



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

AUGUST 2002

NEWSLETTER

VOLUME 26, NO.8

JULY 10th PARTY A BIG SUCCESS

By Jacki Jones

The 31st annual San Diego Ship Modelers' Guild party was attended by over 50 members and their guests. Even though he was unable to attend, **Jack Klein** arranged for the details of the party such as the reservation of deck-space with the Museum, tables and chairs etc.. We partygoers were greeted with tables groaning with delicacies. **Robert Hewitt** was responsible for organizing the numerous party platters and in addition, many Guild members brought special dishes to share. The absence of alcohol did not seem to dampen the festive mood of the event, which was held on the main deck of the beautiful *Star of India*.

Several announcements were made by the Guildmaster **Don Bienvenue** and we observed a moment of silence to honor the memory of our friend, **Fred Fraas**. There was a lovely sunset enjoyed by all. The only member to bring a model was **Chris Faddis**, attending his first meeting since returning from the USS Stennis.

As the lights faded we made our way back to our cars stuffed and happy.

Next Meeting
Bring a ship Model!
Wednesday August 14

Don't forget to order your new name tag — see the form at the back of the newsletter

Jack Klein asks that San Diego Fair volunteers who wish to take the August 16th Medea Luncheon Cruise but are not yet signed up to contact him as soon as possible.

Robert Hewitt and I want to take this opportunity to thank all who volunteered at the San Diego County

Jack Klein

SHOW & TELL

by Nilson



"IS THAT SCRATCH OR KIT, BOB?"

Please Help the Guild Library

By Don Bienvenue

Some of us Guild members were in the model shop last Saturday morning, doing a general cleanup. We also organized the magazines, and put together a list of the missing issues. Maybe someone out there will have some of these magazines and would like to donate them to our library.

Here's the list:

Scale Ship Modeler

Need:

1978 vol.1 # 1,2,4
1979 vol.2 #2,4
1980 vol.3 #1,2,3
1981 vol.4 # 1,4
1985 vol.8 #3,6
1986 vol.9 # 7,10-12
1987 vol.10 #10-12
1988 vol.11 #2,3,5-7,10-12
1989 vol.12 #2,6,8-12
1990 vol.13 #1-12
1991 vol.14 #1-12
1992 vol.15 #1,2,4-12
1993 vol. 16 # 1-8,10-12
1994 vol.17 #2-7, 9-12

Seaways Ships in Scale

Need:

1990 #1,2,5,6 (Seaways Magazine)
1991 # 1,3,4 (Seaways Magazine)
1993 # 1
1994 #2,3,5,6
1995 Nov/Dec
1997 July/August, Sept/Oct., Nov./Dec.
1998 Mar/April, July/Aug., Sept./Oct.,
Nov./Dec.

1999 Need all issues
2000 Mar/Apr., May/June, Nov/Dec.
2001 Jan/Feb., Sept.,Oct.
2002 Jan./Feb., May/June, Sept./Oct.,
Nov./Dec.

Model Shipbuilder:

Need:

#18 July/August '82
#44 Nov/Dec'86
#45 Jan/Feb '87
#78 July/Aug '92
#80 Nov/Dec '92
#81 Jan/Feb '93
#87 Jan/Feb '94
#89 May/June '94
#90 July/Aug. '94
#94 April/May '95
#98 Nov/Dec '95
#101 May/June '95
#108-111
#113-115

Nautical Research Guild

Need:

Vol 19, #1
Vol 26, #1
Vol 28, #3,4
Vol 29, #2,3
Vol 35, #4
Vol 36, #1
Vol 37, #1
Vol 38, #1
Vol 39, #4
Vol 41 #2,4
Vol 43 #1-4
Vol 44 #4

LT. CMDR. FREDERICK VICTOR FRAAS

Nov. 16, 1932-June 25, 2002

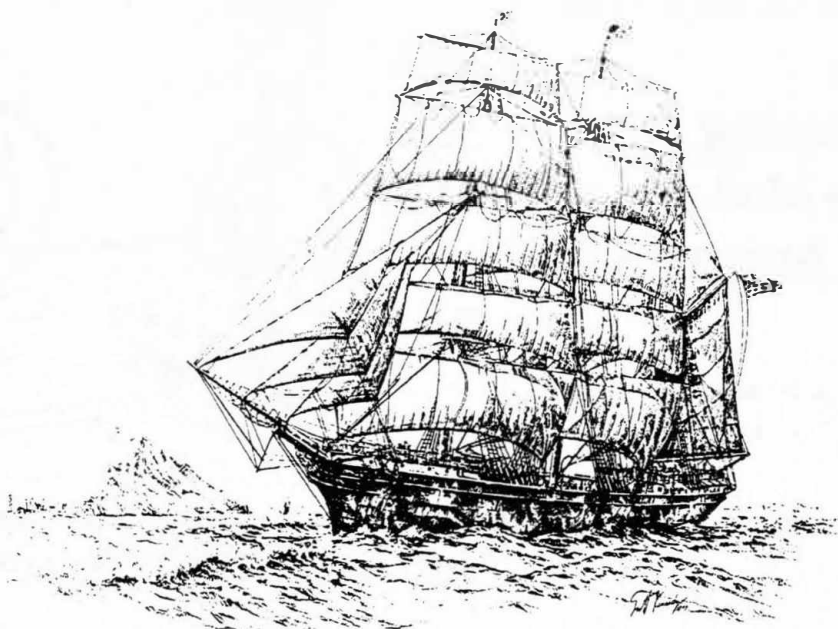
Retired Navy Lt. Cmdr. Frederick Victor Fraas, 69, of San Diego died Tuesday. He was born in Lincoln, Neb., and served during the Korean War and the Vietnam War. He was a member of the San Diego Maritime Museum and the American Legion.

