



# San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

MARCH 2006

NEWSLETTER

VOLUME XXX, NO. 3

## OFFICERS

### **Guild Master**

Robert Hewitt  
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### **First Mate**

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### **Log Keeper**

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### **Newsletter Distribution**

Bob Wright  
Robert Hewitt

Established in

1972 by

Bob Wright and  
Russ Merrill

San Diego Ship  
Modelers' Guild is  
affiliated with and  
supports the  
Maritime Museum  
of San Diego



## MINUTES OF 08 MARCH 2006 MEETING

Contributed by Bob McPhail

The night kicked off early with the NRG Conference planning meeting at 6 PM. Details of that meeting are outlined on page 11. Guildmaster **Hewitt** called the general meeting to order at 7 PM, asking for any guests or new members introduce themselves. **Jeffery Johnson** introduced himself and stated that he was interested in sailing and working on the Benjamin Latham.

**PURSER'S REPORT:** **Ron Hollod** reported the 31 December balance was \$<redacted>. With expenses and income (membership renewals), the balance as of January 31 \$<redacted>. Yearly membership dues are \$20.00.

**EDITOR'S REPORT:** **Chuck Seiler** then gave his editor's report. All members present received their newsletter. Inputs for the "Resource List" discussed last month was requested. None were provided.

**ELECTIONS:** **Robert Hewitt** announced that nomination of guild officers was open. The following nominations were made: Purser – **Ron Hollod**, Log Keeper – **Bob McPhail**, Newsletter Editor- **Bob Crawford**, First Mate- **K.C. Edwards**, and Guild master – **Robert Hewitt**. Elections will be held/completed at the march meeting. Note: Since no election is contested, a ballot will not be provided in the newsletter. (I'm sure I will soon hear from Sid regarding election reform and reliability of the ballot counter.)

### **OLD BUSINESS:**

**Country Fair.** **Robert Hewitt** discussed the San Diego County Fair. The sign up was available at the February meeting. Three people are requested for each day (hours 9 am – 6 pm). Dates of the fair are June 10<sup>th</sup> thru July 4<sup>th</sup>. The fair will be closed on Mondays (June 12, 19, 26). Parking passes and tickets will be made available. There was some discussion about the bay tour for fair volunteers on the CALIFORNIAN instead of MEDEA. Everyone is

## MINUTES Continued.

encouraged to submit scratch built models for the Design in Wood competition. There are prizes of \$500, \$200, \$175, \$125, and \$75

Model Shop Renovation. **Bob Crawford** talked about the model shop renovation. Everyone is asked to remove any personal items, equipment, tools, etc. as soon as possible. There will be a working party the weekend after the March meeting (March 11/12) on the BERKLEY to move everything out of the shop and commence renovation. Members are encouraged to submit plans and ideas for the renovation.

Plans for the shop include: work bench/desk rebuild, closet clean up, new storage and window replacement

with the goal of facilitating easier visitor/modeler interaction. Magazines and periodicals will be placed in stands (storage) under models on the main deck. Thanks go to **Ron Render** for his input in getting the renovation project off the ground. Also thanks to **Robert Kyle**, Museum trustee, for bringing the idea up with **Ray Ashley**.

**Peter Jaquith** gave a presentation about sail making. He provided a handout and answered questions brought up. Peter's handout is reproduced on pages 9 and 10.

A bodacious break followed, then show and tell, and finis

## SHOW and TELL



**Dick Roos' VIRGINIA.** A 3/8"=1" scale kit by ARKIT (similar to Artesanea Latina). Model was completed in 1987. Sails were made by Dick's wife.

Photo by John Wickman

Attempting to establish a settlement in northern "Virginia", the Virginia Company of Plymouth sent a group of colonists from Falmouth, England, in May (cit. 2) or June 1 (cit. 3), 1607, on the *Mary & John* and the *Gift of God*. (Note: the Virginia Company had landed 108 colonists in Virginia in May 1607 and established the settlement of Jamestown.) The colonists arrived at the mouth of the Kennebec River in what is now Maine. (Close enough-Virginia has a coastline, Maine has a coastline. Virginia has trees of some sort, Maine has trees of some sort). The settlement Fort Saint George was established. The ships returned to England in the late autumn. Sometime during the year's stay (about October), the colonists built a "pretty" pinnace of 30 tons, the *Virginia*, first vessel built by Englishmen in America.

The winter of 1607/08 was relatively harsh. When the *Mary & John* returned with supplies the next year, the colonists had enough. They all decided to return to England, so on 30 September 1608 the *Mary & John* and the pinnace *Virginia* departed. The "Fort St. George" settlement was abandoned. Presumably they did better finding England than they did finding Virginia.

### Don Dressel's PHANTOM.

Photo by John Wickman



## Show and tell-Continued

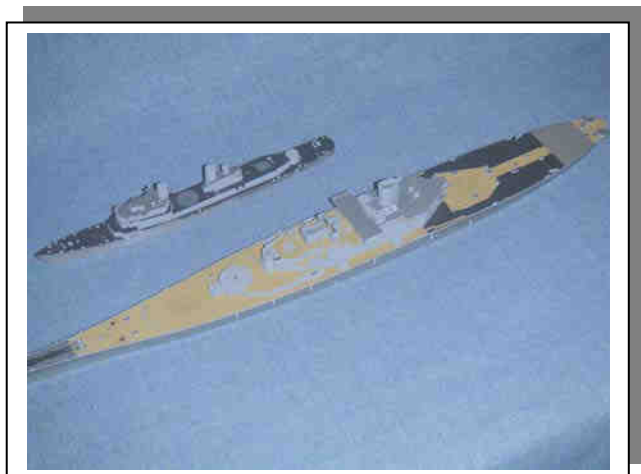


Another shot of Don Dressel's PHANTOM  
Photo by John Wickman

**Don Dressel** is taking some time off his SOVEREIGN of the SEAS to complete something a little simpler. In this case, he is working on the solid hull 1:96 scale Model Shipways kit PHANTOM. PHANTOM was built as a schooner in East Boston in 1868 and was used as a New York pilot boat for many years. Don is making the PHANTOM because he needs to build another model to display at the SMA's sister club "The Rope" in Japan. He wants something he can easily transport. His conundrum right now is how to reduce the width of the bulkheads to about 1/32" without braking them. He is also considering whether to copper the bottom using the plates supplied or painting.

**Lew Johnson** has made a departure from Viking ships to dinghies. Lew's dinghy is a work in progress. This is a scratch built model based on the plans from the Midwest kit, enlarged 1.8 times. The original plans are 1"=1'....so do the math. Whoever gets the correct first gets to be the next newsletter editor. ☺ This model is an Amesbury Style Skiff, a type of Dinghy designed for use as a yacht tender. Lew still has to finish the trim, oars, bumper rope and paint job. When finished, he will give it to his grandson.

Photo by John Wickman



**Tony Bunch** has got another project on the boil. He is putting together a diorama of modern warships in 1:700 scale. At left are the in progress models of USS Buchanan (DDG 14) and USS New Jersey (BB 62). Buchanan is a plastic Dragon kit, while New Jersey is from a plastic Tamiya kit. He decided to build this diorama based on the NAVSOURCE photo (at right). These ships worked together in 1983. Too bad he cannot find a USS Kansas City model. He is supplementing the kit with photo-etched brass fitting from Gold Medal Models.

