



San Diego Ship Modelers Guild

1492 N. Harbor Drive San Diego, CA 92101

FEBRUARY 2015

NEWSLETTER

VOLUME XXXXIII, NO. 2

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Established in 1972 by
Bob Wright and Russ
Merrill

FEBRUARY MEETING HAS MOVED TO TUESDAY 10 FEBRUARY 2015

This month's Guild meeting was moved from Wednesday to Tuesday 10 February due to scheduling conflict. Meeting start time is 6PM (1800) with pre-meeting socializing starting at 5:30PM.

DUES ARE DUE

Dues are \$20 for existing members. Purser **Gary Seaton** will accept dues in person at the meeting. Also, checks can be sent to the Guild via the Museum at the below address:

San Diego Ship Modelers Guild
c/o Maritime Museum of San Diego
1492 N. Harbor Drive
San Diego, CA 92101

Anybody who does not have their dues paid by the March meeting will automatically be nominated for the positions of Guild Master and Newsletter Editor.

Minutes of the 13 January 2015 Guild Meeting

Guild Master **Mike Lonnecker** called the meeting to order at 1800. There were 19 members and 1 guest. No minutes available at this time.



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

<http://sdshipmodelersguild.org/>

Bob Wright: 1927-2014

Last month we mentioned the co-founder of the San Diego Ship Modeler's Guild had passed away. My thanks to Robert Hewitt for providing an article on Bob that was in the 09 January 2015 U-T San Diego. (That's our newspaper, for all you out of town folks)

'MR. STAR OF INDIA,' RESERVATIONIST OF SAN DIEGO HISTORY

by CHRISTINE HUARD

Working to restore the Star of India launched an interest in Bob Wright to not only preserve the sailing ship's history, but to share the stories of it's people.



He labored as a volunteer in the early 1960s to make the old windjammer seaworthy again, and later was a crew member who made several sailings and a night watchman who lived on board for more than several years. The experience sparked a passion in

Mr. Wright to record the oral histories of those attached to the ship.

"Walking down the gangway, you went back 100 years," he said in a Union-Tribune piece from March 20, 2000. "I got to know the old salts, and I said to myself, 'I've got to get these guys on tape.'"

Mr. Wright, who lived in San Carlos for 34 years, died of throat cancer Dec. 26 at a hospice in Del Cerro. He was 87.

Recording his first interview in 1967, Mr. Wright would expand his horizon over the years to include other figures of note in San Diego. He would go on to build an invaluable research library of more than 350 taped interviews of local characters and luminaries that are archived with the San Diego History Center, the Maritime Museum and the San Diego Air & Space Museum.

To share his passion for sea lore and maritime history, and the craft of ship modeling, he founded the San Diego Ship Modelers' Guild in 1972.

"He had an insatiable appetite for history," said Joe Ditler, a waterfront writer and historian who was a longtime friend. "Right up to his dying day."

Often referred to as "Mr., Star of India" because his knowledge of the ship ran as deep as the seas she traveled, Mr. Wright went to the Isle of Man to visit the Ramsey Shipyard where her life began in 1863 as the Euterpe, one of the early iron-hull ships. There, he befriended the shipyard owners, who came to accept his invitation to visit San Diego and see the Star of India.

"He built a bridge across the Atlantic and across time, Ditler said. He put that family together again with the Star of India.

For Mr. Wright, history was alive and meant to be experienced.

His appreciation for sea lore one brought him up on deck during a bad storm to see if he could withstand the elements like an old salt, Ditler said. But even dressed warmly, Mr. Wright admitted he lasted just eight minutes in the freezing cold.

"That's just the way Bob was," Ditler said. "He wanted to know what it was like."

Robert Gerald Wright was born Oct. 17, 1927, in Dover, N. H., the oldest of two children to Thomas Wright and Evelyn Courtney Wright. In 1941, his mother, who would later remarry and have another child, moved Mr. Wright and his sister to San Diego.