Survivors include his wife, Shirley Fraas; daughter, Jayne Verostek of Oceanside; sons, Jeffrey Fraas of Chicago and James Fraas of San Diego; mother, Caroline Sakalowskas of Mountain Home, Idaho; sister, Virginia De La Motte of Mountain Home; and four grandchildren.

Services: 2 p.m. Wednesday, Fort Rosecrans National Cemetery, Point Loma.

Donations: San Diego Hospice, 4311 Third Ave., San Diego, CA 92103.

Arrangements: Featheringill Mortuary.



Equipment needed to make Flags.

by Gus Agustin

1. Pencil - *hard lead*
2. Paper - *artist layout, rice, bond*
3. Photo or Art work
4. Light box
5. Knife - *x-acto*
6. Scissors
7. Color Markers
8. Small Angle
9. Ruler
10. Paper Towels
11. Water
12. Paints
13. Paint Brush - *Red Sable*
14. Tape
15. Cutting Board
16. Proportional Scale
17. Zerox Machine



The process of making Flags.

1. Find the flag you want from a book or the plans that come in the kit.
2. Scale out to the size you'll need for your model.
3. With a zerox machine blow-up or reduce to the needed size.
4. Put a clean piece of paper over your zerox and trace it over a light box on both sides.
5. Cut out your flag leaving some extra on one side, about 1", as a "*handle*" to work with.
6. Fold & crinkle up to the handle.
7. Dip into water to kill the memory the paper has, re-crinkle into shape, and lay it out on a paper towel to dry.
8. Paint with Acrylic Paint using the lightest color first (*yellow*), since the paper is white you don't have to worry about that color. Allowing enough time to dry before doing the other side.
9. Once you've finished with one color go to the next color, and repeating process #8.
10. When your finished painting and its dry, trim off the handle but leave two small tabs at the top and bottom. Re-crinkle the flag into shape and attached to the mast or ensign staff.

THRU THE LUBBERS HOLE

By Robert Hewitt

The Fair and our 30th Birthday Party, June 2002

Thanks to all of our faithful volunteers who manned the booth at the San Diego County Fair. This year, we were able to man the booth with three people almost every day. Yours truly was one of the guilty people who had to skip a few days. I think that you all agree that three in the booth makes it easier to have the booth manned throughout the day. Towards the end of the fair I was able to pirate (requisition) the much more comfortable chairs from the beer garden. Next year I will see to it that we have these chairs from the start.

Chuck Seiler was asked by a lady what kind of wood he was using to plank his riverboat, the *GENERAL HANCOCK*. He handed her a plank and she walked away with it! **Dick Strange** while building his armed Virginia sloop said that at times there were three people deep at the booth. **Bob Graham** brought in a very nice display of ship furniture with some excellent carvings of figureheads. The ship's boat with all of the ribs was especially well done. **Jack Klein** showed the building of *PELICAN* using the Harold Hahn method. **Ernie Andrew** (There is no s on the end of his name!) did deck planking on his sharpie schooner using wood from a tree he cut down in his yard. **Ernie** also took two firsts and a third in stone cutting. **Chari Wessel** impressed many of the men with her model of the *BEAGLE*. Things were a bit tense in the booth when I blurted out "Not bad for a girl eh? **Suzanne Levonian** worked on her cross section of the *VICTORY*. **Chick Hill** is almost finished with the *Le SOLE ROYAL*, just kidding! **Nick Rugen** worked on a skylight for his sloop, while schmoozing the crowd. Were all of those little pieces really a skylight Nick?

Ed White worked on his steam tug *CANUTE*. **Ruth White** went missing for some time, and in spite of all her efforts, **Ed** finally found her.

K.C. Edwards again did not bring in enough cards of his shop, so we had to write the name out for him. Hope it brings you some business mate! **K.C.** also displayed his "new" model T Ford at the fair. It's a real beauty and I know he will find those bud vases for it! **Ron Zeunges** started his first model, the *PHANTOM*. **Ron** is a wood carver, and specializes in birds. **Don Bienvenue** worked on *HMS BOUNTY*; his *CUTTY SARK* remained at homeport, as it could not handle the sea of Del Martians. **Ron Hollo**d while working on his *SMUGGLER* may have brought a real boat builder into our club. **Robert McPhail** is building the *ENTERPRISE* but modifying the Constructo kit to a true brig. **Dick Camfield** is building the *FORRESTER* and carving a figurehead for a *STAR of INDIA* model. Yours truly was able to pronounce *NINA* correctly after 1,000 corrections from **Seiler & Rugen**.

Thanks all for a great show.

The thirtieth Guilds birthday party was well attended by about forty-five guests. The weather was perfect and the view from the deck of the *STAR* was quite impressive. A seal also visited us early in the evening. It was about fifty feet off of the port side of the *STAR*.

A few people liked my baked beans, especially **K.C. Edwards**, I wonder if **Joanne** enjoyed them as much that evening!

Ok, so here is the recipe for Grandma Boots' Baked Beans:

3 cans of VanCamps baked beans 31-oz size or equal quality, with less liquid.

½ - ¾ jar of Grandma's molasses, 12 oz jar
4-6 tablespoons of brown sugar.