Photo by John Wickman



Photo from NAVSOURCE Photos

## Show and Tell-Continued



**HM SOLEBAY 1763 1'=40 ft. by Robert Hewitt**  
Since the last two meetings the quarterdeck and the forecastle deck have been attached. The guns and gun ports have been added. Fore castle bitts, charley noble and belfry added also. The quarter deck now has the wheel, railings and hammock netting installed. The waist guns have been rigged. Rope coils and haul out tackle have been added. Each gun is made from 17 pieces of pear wood. The masts and yards are finished and the foremast is installed on the ship. Each mast is rigged off the ship prior to installation. This is from Gus Agustin ship modeling 101. Prior to rigging, the model was mounted to the purple hart base and ebony pith. The foremast is rigged to the bowsprit. The rigging is brass and copper wire .002, .0035, .004, .006, .008, .010, & .012. I purchased tinned copper wire from Precision Scale Model Engineering; phone 508-478-3590. The tinned wire is easy to straighten and paint. .004 and above hard brass wire is purchased from Detail Associates, available at most hobby shops. Since no rigging drawings are available I used two books, James lees' "The Mastig and Rigging of English Ships of War" and Lennarth Peterssons' "Rigging Period Ship models"

### Masterpiece in Miniature

I wanted to take this final opportunity to showcase some of Robert Hewitt's models...or model. This is kind of an anomaly because in the past he has usually only taken a few months to complete a model. This has taken much longer. (What a slacker). These photos are high quality which can be enlarged several hundred percent to see the fantastic detail (but only if you get the newsletter on-line). Please note the penny in the photo above for perspective.

Photos by John Wickman





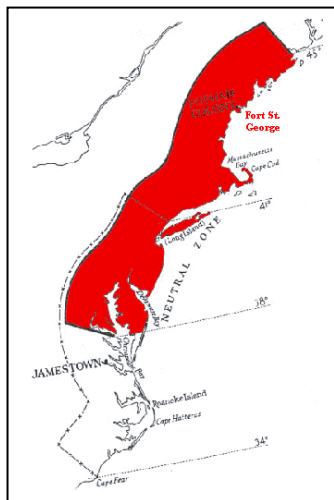
# Virginia: The Rest of the Story

by Rupert Morgan

When I did the first research to plump up the information on **Dick Roos'** VIRGINIA, I had fun making light of the expeditions apparent inability to find Virginia. But that can't be right. While navigation techniques of that era were crude by today's standards, they were able to get latitudes pretty close. Maine is a CONSIDERABLE distance from Virginia. Besides, they seemed to be able to find their way back fairly easily. Landing in Maine couldn't have *really* been a mistake. So, what is the story? 'The rest of the story', as Paul Harvey says, is an interesting insight into our history. Since it deals with shipbuilding, specifically one our Guildmember has made a model of the article's subject, and since it helps pad the newsletter, I will relate it to you.

On April 10, 1606, James I signed the first charter granting a newly formed joint stock company the right to establish colonies on those shores of North America known to the English since the days of Sir Walter Raleigh (1580's) as Virginia (in honor of Elizabeth, the Virgin Queen). The so-called Virginia Company was divided by the royal charter into two ventures; the Virginia Company of London (or London Company) and the Virginia Company of Plymouth. The London Company was granted that part of Virginia lying between 34° and 41°N, while the Plymouth Company was assigned the more northerly latitudes of 38° to 45° N. Each company was to plant its initial colony within the non-overlapping portions of the respective grants. The degrees of overlap between 38° and 41° were to be claimed by the first colony that was strong enough to do so. The London Company established the settlement in Jamestown in May 1607. It flourished. The Plymouth Company attempt to establish a settlement was less successful.

The Plymouth Company's Popham Colony (named after Sir John Popham, the expedition's chief patron) was planted at the mouth of the Sagadahoc River, today's Kennebec River in the State of Maine. The principal installation of the colony, Fort St. George, was placed at the tip of a headland named Sabino. This particular place was carefully selected for the purpose of initiating English colonization in the north.



**The Virginia Company  
Territory**

As we know from the show and tell piece, the ships GIFT of GOD and MARY & JOHN left England in May 1607 with 120 or so colonists and sailors, arriving about a month later. They made an ambitious start at building a church, an earth and stone fort and 50 houses. Colonist John Hunt left a remarkable diagram of Fort St. George showing the placement of these buildings. The MARY

& JOHN returned to Plymouth on October 6th. The GIFT of GOD departed in mid December and returned to England by way of the Azores, having transported 33 masts to that location. Forty five colonists under the leadership of George Popham (nephew of Sir John) remained behind.

After a good start, the colony went downhill fast. George Popham died in February. His successor, Raleigh Gilbert (Nephew of Sir Walter Raleigh), was hotheaded and an unwise decision maker. The colonists were quarrelsome and not inclined to work nearly as hard as the circumstances required. Some historians have attributed the colonists' bad behavior to their previous residences in England's gaols; others say that modeling the colony's structure on the feudal system did little to encourage diligence or hard work. Mirroring a template we would see with most initial European attempts to colonize the new world, the colonists quarreled with each other, eventually made enemies of the local inhabitants and absolutely nobody was prepared for the severe winters. The arrival of a supply ship in the spring helped some, but the supply ship arriving in September brought bad news. Both Sir John Popham and Gilbert Raleigh's brother died, leaving the colony's leader as his heir. Gilbert immediately planned to return to England to claim his inheritance. The colonists were shaken. With the loss of Sir John as a backer and the prospect of another harsh winter, they determined to abandon all their efforts. They dismantled as much of the property as possible, loaded anything of value onto the ships and sailed back to England.

**Continued on Page 6**

## VIRGINIA-Continued

It appears that the Popham Colony was intended to be a shipbuilding center. A number of shipwrights were included in the colonists. As we saw, they made and exported masts. We also know that in October 1607 they built what was referred to as 'a pretty 50 foote Pynnace of about some 30 tonne, which they called the *Virginia of Sagadahoc*'. Some explorations of the area were made in the pinnace, including a trip up the Kennebec and perhaps to far away Jamestown. The VIRGINIA was one of the vessels used to transport the colonists back to England. What became of the *Virginia*? In June 1609, the third supply fleet left Plymouth, England bound for Jamestown with 500 or 600 new settlers on nine ships.

The 300 ton flag ship, the *Sea Venture*, towed behind it a small pinnace that some historians feel may have been Popham Colony's *Virginia*. About eight days from their destination a tremendous storm devastated the fleet. It is recorded that *Virginia* arrived in Jamestown in mid-August, seriously damaged but intact. It eventually made the return trip to Plymouth, but appears not to have been used again after that for cross- Atlantic ventures. One account by Robert Tristram Coffin said the *Virginia* "finished its days, with good Englishmen chained in it, among the Barbary Pirates." So endeth the tale.

For more info, go to: [www.pophamcolony.org](http://www.pophamcolony.org)

## TIPS AND HINTS

### That pesky glue residue

The following useful information was recently gleaned from the internet **Seaways Shipmodeling List**

**Mark** (last name not given) asks: "I am foremost a woodworker, but have taken to modeling as well... but the same problem with glue lines shows itself on models, as I'm sure you are all aware... Now this is no problem on an area that will be painted...but on brightwork, at the junctures of glued parts...if you get glue on exposed surfaces, even if you wipe it judiciously, you can later get a shadow where the glue was. This is due, I feel, to the fact that the wood drinks in the finish at a different rate in the previously glue-entrained areas, and produces a different cast to the finished wood. I look at my woodwork in the light carefully, and fine-sand any smooth spots...but that does not guarantee that the finished product won't still show some measure of differential at the glued areas... Does anyone have any tips as to how to minimize this phenomenon?"

