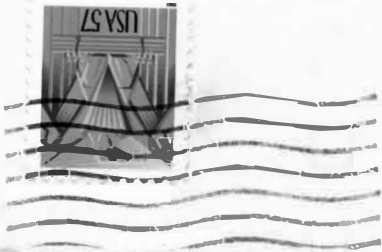
Please mail to: Jack Klein/Bob McPhail
Model Shop
San Diego Maritime Museum
1306 Harbor Drive
San Diego CA 92101

2002 ballot inside!

Fred Fraas
/redDcted/

Exhibit your latest
model on the
Queen Mary

Captain Adams
tells a tale of
the sea p.4



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



SAN DIEGO SHIP MODELERS' GUILD

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

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 July1).

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