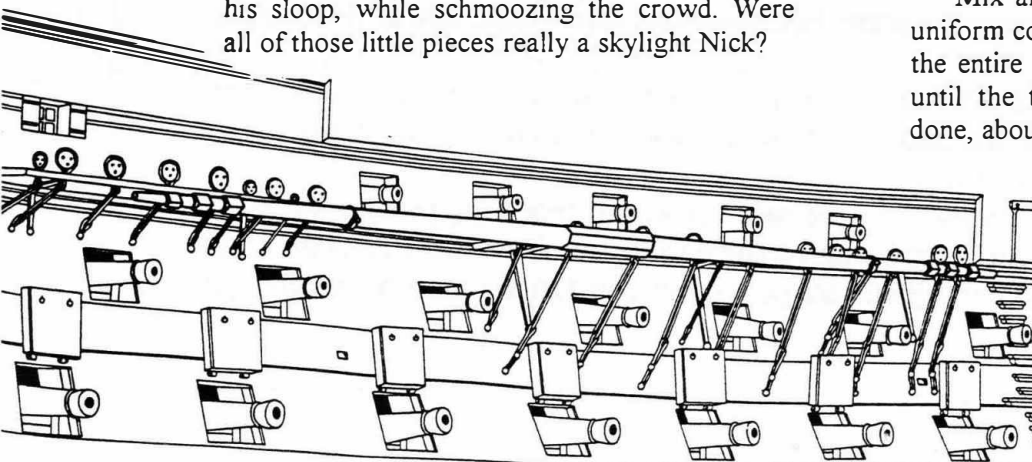
¼ tin of dry mustard, Coleman's English is best.

1 lb. lean bacon

Mix all well in the baking dish to obtain a uniform color, add bacon strips on top, covering the entire dish. Bake in a 280-300 degree oven until the top is black, and the bacon is well done, about 3-4 hours.

Good luck and good eating.

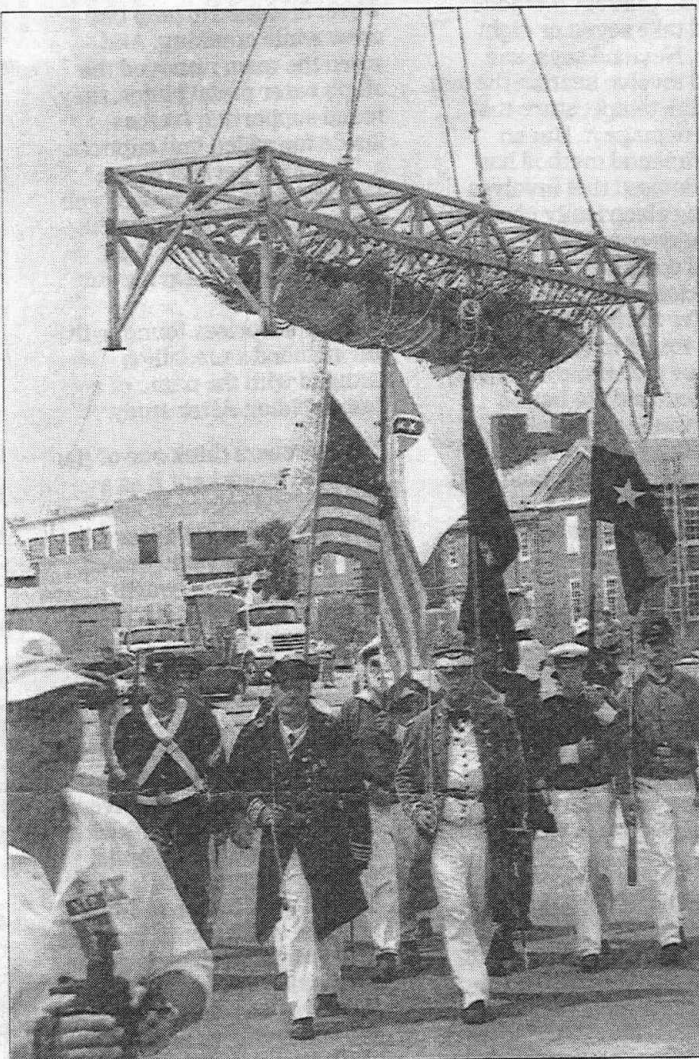
Spare spars towed in the main and mizen channels. Supports are similar to the studding sail boom crutches (Continental and Merchant practice) (after Vaisseau)



Researchers, piece by piece, bone by bone, unravel mysteries of Confederate submarine

CHICAGO TRIBUNE

By WILLIAM HAGEMAN



Confederate re-enactors march Aug. 8, 2000, in front of the Confederate submarine H.L. Hunley in Charleston, S.C. The Hunley was lifted from its grave about four miles off nearby Sullivans Island, secured on a barge and transported to the former Navy base in North Charleston.

PAULA ILLINGWORTH
THE ASSOCIATED PRESS

Horace Lawson Hunley, had a troubled history. It sank at dockside in August 1863, and five crewmen were killed. It sank again during an October training mission, and eight more men were drowned, including Hunley. It was salvaged and refitted again and put under the command of Dixon.

On the cold, clear February night it disappeared in 1864, the Hunley was on a mission targeting the Housatonic, a Union frigate that was anchored about four miles offshore, part of the blockade of Charleston. Attached to the front of the Hunley was a 17-foot spar, at the end of which was a 90-pound black powder charge.

The strategy was to ram the Housatonic, then back off, leaving the charge, which

CHARLESTON, S.C.

It was just an X-ray on a computer screen, but it told a story.

There was a small button, a pocket watch and chain, a folding rule, a pocket knife and a small pair of binoculars. And in the background, the fainter image of a bone.