**Greg Herbert** responds: "I use Titebond glue and have no problems with staining. I basically use glue and pressure (finger or clamps) for all joints and allow for squeeze out of some glue from the joint. I then use a small paintbrush and water to vigorously clean up the joint. As long as you clean up the excess glue within a couple minutes there will be no residue on the stainable surface.

**Phil Krol** adds: "I find that being very careful with amount of glue applied to minimize squeeze out

is the key. Then let bead of squeeze out dry and scrape off with scraper or chisel. Wiping before dry tends to smear glue over wider surface area."

Here is **John Kopf's** view on the matter: "One problem I've not seen addressed (but have had happen on occasion) results from using water-based glue and not waiting long enough to sand/scrape/etc.

"The water will soak into the wood surrounding the joint; this causes the wood to swell slightly...the amount of swelling depends on the width of the glue joint. once the two pieces of wood are joined (and the glue has set), there's no place for the moisture swelling the wood to go - it has to seep out of the edge of the glue joint (happens s-l-o-w-l-y).

"I have had instances of finishing a glued joint perfectly flat, and MUCH later the wood finally "unswells" and leaves a slight trench along the joint. if the light is right, this can cause a shadow that can mimic what you describe.

(The same thing can happen if the wood is not fully seasoned, or has gotten wet.)

"Fortunately, this is rarely a problem in making models, because the glue joints tend to be narrow (e.g., gluing planks edge-to-edge).

"However, if you're gluing two thick (3/4"+) planks together edge-to-edge to make a wide base for our model/case, wait a few days before "cleaning up" the joint."



# Kit News

by Chuck Seiler

(from a previous newsletter)

The fine print. This article does not constitute endorsement of any products or services by either the San Diego Ship Modeler's Guild or the San Diego Maritime Museum. The author is not affiliated with the company or companies mentioned in this article except as a customer.

**Kit-bashing-**(1) Deriding and thoroughly bad-mouthing a kit you are not fond of. Usually a really crappy kit. (2) Making modifications to one degree or another to a kit so that the finished product is different than what is on the box. While the "crappy kit" is the primary reason for the first action, there are many good reasons for the second. This is what we will focus on this episode.

Why kit-bash? There are many reasons. We kit builders all kitbash from time to time for one reason or another; a piece was lost so we had to make a new one; the plans did not match the pieces so you improvise (and probably engage in both definitions of the term) or we don't like the color on the box, so we change it. Three of the biggest reasons for kitbashing are (1) we wish to turn the kit into something other than what it was designed as (2) the kit is not historically correct, or (3) we want to improve upon the materials provided.

Making a kit into something it is not is a reason for bashing. I have a kit of the USS ENTERPRISE in its 1799 schooner rig. I would like, however, to build it as a brig (to which it was converted in 1811) because I like the look. This will require research and plan/instruction modification; not only will the masts, yards and rigging be different, the deck arrangements will have to be different in order to accommodate the rig change. Ironically, since the kit is based on a SWAG rather than accurate historic plans, the conversion may be more accurate than the original...although of a different ship. In this case I will be using plans from the brig LEXINGTON, built around the same time as well as data from Chapelle's *The History of the American Sailing Navy* and other sources. In this case it may not be 100% accurate, but it will be close enough for my mantelpiece.

A variation of this theme is making a model of a ship based on a popular movie or book(s). The Patrick O'Brian novels have been popular for many years, as were the Hornblower novels. The upcoming movie has raised this interest further. Unfortunately, the model industry is slow to keep pace with demand.

Chari Wessel (our resident Aubreyologist) is interested in making the frigate SURPRISE, the ship featured in numerous POB novels and in the upcoming movie. This correspondent has also heard that Bill Luther plans on building the SOPHIE, Captain Aubrey's first ship (presumably not in a 12"=1ft scale). Both plan to bash an existing kit to get the result. Both will be more complicated than my ENTERPRISE experiment because more extensive bashing may be required. Unlike my ENTERPRISE, they have to locate a suitable replacement kit, but like the ENTERPRISE, both must rely on some research to get a reasonably accurate product.

Since SURPRISE was an actual ship in the Royal Navy, there is adequate documentation for it. The next question comes to mind, how much expense and effort do you want to put in on this? Chari could go to the National Maritime Museum in London and get plans for the SURPRISE, resize them for the scale of the kit she is working, modify them to conform to the Patrick O'Brian SURPRISE and proceed from there. Fittings and deck furniture would all be made or modified based either on the plans or details picked up from the book. A little TOO MUCH effort, you say? Fine. By using descriptions from the book, draught information found on-line and many fine references on construction, fitting and rigging of ship/frigates of that period (many of these references are in our library), Chari can come up with a mighty fine model which is more historically accurate than many of the models on the market today.

SOPHIE was not a real ship but POB gives us sufficient detail in his book that we have a tremendous advantage. All Bill needs to do now is search the archival records to find a ship of the same rig, same period and same or approximate dimensions. Once he has some suitable candidates, he can either go the NMM route or look at closer sources, such as Taubman's Plan Service. Using the references outlined above, as well as his considerable modeling skills, we will have another candidate for the Patrick O'Brian wing of the museum.

Another reason to bash is because you do not like the quality of the kit material or you would like to improve upon technique. This could be as simple as replacing some of the crappy wood used for planking with something better all the way to rebuilding portions of the vessel (such as stem piece or transom, or rabbeting the hull prior to installing planking) or incorporating more realistic planking. The desired result is to end up with a better quality or more realistic model. Wood replacement would be a one for one deal (where you can get this wood will be covered at a later date). More substantial renovations will require more in depth research. Many of us attempt

## KITNEWS: Kitbashing- Continued

to undertake this on our own. More and more, however, there are an increased number of resources to help. For instance, *Ship's In Scale* magazine regularly includes articles about building various kits. They often include tips on how to improve on the kit one way or another.

I recently discovered another forum for kitbash assistance. It is admittedly much pricier, but if you seriously want to get into kitbashing, this is excellent. A gent named Bob Hunt has established what he calls "The College of Model Shipbuilding" which discusses various ways of building and bashing models. This can be found at <http://groups.yahoo.com/group/ShipModelingCollege>. For those who wish to go further, he has established a number of practica he calls his curriculum (freshman, sophomore, junior, senior, graduate). Each features a number of lessons (or chapters) showcasing various skill levels, modeling techniques in general and levels of bashing. Each focus on a specific ship model, but the information can be used on any model...to a degree. Some require purchase of additional plans, some require purchase of additional wood. Currently kits include Model Shipways ARMED VIRGINIA SLOOP (freshman), Model Shipways Constitution (sophomore), Mamoli RATTLESNAKE (junior-although Model Shipways RATTLESNAKE will also work) and Mantua/Panart kit, HMS VICTORY (senior). The Kammerlander kit DUKE WILLIAM will be used in the future as an alternate Freshman course.