"You can picture Dixon in his waistcoat, with his watch and chain," Warren Lasch says. "He's got his binoculars, his rule, his pocket watch. He's at his battle station."

Dixon was Lt. George E. Dixon, commander of the CSS H.L. Hunley, a 40-foot submarine that was a secret weapon for the South during the Civil War. And the X-ray is of a block of sediment removed from inside the sub, which vanished in 1864 and was raised in August 2000 after it was located in 28 feet of water several years before.

The sub is being studied and conserved at a facility in North Charleston. Inside the block of muck are the remains of Dixon and the items the captain of a ship would have carried with him, untouched for nearly 140 years.

"The story of the Hunley was not the Civil War, not slavery, not states rights," says Lasch, the chairman of Friends of the Hunley, a nonprofit organization established by the South Carolina Legislature to oversee the recovery and preservation of the sub. "It's a story of courage, the bravery of the crewmen. It's a story of technology. This was a highly tested and developed piece of machinery. These things transcend generations and causes."

A team of scientists working in a 46,000-square-foot building on the now largely abandoned Charleston Naval Base has used archaeology, genealogy, forensic science, metallurgy, textile conservation and historical research to piece together that story, seeking answers to questions more than a century old.

"We still don't know why it sank, but we will, in a year, maybe two," Lasch says.

Much is known about the Hunley, an engineering marvel that was built from a cast-iron boiler. It was powered by a hand crank that ran its length, with seven cranking stations for crewmen who sat on a bench. The craft had two snorkels to bring in air, viewing ports to let in light, keel weights that the crew could detach to help bring the ship to the surface, a depth gauge, a compass, calibrated to take into account the ship's iron hull, and controls for the captain to use to maneuver the dive-plane levers and the rudder. And the sub once stayed submerged for 2½ hours in a test dive.

The Hunley, financed by and named after New Orleans businessman

would be detonated by a long trip line.

The mission went off as planned, the explosion ripping a hole in the hull of the Housatonic and sending the Housatonic to the bottom with a loss of five lives.

After delivering the historic fatal blow, the first time a submarine ever sank an enemy ship, the Hunley surfaced and shined a blue light toward shore to signal Confederate troops that the mission was a success; the men on shore then lighted a bonfire to guide the Hunley back.

But the Hunley never returned. And still no one knows why.

There are theories: The men opened the hatches for air as they began their return and a wave washed over the sub and swamped it; gunfire

from the deck of the Housatonic was responsible; the cursed sub had malfunctioned again; the Hunley was struck and fatally damaged by another Union ship that was coming to the rescue of the Housatonic. But the theories are just guesses.

Secrecy obscured history

Today the Hunley sits in a tank of water at the high-security center and rests at a 45-degree angle, its bow 17 inches lower than its stern, just as it sat on the ocean floor. The inside of the sub has been excavated, with the remains of seven crewmen removed to a morgue on the premises and recovered artifacts undergoing examination and conservation.

Only Dixon's remains and effects, including a lantern thought to be the one he used to signal his comrades ashore, have not been removed from the sediment that filled the ship after it sank and was removed in segments.

Until the Hunley was recovered, not a lot was known about its engineering.

No original plans survive. The few sketches and drawings that exist were completed well after the craft had sunk and were done from memory.

"With a secret weapon, which this was, you don't always have good plans," project director Bob Neyland says, while looking over a sketch of the interior of the

ship that hangs on a wall at the center. "This diagram shows eight cranking stations. There were really only seven. The diagram shows a wheel. There was nothing like that."

Neyland was the first person Lasch brought aboard the project. Neyland, a native of Palestine, Texas, has an interest in diving that goes back to his childhood love of the old "Sea Hunt" TV series.

He is an underwater archaeologist who came to the Friends of the Hunley from the Navy, where he leads the Underwater Archeology Branch of the Naval Historical Center in Washington. Under his direction, the North Charleston facility has become the most sophisticated operation of its kind in the nation.

The building is stocked with computers, video scopes, lab facilities and high-tech equipment, such as the X-ray machine. Much of the equipment was donated by companies.

Recovery is high-tech

New technology has been developed to help the work.

For example, before X-raying the contents of the sub, the team debated whether

the gamma rays would damage the DNA of the crew members. No studies had been done on the subject. Dr. Jamie Downs, chief medical examiner of the Alabama Department of Forensic Sciences, undertook a study. Downs found that the DNA

would not be damaged, and the X-raying went ahead.

In another example, to get the Hunley ready for display, salts need to be removed from the iron. Current methods would take seven or eight years, Neyland says, and would involve heating the sub to a high temperature that could damage it. But an experimental method has been devised that involves passing electrically charged hydrogen over the sub in a sealed container. The method is quicker and would seem to be safer for the sub and is being tested in France on some of the Hunley's rivets.

"We raised the bar on underwater archaeology technology, mapping, conservation," Neyland says. "We've continuously had to answer questions no one has looked at before."

Findings surprise team

Neyland and his team were surprised at the some of things they have found. The Hunley was not as boxy as often pictured. It was cramped, about 3½ feet tall. The spar to which the explosive charge was attached

was near the bottom of the bow, not the top as thought, and it was still solidly bolted to the ship after 136 years. The ship had a counterweighted wheel designed to help the crew while cranking. And when the team removed the ship's outer metal plates, they found supporting frames inside for added hull support.

"It makes perfect sense," Neyland says, "because if you go down to any depth, you'll get hull compression. And these hoops will help the sub keep its shape."

Other surprises found in the sub included a medallion stamped with the name of a Union soldier. After study,

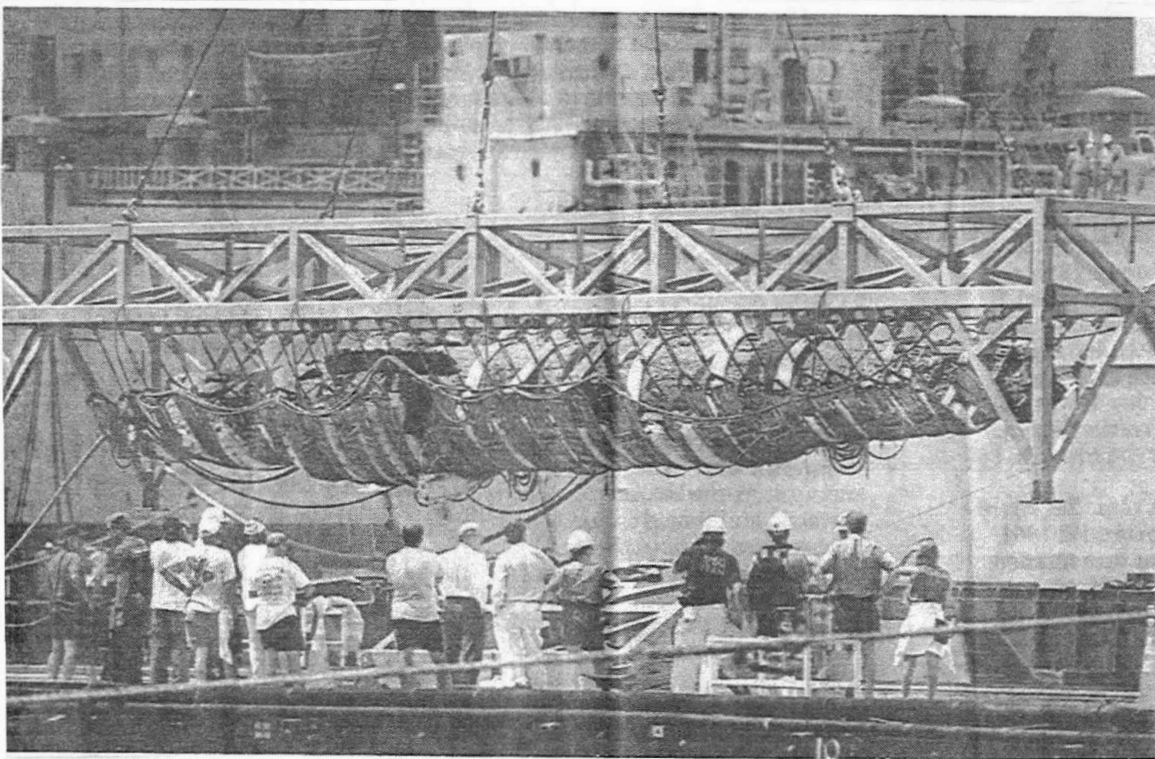
researchers think one of the Hunley crew kept it as a battlefield souvenir, and that no Yankees were aboard. In the sub was a small sealed bottle that NASA wants to test for a sample of uncontaminated air from the 1860s.

Then there was the gold coin.

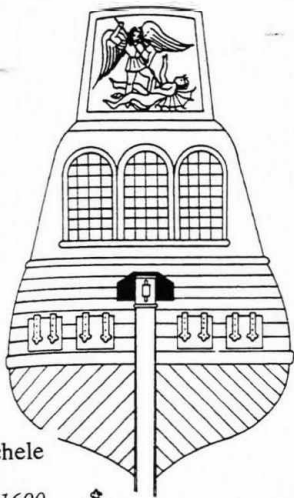
According to legend, Dixon carried a good luck charm, a dented \$20 gold piece given to him by his fiancée for luck and which stopped a bullet from tearing into his left leg at the Battle of Shiloh in 1862. It was just a story until last year, when senior archaeologist and excavation manager Maria Jacobsen was working in the sub and trying to lift out the block containing Dixon's torso by sliding a thin metal plate under it; her hand was in front of the plate to make sure it did not damage any of Dixon's pelvic bones.

A legend comes to life

"The tip of my fingers grazed (something in) his left pelvic region, and I knew what I had hit was not a bone," she says. "And you know in the back of your mind there's the possibility he might have carried this coin. But the minute my finger felt the rigid surface of the edge, I thought, 'No, this can't be.' I ran my gloved finger over it, and I thought, 'Oh, my God, this is the coin.'"



Confederate submarine H.L. Hunley is raised from a barge by crane Aug. 8, 2000, in North Charleston, S.C.



an Michele
 Genoan
 1600

“Archaeologists, they’re fairly blasé when it comes to gold artifacts. They’re pretty, but they rarely tell you much. So I hadn’t expected to feel very much, but I pulled this coin out, and that’s when it struck me for the first time: It’s not a legend, it’s true. I’m holding the coin that saved this man’s life.”

The coin contained another surprise: an inscription. It read: “Shiloh, April 6, 1862, My Life Preserver, G.E.D.”

“Archaeologists are interested in some aspect of the human story,” Jacobsen says. “We’re really ultimately interested in the humans. A name, an artifact, maybe even a note. But what are the chances of finding something like that in an inundated

ON THE WEB

► For information on the Hunley project, go to www.hunley.org

water-logged site? Virtually nil.

“Here you find not only the gold coin, but you find an inscription,” Jacobsen says. “A name. It’s a historical document inscribed on a gold coin. It’s too much.”