I have embarked on the Junior course; RATTLESNAKE. In this course, the art of kitbashing is presented. The course presents two methods of construction; out of the box construction or kitbashed construction. With emphasis on kitbashing, the model takes on an entirely new look and method of construction. The modeler is shown how to turn the kit into what might appear to some as a scratchbuilt model. Upper framework is replaced with real frames taken from the Hahn plans. Exotic woods are used to plank the model such as boxwood, ebony, swiss pear and holly. The lower hull is planked in a split fashion using holly below the waterline and boxwood above. The kit's metal decorations are replaced with hand carved decorations. Help is provided through the excellent book on motor tool carving by fellow modeler Bill Short. Blocks are replaced with more realistic looking blocks and the rig is enhanced with sails as well. Completion of this course will give the modeler the skills and experience to improve any kit on the market by utilizing research and accurate alternative plans. For more information, check out the following link-

<http://www.lauckstreetshipyard.com/collegecourse.htm>.

Kitbashing is part of a natural progression starting with plastic models and culminating in scratch-built admiralty models. It gives us an opportunity to take our existing skills and limited kit resources and make something truly special.

NOTE: Since this article was originally published, member **Don Ferguson** has started his "SURPRISE" based on Linbergh's pirates ship JOLLY ROGER.

♫♦



### Ships of Patrick O'Brian

Bill Luther's SOPHIE at far right.

Chari Wessel's SURPRISE second from left.

The 74 gun ship BELLONA is between SOPHIE and SURPRISE. There is a BELLONA kit...any takers?

The ship on the far left appears to be as Hewitt creation, but it is the 50 gun ship LEOPARD, a notoriously slow 'cow', bringing up the rear. The SERAPIS could be used for this bashed model.

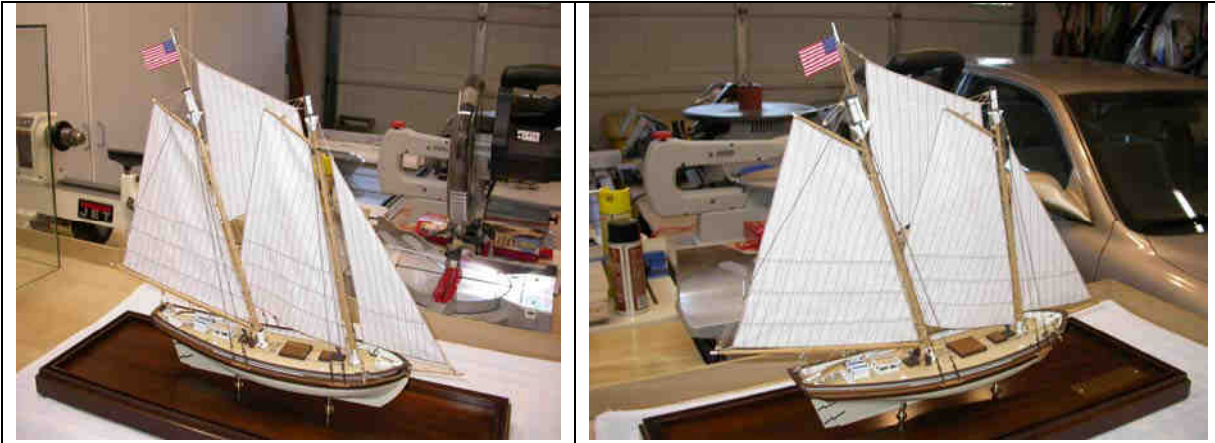


## Making Ship Model Sails

By Peter E. Jaquith

The following techniques were utilized in preparing sails for my circa 1800 Virginia pilot schooner model illustrated below:

Virginia Pilot Schooner KATY



Materials used in making sails included: sailcloth (BlueJacket Shipcrafters #R1350), .020 linen line stained hemp color (BlueJacket Shipcrafters #R1682), all purpose sewing thread (Coats & Clark hemp colored #543), and Dritz Fray Check liquid (available at fabric stores). Special tools utilized included: home sewing machine and high quality sewing shears (4" and 8"). References utilized include: ship model plans and *Steel's Elements of Mastmaking, Sailmaking, and Rigging*.

The sail outline, seams, and reef bands were laid out on the sailcloth using fine drafting pencils. The sail design was based on the ships drawings and reference to *Steel's Elements of Mastmaking, Sailmaking, and Rigging*. Final dimensions were checked and adjusted to suit the model's masts and spars. Note that the bottom edges and reef bands of all sails were curved and they were laid out using ships curves. Note that if the sail design is not shown on the model drawings, it could be drawn out on the rigging plan using data from *Steel's Elements of Mastmaking, Sailmaking, and Rigging*.

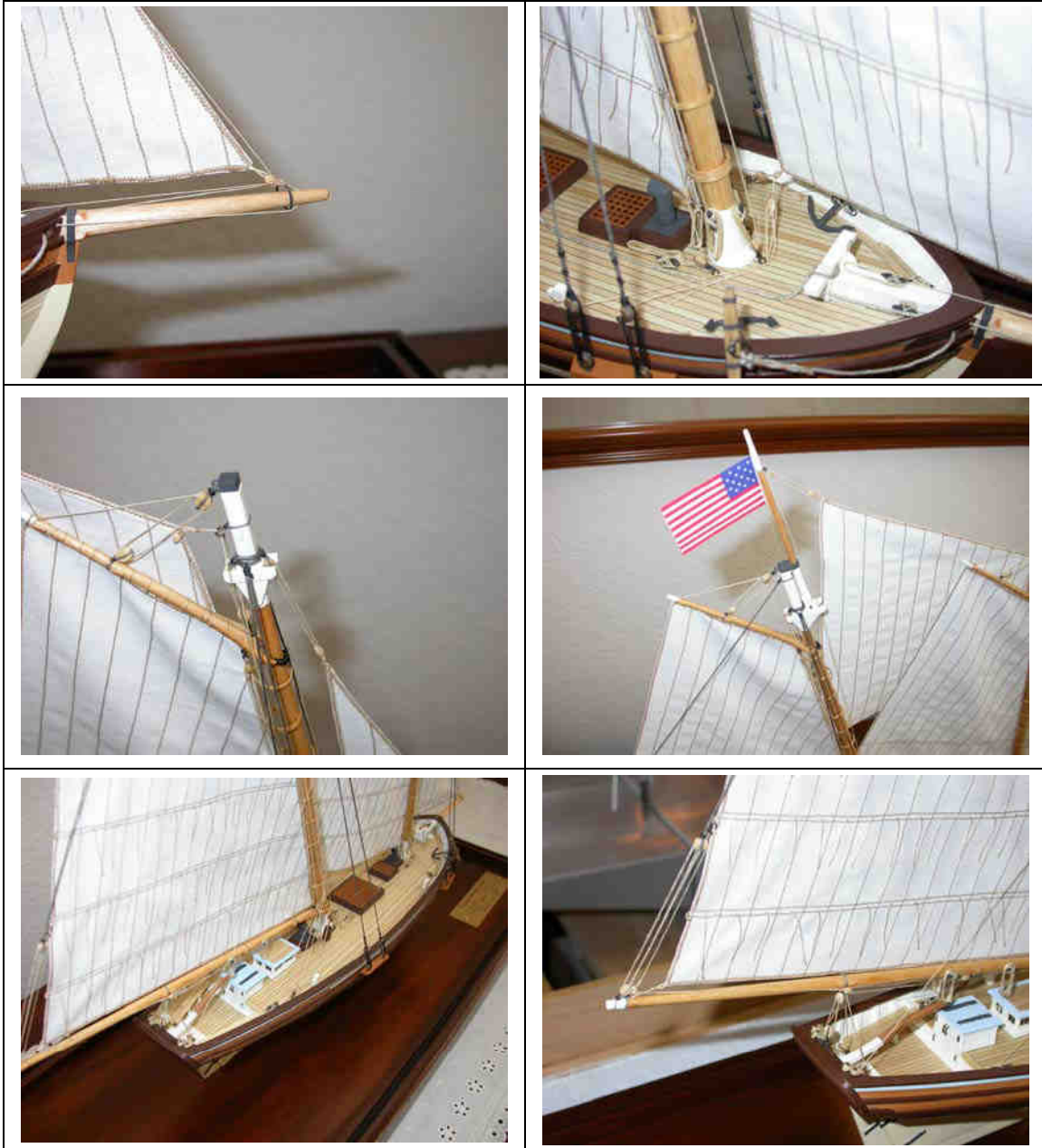
The seams and reef bands were sewn using hemp colored thread and a straight stitch (24-32 stitches per inch). The bolt rope (.020 linen line) was sewn along the sail outline using hemp colored thread and a narrow zigzag stitch (approximately 3/64" wide and 24-28 stitches per inch). Cringes were modeled by leaving small loops in the bolt rope at sail corners and reef points. Note that all sewing of seams, reef bands, and the bolt rope were accomplished prior to cutting out the sails.