Picture of crew develops

Items such as the gold coin are making the Hunley crew more human to the researchers.

“At one point during the diving, you’d put your hands on the sub and think, there are eight or nine guys in here,” Neyland says. “It was still sealed, but you knew they were in there. Since then, we’ve seen the excavation of the remains and the bones. The things that make it most personal are the artifacts. The gold coin. A little pencil nub. You can picture a guy writing letters home with this pencil.

“One of the first artifacts was a Confederate artillery button. It had this little A (designating a member of the artillery) on it. And one of the gentlemen, (C.F.) Carlson, was in the artillery. So we could put this button to a name, to a person.”

Lasch, walking through the area where the sub sits, nods toward an apparatus that washed the sediment through three stacked screens, each progressively finer.

“This is what brought it home,” he says. “We’d get blond hair, red hair, pubic hair. We had an arm, an articulated arm, with his sleeve rolled up. That made it all human.”

Much has been learned about the crew so far. “There were two guys in their 40s, two of them were over 200 pounds,” Lasch says. “And one liked to fight.

“We found one skull had a mark, and we wondered was that from the concussion (of the explosion), or if there was a collision, did he hit the side?”

“And Doug (Owsley, the Smithsonian’s division head for physical anthropology) said, ‘No, that was left over from a bar fight when he was

in his teens.’”

Soon the crew will come to life. An artist will start facial reconstructions of the men. And genealogist Linda Abrams has been following paper trails for almost a year and trying to nail down as much information about the men as possible, a task made difficult by the paucity of records and the fact that only one of the crewmen married and had children.

“We have a goal to identify, to put a name to each set of remains,” Abrams says. “That’s the first objective. And secondly, as this project proceeds, we’d very much like to have living descendants of these men be part of our discovery and presentation.”

“What we have in front of us, as you’re excavating them, it’s like a several thousand-piece puzzle,” Jacobsen says. “They’re not people. It’s a bone here, a bone there, a skull here. But slowly, as you do your archaeology, you start putting the data together on these individuals. You find that this cap went with this individual, this pipe went with that individual, these bones are this particular individual. And slowly, slowly you are peeling away the layers of mystery around these guys and putting, you know, a face, a history, a sense of the person together. And that’s what we do as archaeologists, and that’s what we’re in the process of doing now.”

Crew to be buried

Neyland expects his team to be writing papers for 10 years after the lab work is finished, and once all the excavating, conservation and research is done, a Hunley museum will be established.

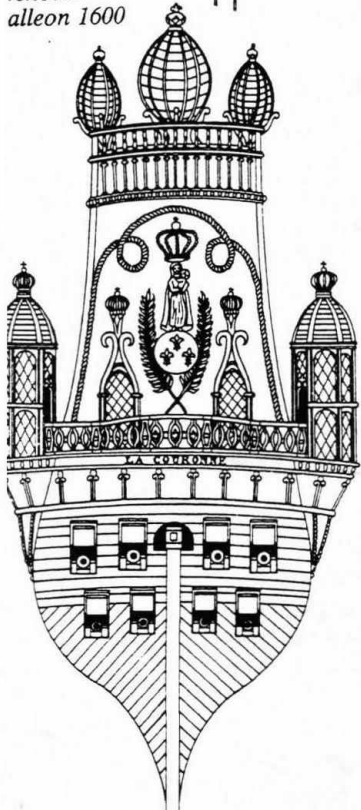
There is also one pressing mission:

Sometime next year, the crew members will be buried with full military honors in Charleston’s Magnolia Cemetery, near the graves of the first two Hunley crews.

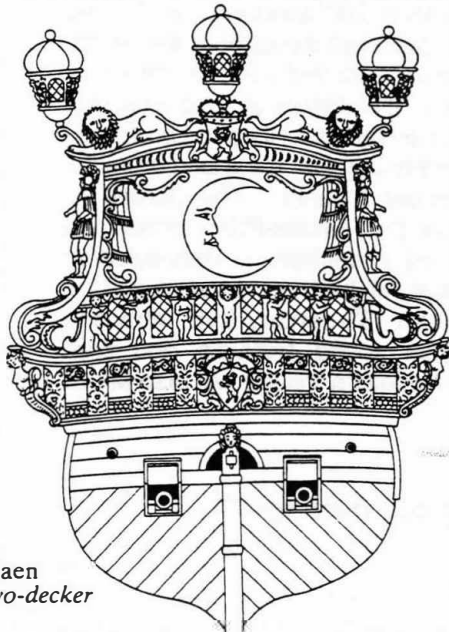
“The Hunley means many things to many people,” Lasch says. “It’s a historic relic, but it’s a war grave. These men are war heroes, and their remains will be treated with the utmost respect.”