A thin line of Fray Check liquid was run over the zigzag stitching and bolt rope prior to cutting out the sails. After allowing the Fray Check liquid to dry, the sails were cut out using high quality sewing shears. Reef points were sewn on by hand using the same thread used for sewing seams, reef bands, and the sail outline. After completion, the sails were ironed using a steam iron set on cotton.

Halyards, tacks, downhauls, sheets, and the jib traveler were seized to the sails, and the fore and main sails were laced to the gaffs prior to mounting on the model. Mast hoops were lashed to the sails using hemp colored thread after mounting to the model. All sewn attachments to the sails were secured with Fray Check liquid.

Details of the model sails are illustrated in the following photographs:

**Virginia Pilot Schooner KATY – Sail Details**



# \$500,00 to Fund Submarine ‘Autopsy’

## Crime Writer wants to solve HUNLEY mystery

by Bruce Smith Associated Press

Contributed by Chari Wessel

**CHARLESTON, S.C.-** Best-selling crime author Patricia Cornwell said Tuesday she is donating at least \$500,000 to help solve the mystery of the sinking of the Confederate submarine HUNLEY.

“This is a crime scene, and you are doing an autopsy on that submarine,” Cornwell said. “It’s much like Jack the Ripper. You take the best modern science and apply it to a very old investigation, and see if you can make the dead speak after all these years.”

The eight-man sub, powered by a hand-cranked propeller, was the first sub in history to sink an enemy warship.

It used a spar to attach a black powder charge to the Union ship HOUSATONIC off Charleston in 1864. The HOUSATONIC burned and sank, and the Hunley vanished, too.

The wreck of the HUNLEY was found off Charleston 11 years ago and raised in 2000.

Cornwell, whose works include a book about Jack the Ripper and a series of thrillers featuring a fictional medical examiner, Dr. Kay Scarpetta, often conducts research in labs to give her books realism.

She visited the HUNLEY conservation lab a month ago and worked with Dr. Jamie Downs, the coastal regional medical examiner for the state of Georgia who has worked on the project.



Submarine H. L. HUNLEY in Charleston-1864

Photo by Ernie Andrew

Cornwell said she wants to provide equipment that might yield clues to the cause of the HUNLEY sinking, such as an infrared device able to detect structural weaknesses in metal.

There are generally two theories about the sinking.

One is that the glass port in the conning tower was shot out during the attack, allowing water to rush into the iron vessel. The other is that the crew ran out of air as they tried to crank the sub back to shore

For more information on the submarine H. L. HUNLEY, visit ‘Friends of the HUNLEY’ at [www.hunley.org](http://www.hunley.org)

### NRG Planning Committee Report

As you are probably aware, The Museum and The Guild are co-hosting the 2006 Nautical Research Guild Conference in October. A number of vendors have already been booked or are in consideration. We are also putting together primary technical speakers and saw dust session (how to) sessions which should be big favorites. Topic suggestions are still encouraged, but the window is closing fast. There will be another planning meeting prior to the March general meeting. A quick update to the general membership should occur as well.

# A Shark That Was A Shocker

by Al Adams

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

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

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

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

More wind than was needed took us wet and fast out to Bermuda and on into the lower Bahamas to Fortune Island where we anchored over a sugar sand bottom in three fathoms, 150 yards from the beautiful white sand beach. Sharks don't usually swim over a white sand bottom. They seem nervous and too vulnerable, or maybe they get sun-burned.

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

The next day the Olympic 3-metre board diver made known her desire to dive so I measured up three meters on the foremast ratlines and she started splashing. Almost immediately she had a visitor--a big tiger shark that swam around the yacht. Out of the water the diver came saying "What am I to do? I can't practice." I said "I will take care of the problem. Just keep your suit on." From the refrigerator I brought out a six pound beef roast and sewed it tight on a big shark hook with a heavy stainless steel wire leader. The 1,000 yard reel that Zane Grey presented to me was always on these long cruises. It's line was 108 pound test, the same line, rod and reel, that Grey used to establish four of his World's Records with bill fish and tuna.

I jumped in the dory with the rod, reel and the beef roast

and rowed out to the edge of the reef. I then lowered that enticing bait in three fathoms of water. Back on board I readied my fish fighting chair and strapped on my harness. It took just forty minutes for the big tiger shark to make his decision and, wham! He took the bait. The line sang out. I was ready. He was big, heavy and strong. It was hot and the crew poured sea water over me to keep me cool. He took me around the yacht nine times. Enough!

I asked the fellows to bring the dory to the boarding ladder. I jumped in with my gear and two of the crew came along. The tiger towed us for miles as I slowly gained line on him. Finally I was able to bring him exhausted back to the yacht.

The fellows tossed me a 12-foot length of one inch line which I looped around the Tiger's tail. To this the main halyard was attached and, with the halyard on the winch, up went the shark for pictures and to be weighed. He tipped the scale at 525 pounds. Now the girl could go diving. She kissed me. With that much shark we towed it to the beach. I wanted to share it with the destitute natives. They shook their heads and told me "We will not eat the shark. If we do, some day the shark will eat us!"

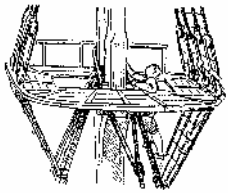
All of the crew came ashore with cameras. The fellows had not sailed before until this cruise and they were excited with the shark. It was a new experience, too new!

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

The power of those jaws is tremendous and their ability to crush teamed up with those teeth, certainly had a grisly potential and uglification. Those young men were proving to me that they were creatures of impulse rather than reason. What I was seeing was not too well considered. It was no way to have a head on one's shoulders. They had been warned. It was now at the shark's discretion and I had not determined just how discreet Tiger sharks really are.

The last of the five was on his knees on the sand and had just removed his head allowing those huge jaws to come together when the shark rolled its big eyes and opened those jaws to their limits and slammed those teeth and jaws closed with such force it could be heard a

**Continued on page 13**



## THRU THE LUBBERS HOLE

By Robert Hewitt

### Brass and Copper Blackening

The brass and copper wire used for the standing rigging, footropes and yard ties on HM.SOLEBAY was blackened with Birchwood Casey Aluminum Black. The yards were made with the footropes and ties prior to blackening. The yard assemblies were cleaned by dipping it in a bath of acetone, then wiping them dry in a paper towel. Dave Yotter recommended Tarn-X, available at Home Depot or Lows. The assemblies were then flooded with BC Aluminum Black. After one minute they were rinsed in water. The unfinished bamboo yards were unaffected by the blackening process. My next project is going to be a ship under sail and I wondered if the same process would work. The masts are to be painted black and white fly tyne thread is wrapped around the yard to represent the robands that attach the yard to the sail.

I made a test yard and painted it black with Floquil engine black. After a 24 hour drying time, I wrapped the yard with 8/0 white uni-thread available at any fishing supply store. The thread is tied with a knot at each end of the yard. Then copper wire is twisted on the yard to make foot ropes and yard ties. I cleaned and blackened the assembly as before and there was no degrading of the paint or thread. Be sure to shake the blackening material before using it. The instructions make no note of this.

Good luck and good modeling

#### Shark-Continued from page 12

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

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



## Web News

by Chuck Seiler

The **Model Shipwright's website** has moved to a new location. This started out as a group of modeler's wanting to share their accomplishments with the public and themselves. They combined with another group (The Warrior Group) in a collaborative effort.

This is the home of the on-line magazine (newsletter) "Warships to Workboats" (which I covered at a previous meeting. It includes a photo album of member models, book reviews, links to other areas, a section on tips and gizmos, a "what's new" section with reviews on some new tools and a new section entitled "world attractions"

The links section is one of the largest I have seen. It includes subsections on new books, used books, museums, journals, tool suppliers, wood suppliers, plans, research, practicum/kits and others.

The "world attractions" section is relatively new and is intended to include pictures from around the world on topics of interest to ship modelers. Current contents include a couple dozen models from the Roger's Collection in Annapolis MD., Longridge's VICTORY from the Science Museum in London, CONSTITUTION in Boston (Charlestown) Harbor, CONSTELLATION in Baltimore and VICTORY in Portsmouth. Maybe we can get the STAR included. :-)

The Model Shipwright's website can now be found at <http://www.modelshipwrights.net/>. It is well worth the gander.



# The *PROVIDENCE* Sails Again

*Reproducing John Paul Jones' Favorite Command 200 Years Later*

By RADM John R. Wadleigh (USN Ret)  
and Charles W. Wittholz  
From Fall 1978 SEA HISTORY Magazine

Contributed by Dick Roos

Our founding fathers came to America by sea, through the sea we as a nation have survived--and will! *Seaport '76 Foundation* Ltd. was formed in 1973 as a non-profit organization in Newport, Rhode Island, to bring life to this history in the bicentennial era. *Seaport '76* undertook as its first project, the building of an operational reproduction of the Continental Navy sloop, *PROVIDENCE*, formerly the Rhode Island sloop *KATY*. First ship of the first colony to have a navy; first combat command of John Paul Jones; and first ship which American Marines landed in an amphibious operation, this 90-ton craft of two hundred years ago speaks proudly for the maritime heritage

How to transform an idea, conceived by the founder of *Seaport '76*, historian John Millar of Newport, into a viable project? Millar had already built a reproduction of *HMS ROSE*, the British frigate which harassed Colonial Rhode Islanders and caused the colony to form its own navy in May 1775. *ROSE*, built in Canada out of Millar's own funds, came to Newport in 1970. *ROSE* has had troubles. Built of wood and outside the United States, she was not certified by the Coast Guard, and her owner had a long and painful battle before finally making her available for public display. A far different course of action was required to build *PROVIDENCE*. In late 1974 a new and expanded Board took on this task with myself, John Wadleigh, as president.

At this time the American Bicentennial was grinding slowly ahead and initial support was sought there. Coincidentally, a membership had to be built--when the new board took over, less than 25 were on the roster. Starting with less than \$1,000 in the operating account, by spring of 1975 *Seaport '76* obtained \$32,000 through the Rhode Island Bicentennial Commission., its largest single grant. As required by law, this grant was matched with private funds raised through an expanded membership



Reproduction of Colonial Sloop *PROVIDENCE*  
Photo from [seacoastnh.com](http://seacoastnh.com)

and distinguished advisory board. So, funds were available to begin.

Consideration was given to remodeling an existing fishing trawler of about the same size. This idea was discarded after available hulls on the east coast were inspected. Another plan was to construct a new wood reproduction.....

## STOP THE MUSIC STOP THE PRESSES

As I was doing research to locate a suitable picture of *PROVIDENCE* I got caught up in the world wide web thing noticing how ships and ship modeling threads keep crossing. With apologies to Dick Roos, I want to wax wise on this for my last article.

While re-typing the article, I re-noticed that the *PROVIDENCE* was John Paul Jones' first combat command. Previously in the day I was working with an officer from the USS John Paul Jones on one of my projects--Interesting but irrelevant. I also noticed in my research that *PROVIDENCE* was used in the filming of "Pirates of the Caribbean 2"(PotC 2)--interesting but not irrelevant, since the Museum is putting on an exhibit "Pirates of the Pacific" at about the same time as the film opens. Coincidence? I think not. It is also relevant when you consider Robert Hewitt wanted to do an exhibit "debunking the myth of the pirate ship" and showing how different types of ships were used as pirate ships. We could