St. Michael
 English three-decker 1667



La Couronne
 French two-decker 1636



Halve Maen
 Dutch two-decker
 1666

SPEAKERS

Banquet Speaker

- **Dr. Jerome Hull, "The Kinneret Boat"**
Chairman of the Marine Archeology Department at Texas A & M University
- **David Antscherl, "Carving Modeling Details"**
- **Toby Barrett, "Pewter Casting Technology"**
- **Roman Detyna, "Card Modeling in the Digital Age"**
- **Clayton A. Feldman, M.D., "The Revolutionary War Frigate 'Randolph,'
In Fact and Fiction"**
- **Tom Foller, "Currents in Radio Control"**
- **Ian Marshall, "A Marine Artist's Approach to Background Research"**

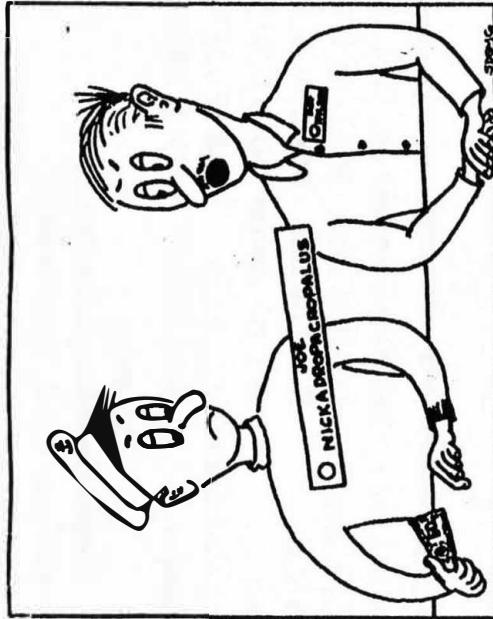
TOURS

- **Thursday:** CIGNA Philadelphia Headquarters is a special treat for ship modelers and historians. CIGNA houses a unique collection of maritime models, paintings and historical documents that is available only by special appointment.
- **Friday:** Visit historic Penn's Landing, on the Philadelphia waterfront and the newly developing Camden, New Jersey waterfront. Buses will leave the Sheraton at 9:00 AM and the first stop will be the Independence Seaport Museum. You can climb aboard Admiral Dewey's Cruiser OLYMPIA, tour the WWII Submarine BECUNA. A box lunch will be provided, then you will cross the Delaware to visit New Jersey's recently opened Iowa class, WWII battleship, *New Jersey (BB62)*. If preferred, tour members may visit the New Jersey Aquarium.
- **Saturday:** For those not attending the technical sessions, the all day tour will highlight a few of the many attractions to be found in Bucks County. The first stop will be Fonthill, a glorious mansion designed, from the inside out, by Henry Mercer himself. A National Historic Landmark, the mansion was constructed entirely of hand-mixed concrete between 1908 and 1910. The house contains 44 rooms, 32 stairwells, 18 fireplaces and more than 200 windows. A Guided Tour reveals more than 900 prints and other objects that Mercer gathered throughout the world. After lunch at one of Doylestown's historic restaurants, tour participants will have a choice of continuing in Doylestown with a visit to the Mercer Museum and the James A. Michener Art Museum or a visit to Peddler's Village. The Mercer Museum, also a National Historic Landmark, houses varied collections including more than 50,000 objects of every day life, tools and artifacts, representing the soul of early America and the heritage of Bucks County. The James A. Michener Art Museum is named for Doylestown's most famous son, the Pulitzer-Prize winner and supporter of the arts. The museum is now home to the finest collection of Pennsylvania Impressionist paintings in public or private hands. Peddler's Village will be the natural choice for those who enjoy looking or shopping. This premier destination is an 18th-century style attraction featuring 75 quality specialty shops, restaurants, inn and year round festivals and craft competitions, plus an antique operating carousel. The bus trip to Peddler's Village will also afford a further chance to enjoy beautiful Buck's County.

"Expanding our horizons while honoring our heritage!"

SHOW & TELL

by NILSON



"NORMALLY A CLUB NAME TAG
ONLY COSTS SEVEN DOLLARS"

Ahoy Ship Modelers! Jack Klein sez.....

If you would like to have a cool Official Name Tag
(White on blue with our Guild Logo)

Please send a check for \$7 made out to

"The San Diego Ship Modeler's Guild" to Richard Strange with:

Your name as you want it to appear on the badge:

| :

2



29th NAUTICAL RESEARCH GUILD CONFERENCE
 17 - 20 October 2002, Philadelphia, Pennsylvania USA
 Hosted by the Philadelphia Ship Model Society



REGISTRATION FORM
29th NAUTICAL RESEARCH GUILD CONFERENCE

17 - 20 October 2002, Philadelphia, Pennsylvania USA
 Hosted by the Philadelphia Ship Model Society

"Expanding our horizons while honoring our heritage!"

> Registration Information - Please check here if this is your 1st NRG Conference []
 PLEASE PRINT OR TYPE - THANK YOU

Name: _____ Name Tag: _____

Others in Party: _____ Name Tag: _____

Others: _____

Address: _____

City/State/Zip/Country: _____

Phone: _____ E-mail: _____ Fax: _____

Nautical/Interests/Club/Affiliation: _____

I will bring the following models for display [include length]:

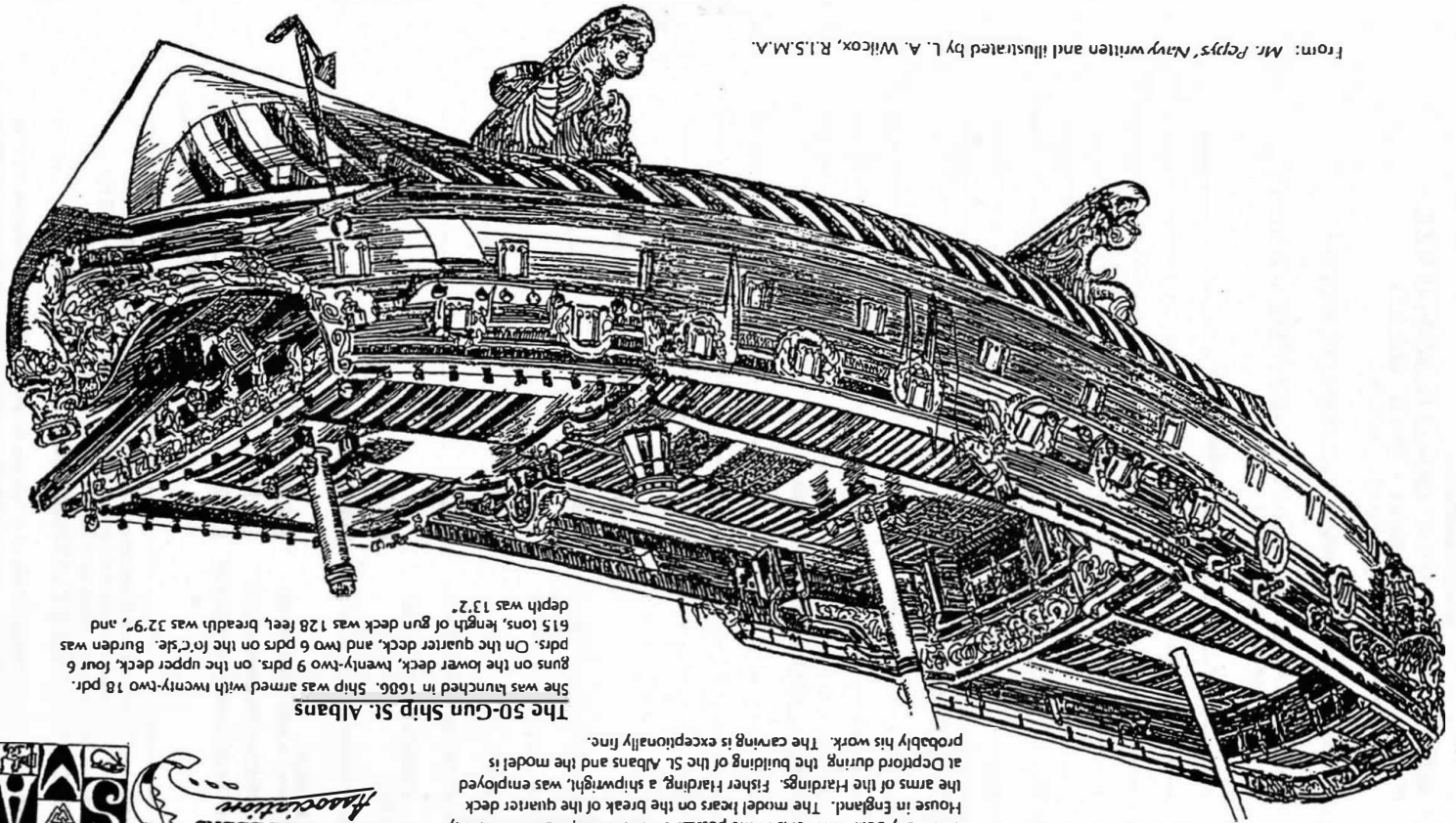
> Fees:

| | Cost | Registrant | Guest | Total |
|---|----------|------------|-------|----------|
| Conference Registration for Technical Sessions | \$ 35.00 | _____ | _____ | _____ |
| Late Registration (After September 30) | \$ 40.00 | _____ | _____ | _____ |
| Friday Evening Reception | \$ 25.00 | _____ | _____ | _____ |
| Thursday Afternoon at the Cigna Collection | \$ 20.00 | _____ | _____ | _____ |
| *Friday Independence Seaport Museum and Battleship NJ | \$ 40.00 | _____ | _____ | _____ |
| *Saturday Doylestown and/or Peddler's Village | \$ 45.00 | _____ | _____ | _____ |
| Saturday Evening Banquet | | | | |
| Prime rib au jus with horseradish | \$ 32.00 | _____ | _____ | _____ |
| Salmon (champagne-chive sauce) | \$ 32.00 | _____ | _____ | _____ |
| Chicken Piccata (lemon caper sauce) | \$ 32.00 | _____ | _____ | _____ |
| TOTAL REMITTED: | | | | \$ _____ |

No guarantee of refund of conference or tour fees *after* September 30, 2002.
 Please return this form together with your check payable to NRG Conference 2002 to:
 Thomas K. McElhinney, Registrar, 7900 Ivy Lane, Elkins Park, PA USA
 (Phone: + 215-635-2988; E-mail: books@erols.com; Fax: + 215-635-0820)

*Advance registration for the tours on Thursday, Friday and Saturday is required. There is a maximum capacity for the buses. Also, if the number of reservations does not meet the minimum, the tour will be cancelled and the tour fee refunded.

From: Mr. Fejys' Navy written and illustrated by L. A. Wilcox, R.I.S.M.A.



The 50-Gun Ship St. Albans
She was launched in 1606. Ship was armed with twenty-two 18 pdr. guns on the lower deck, twenty-two 9 pdrs. on the upper deck, four 6 pdrs. On the quarter deck, and two 6 pdrs on the forecastle. Burden was 615 tons, length of gun deck was 128 feet, breadth was 32'9", and depth was 13'2".

The Model
This Navy Board model is in the possession of the Corporation of Trinity House in England. The model lies on the break of the quarter deck the arms of the Harding's. Fisher Harding, a shipwright, was employed at Deptford during the building of the St. Albans and the model is probably his work. The carving is exceptionally fine.



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101



Founded in 1971 by Bob Wright and the late Russ Merrill

Guild Master

First Mate

Purser

Newsletter Editor Jacki Jones

Logkeeper

Meetings

Second Wednesday of every month.

6:30 p.m. social, 7 p.m. meeting

held on board the ferryboat BERKELEY.