**Continued on page 18**

## Ship Modeling Sources of Supply

Firm/Address	Web Site	Content
<b>AbeBooks</b> N. A.	<a href="http://www.abebooks.com">www.abebooks.com</a>	Source for used, new, rare and out-of-print <b>books</b> . Find classic collectibles, rare signed editions, used textbooks, and inexpensive bestsellers
<b>Barnes &amp; Noble</b> N. A.	<a href="http://barnesandnoble.com">barnesandnoble.com</a>	Out of print reference books such as Steel's Elements of Masting, Sailmaking, and Rigging; The Art of Rigging; and Lever's Young Sheet Officer's Sheet Anchor
<b>BlueJacket Shipcrafters</b> 160 East Main Street Searsport, ME 04974 (800) 448-5567	<a href="http://bluejacketinc.com">bluejacketinc.com</a>	Period and modern ship model kits, fittings, books, and supplies
<b>Byrnes Model Machines</b> 4104 Winbrook Lane Orlando FL 32817 (407) 657.4663	<a href="http://byrnesmodelmachines.com">byrnesmodelmachines.com</a>	Model tools (thickness sander, table saw, draw plate, etc) for ship modelers by a ship modeler.
<b>Cut &amp; Dried Hardwood</b> 241 S Cedros Avenue Solana Beach, CA 92057 (858) 481-0442	<a href="http://cutanddriedhardwood.com">cutanddriedhardwood.com</a>	Quality hardwood for carving solid hulls, sawing planks, and building ship model cases
<b>Decal Paper.com</b> 6905 NW 25 Street Miami, FL 33122 (305) 593-0911	<a href="http://decalpaper.com">decalpaper.com</a>	Supplies for making your own custom dry transfers / water slide decals on your home computer
<b>Double O Laser Services</b> 27 Magic Valley Dr Sandia Park, NM 87047 505-281-0028 fax 505-286-4658	<a href="http://laserservices.net">laserservices.net</a> <a href="http://doubleolaser.com">doubleolaser.com</a> <a href="mailto:doubleo@laserservices.net">doubleo@laserservices.net</a>	Highly accurate and detailed scale parts for the model ship industry. Service ranges from simple building jigs for the Practicum Approach to complete kit upgrades to replace the out-of-scale plywood and the poor quality brass parts.
<b>Dromedary</b> 6324 Belton El Paso, TX 79912 (915) 584-2445 FaX (915) 845-7470	N. A.	Ships plans, kits and parts.
<b>Eisenbrand Inc. Exotic Hardwoods</b> 4100 Spencer Street Torrance, CA 90503 To Shop: (310)542-3576 For Orders: (800)258-2587 Fax: (310)542-2857	<a href="http://www.eisenbran.com/">www.eisenbran.com/</a>	Exotic hardwoods would be my guess
<b>El Cajon Nameplate Company</b> 1511 N Cuyamaca St El Cajon, CA 92020 (619) 449-5954	N. A.	Engrave nameplates
<b>Lauck Street Shipyard</b> 129 Abby Lane Strasburg, VA 22657 (540) 535-5912	<a href="http://lauckstreetshipyard.com">lauckstreetshipyard.com</a>	Practicum's covering period ship modeling techniques (very helpful), and craftsman style period ship model kits
<b>Loyalhanna Dockyard</b> (including <b>Taubman Plans</b> ) 7527 Gilbert Rd. Bergen, N.Y. 14416 Phone: 585-494-0027 Fax: 585-494-1369	E-Mail: <a href="mailto:LHDockyard@aol.com">LHDockyard@aol.com</a> <a href="http://www.loyalhannadockyard.com">www.loyalhannadockyard.com</a>	Ship plans. US Based retailer of model ship kits. Specializes in kits produced in the UK. Also carries motors, detail parts, flags and other accessories.

## Ship Modeling Sources of Supply

Firm	Web Site	Content
<b>Lumber Yard</b> 6908 Stadium Dr. Brecksville, OH 44141 USA (440) 526-2173	<a href="http://dlumberyard.com/">.dlumberyard.com/</a> <a href="mailto:mrs22wood@aol.com">Email: mrs22wood@aol.com</a>	Custom cut hardwood for ship modelers-pre cut or cut your own. Harold Hahn framing 'kits'. LEXINGTON semi-kits. Other cottage industry kits.
<b>Micro-Mark</b> 340 Snyder Avenue Berkeley Heights, NJ 07922-1595 (800) 225-1066	<a href="http://micromark.com">micromark.com</a>	Small / micro tools and modeling supplies
<b>Model Expo</b> 3850 N 29 <sup>th</sup> Terrace, Suite 101 Hollywood, FL 33020 (800) 222-3876	<a href="http://modeleexpo-online.com">modeleexpo-online.com</a>	Period and modern ship model kits, fittings, books, and supplies
<b>New Milford Photo</b> 9 Skyview Drive New Milford, CT 06776 (888) 285-6998	<a href="http://newmilfordphoto.com">newmilfordphoto.com</a>	Supplies for making your own custom heat transfers (for adding lettering / symbols to model sails / flags) on your home computer
<b>Paper Creek Model Works</b> PO Box 6863 Frazer Park, CA 93222 (661) 242-2421	<a href="http://papercreek.com">papercreek.com</a>	Printed brick paper in 1:48, 1:64, and 1:87 scale for brick try works on Whaling Ship Models
<b>Pier Books Inc. / Dupont Communications</b> P.O.Box #5, Piermont, NY 10968 U.S.A. (845) 268-5845 Fax number: (845) 268-8804	<a href="http://www.pierdupont.com/orders@pierbooksinc.com">http://www.pierdupont.com/orders@pierbooksinc.com</a>	Publishers and dealers of books, plans, and marine art of worldwide interest to ship modelers and others interested in the history of ships.
<b>PREAC Tool Co., Inc</b> 1596 Pea Pond Rd. N. Bellmore, NY, 1170	<a href="http://PREAC.COM">PREAC.COM</a>	Specializing in precision model making tools, including micro-precision table saw and drill press, thickness sander and ship modeler's clamp sets.
<b>Rex Trophies</b> 12817 Poway Road Poway, CA 92064 (858) 748-5951	<a href="http://rextrophies.com">rextrophies.com</a>	Custom brass plaques
<b>Rockler Woodworking and Hardware</b> 8199 Clairemont Mesa Blvd. San Diego, CA 92111 (858) 268-1005	<a href="http://rockler.com">rockler.com</a>	Fine woodworking tools; supplies; and quality hardwood for carving solid hulls, sawing planks, and building ship model cases
<b>Sherline Products Inc.</b> 3235 Executive Ridge, Vista, CA 92081-8527, USA Phone: (800) 541-0735 or (760) 727-5857 · Fax: (760) 727-7857	<a href="http://www.sherline.com">www.sherline.com</a> E-mail: <a href="mailto:sherline@sherline.com">sherline@sherline.com</a>	High quality machine tools for modelers.
<b>Tom's Modelworks</b> P.O. Box 304 Santa Rosa, CA 95402 FAX: (707) 638-3271	<a href="http://tomsmodelworks.com">tomsmodelworks.com</a> <a href="mailto:tom@tomsmodelworks.com">tom@tomsmodelworks.com</a>	Photo etch detail parts for ships and planes
<b>Tru-Scale Models</b> 12874 Country Road 314B Beuna Vista, CO 81211-9102 (719) 395-8076	<a href="http://troutcreekeng.com">troutcreekeng.com</a>	Embossed brick paper in 1:48 and 1:87 scale for brick try works on Whaling Ship Models



## Ship Modeling Sources of Supply

Firm	Web Site	Content
<b>Vanda-lay Industries</b> P.O.BOX 1945 RUNNING SPRINGS,CA 92382 PHONE# 909-744-4445 or 909-867-2081 or 909-867-3838	<b>vanda-lay</b> industries.com vandalay1@verizon.net	UNIQUE, ONE OF A KIND, HIGH QUALITY MODELING TOOLS
<b>Warner Woods West</b> PO Box 100 Ivins, UT 84738 (435) 652-4400	Email warwoods@infowest.com	Precision cut hardwood, period rigging blocks, and linen miniature rope (e-mail: warwoods@infowest.com)
<b>West Coast Model Ships</b> 7644 Clairemont Mesa Blvd. San Diego, CA 92111 (858) 560-9633	N.A. westcoastships@sbcglobal.net	Period and modern ship model kits, fittings, books, supplies and a cat.
<b>Wood Carvers Supply</b> PO Box 7500 Englewood, FL 34295-7500 (941) 698-0123	woodcarverssupply.com	Wood chisels, gouges, precision carving tools, and wood carving supplies

## Ship Modeling Information Resources

SITE	WEB ADDRESS	COMMENTS
NRG Site	<a href="http://www.naut-res-guild.org/">http://www.naut-res-guild.org/</a>	A good launch site for vendors, research and other websites
Modelshipwrights W2W	<a href="http://www.modelshipwrights.net">http://www.modelshipwrights.net</a>	On-line ship modeling magazine and information
Seaways list	<a href="http://groups.yahoo.com/group/SeawaysShipModelingList">http://groups.yahoo.com/group/SeawaysShipModelingList</a>	Excellent site for interactive discussion of ship modeling topics. Must sign up on Yahoo discussion groups. Highly recommended
Ships in Scale Magazine	<a href="http://www.seaways.com/">http://www.seaways.com/</a>	A good launch site for vendors, research and other websites
John Kopf's "FAQs"	<a href="http://home.att.net/~ShipModelFAQ/">http://home.att.net/~ShipModelFAQ/</a>	A listing of ship modeling frequently asked questions..and answers.
Mother of all Nautical Websites	<a href="http://www.boat-links.com/boatlink.html#top">www.boat-links.com/boatlink.html#top</a>	'Nuff said. About 20 pages of links. Check it out.
Babelfish-Translation site	<a href="http://babelfish.altavista.com/translate.dyn">http://babelfish.altavista.com/translate.dyn</a>	Translator site-for all you European kit builders.

## PROVIDENCE-Continued from page 13

get **Marc Malopy's** "Armed Virginia Sloop" and slap a pirate flag thereon, as well as **K. C. Edwards'** "SULTANA". Next we need a brig.

Speaking of brigs, I remembered the brig LADY WASHINGTON was used in the "PotC 1" and went to that site to see if it was used again. Here comes one of those threads again...it so happens that LADY WASHINGTON had a major role in my joining the Guild. It was used in the first STAR TREK-Next Generation film as the Continental brig ENTERPRISE in the opening scene. I had the AMATI model of the schooner ENTERPRISE and wanted to convert it. (the real Enterprise was converted from schooner to brig in 1805, or thereabouts). I found this **K. C. Edwards** guy who sold ship model kits and tried to get info from him on model building. Next thing I knew I was in the Guild...and some time later I found myself onboard the LADY WASHINGTON who was visiting San Diego (and does every year). Only THEN did I learn it had been used as ENTERPRISE. But I digress...

While checking the LADY WASHINGTON website I noticed her old running mate, HAWAIIAN CHIEFTAIN was back on the west coast. These two ships regularly came to San Diego, even before the CALIFORNIAN was an active player, and had gun battles in the bay. But in January 2005, the HC website ominously reported:

***The Hawaiian Chieftain has relocated to the East Coast under new ownership and will not be returning to the San Francisco Bay.***

-- shazbot ! --

As it turned out, the HC had been purchased by Larry Mahan of Marston Mills, Mass to replace his tall ship lost in an accident in Nova Scotia (where SURPRISE nee ROSE was built-thread). The HC, renamed SPIRIT OF LARINDA was to be used to replace the LARINDA that he built in his backyard. It was to be used much as the HAWAIIAN CHIEFTAIN had on the west coast, except a private owner owned it. So, in February 2005, HC left from San Diego, headed for the east coast and renovation. Unfortunately, Larry died in June 2005.

As often happens, tall ships draw tall ships. As the Museum acquired the CALIFORNIAN and SURPRISE, the group managing LADY WASHINGTON put together a project to acquire the HAWAIIAN

CHIEFTAIN and bring her back to the west coast. (How did Ray miss this opportunity?) So, only a few days BEFORE I checked out the website, they posted:

February 25th - 2006

### **Mission Accomplished**

Hundreds of days ago we got a crazy idea - let's bring the *Chieftain* back to the West Coast and again use her as partner to *Lady Washington* - this time as a vessel that is crewed by the same pool of sailors and administered by the same office. Many people have worked long and hard to make this happen and early this morning *Hawaiian Chieftain* pulled into Morro Bay and rafted up to *Lady Washington*.

So, let me summarize- The PROVIDENCE, an east coast ship, is going to be in a pirate movie. The SURPRISE, which was built by essentially the same group (and was an east coast ship before becoming a west coast ship), is going to be transformed into a pirate ship. The LADY WASHINGTON, which was also used in a pirate movie, is rejoined with her old stable mate HAWAIIAN CHIEFTAIN (which is a topsail ketch, by the way...and would make a dandy pirate ship). Both will be coming back to San Diego on a regular basis to do battle with SURPRISE's stable mate CALIFORNIAN (which will end up in a pirate movie at some point, I'm guessing) and LYNX. How she came into the picture is anybody's guess, but (1) she will probably be in a pirate movie before long, as well and (2) is often plying San Diego waters and is along side the Museum pier for our benefit.

After all, it is the ships that we are interested in and through our models make them real (or close enough for government work). How priceless is it to have the real ships at your disposal; to look at, to walk upon. The visiting ships San Diego sees each year (such as Lady Washington and Hawaiian Chieftain) alone would be most people's wildest dream. Throw in the Festival of sail and it is beyond that. But we few, we happy few, get to see ships such as SURPRISE, CALIFORNIAN, STAR of INDIA, MEDEA, PILOT and K- (sub) among others on a regular basis. We get to spend time on them, tread their decks at leisure, study them and some of us even get to sail them on a regular basis. The Museum and the Guild provide a magnificent opportunity to we ship modelers and lovers of ships, and for that I am *truly and eternally grateful*. ...and before I wax wise into the sunset, we have a few.....



# ANNOUNCEMENTS



## NRG 2006 PLANNING COMMITTEE

The planning Committee for the 2006 NRG Conference will meet at 6PM, Wednesday 08 March (meeting night) on the upper deck of the BEREKELEY. For those of you NOT on the planning committee, when you show up at 6:45 and a bunch of people are sitting at the table, talking....don't worry, we didn't start without you.

## SAN DIEGO COUNTY FAIR

The San Diego County Fair (formerly the Del Mar Fair) is still three months away, but it is not too early to start planning. **Robert Hewitt** will be giving us more information. There are still some spots left on the roster. It is a way to promote the Museum, promote the Guild and promote the hobby. Guildmembers are encouraged to work two or more days. In the past, this earned you a lunch cruise on the MEDEA or (this year) CALIFORNIAN. Its also great fun!!

## BLUEJACKET MODELS WANTED

The NRG planning committee is in need of any completed or semi completed BLUEJACKET models. Please contact **Chuck Seiler** if you have one or more.

## TOPICS WANTED

We are still looking for discussion topics for the next year. Plz give it a thought and let **Robert Hewitt** know what you have in mind.

## MODEL SHOP CLEANOUT/REFURB

All hands are reminded that we plan on refurbishing the model shop the second week of March. As such, it is requested that all 'stuff' now stowed in the model shop be removed in order to facilitate the work. 'Stuff' may be re-ensconced after work is complete.

Volunteers are requested for a working party on 11 and 12 March to help start renovation and excess stuff removal from the model shop. Contact **Bob Crawford** for details.

## ROSTER UPDATES

Tony Bunch  
<redacted>

Jeffrey J Johnson  
<redacted>

John A Conover  
<redacted>

Update information for  
DickCamfield  
<redacted>



*I bid you - - Farewell* ♫



**LADY WASHINGTON and HAWAIIAN CHIEFTAIN together again in Moro Bay**

Photo from LADYWASHINGTON website



## San Diego Ship Modelers' Guild

1492 N. Harbor Drive  
San Diego, CA 92101

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

MARCH 2006

**Next meeting is Wednesday March 8th on the Berkeley  
NRG Planning Meeting 6:00PM 6:30 PM- social. 7:00PM Meeting**

*Bring a model*