After a stint in the Army serving as a medic from 1945 to 1947, Mr. Wright began a nearly 40-year career in the aerospace industry, building aircraft at Convair before becoming an electronics technician working in telemetering for General Dynamics.

Continued on page 3

Mr. Wright was an active member of the First United Methodist Church of San Diego, where he served as an usher, and was part of the Chain Gang, a group that takes care of odd jobs around the church.

"Bob was a fit-it kind of guy said the Rev. Greg La Due, a minister at the Mission Valley church. "He was very talented with his hands."

The pastor said that in typical fashion, when Mr. Wright discovered they shared a love of Civil War history, he started bringing La Due books and articles on the topic.

"He'd come by my office to say hello, but inevitably he'd have something to give me," La Due said. "He did that with a lot of people. If he saw something that he thought would interest you, he'd tear it out and make sure it got in your hands."

Survivors include his wife of 34 years, Joyce Woodward Wright; two stepsons, Harold "Chip" Eckles of Columbia, MD and Stephen Eckles of El Paso, Texas; a stepdaughter, Elisa Miller of Lakeside; a sister, Evelyn Wright-Elson of Del Cerro; a half-brother, Paul Jeffrey of Ocean Beach; and five grand children.

A previous marriage ended in divorce. There were no children.

A memorial was held at the First United Methodist Church of San Diego. Burial was in El Camino Memorial Park. The family suggested donations to the church or the Sharpe Hospice Care fund.

January 2015 Community Build

By Mike Lonnecker

Attending the Jan. meeting were **Pete Jaquith, Lee Green, Jon Sanford** and **Mike Lonnecker**. Pete has two projects underway. The brig NEWSBOY is an old (yellow box) Model Shipways solid hull kit. The other model is the brig FAIR AMERICAN, a plank on bulkhead kit from Model Shipways. If you check some older build logs on Model Ship World you will find logs of both. Unfortunately both builds were put on hold when Pete moved for work. Now that he is back he plans to get his shop set back up and go back to work. He brought in paper copies of power point presentations showing both builds Pete also commented that some of the part fits of the Fair American kit were not as good as they should have been.

Jon brought in a model of the NORDEN by Billings. The kit is built in an unusual manner. The hull is built in halves (like a half hull) and joined in the middle. Jon has one half complete and the other underway. He said the biggest problem is keeping the halves flat. The kit has lots of plastic parts which he plans to replace.

Lee had along his Model Shipways kit of the SYREN. He has finished the deck furniture and the ships boat. The ships boat was carved from lifts, bread and butter style. He said that more detail will be added to the boat in the way of oars etc. The group encouraged him to mount the boat upright to show the interior. He is now ready to start masting and rigging. He plans to use Syren Model Co. blocks and rigging line.

A couple of months ago I started the reprint of my NRJ article on building the Fair American. Below you will find part 2.

BUILDING the FAIR AMERICAN 1780

Scale: 1:48

By Mike Lonnecker

Part 2

ASSEMBLY, PAINTING AND FINISHING

I wanted to assemble my model so it would last. I had read much discussion on the use of the new supper glues (cyanoacrylate) and the attendant pros and cons. I decided not to use any super glue. All wood to wood joints were glued with Elmer's Carpenter's white glue. Wood to metal joints were epoxied and metal to metal (brass) joints were silver soldered.

I had sat in on a roundtable at the 2011 Western Ship Modelers Conference with a very good discussion on longevity of models. Part of the discussion was about the preservation of rigging. The consensus of the restoration and modeling experts was that most museums no longer used bees wax on rigging. If anything was used it was a preservation wax called Renaissance Wax. When questioned directly one expert and well known modeler said he used nothing on his cotton rigging. This is the way I went.

The hull framing was finished with tung oil. The oil was wiped on and then sanded. Several coats were applied. The final coat was rubbed with fine steel wool to give a satin finish. All decorative painting was brushed on using artists acrylics. These paints are very translucent and therefore require many coats. Once dry the decorative painting was over sprayed with Deft satin lacquer. All the spars were painted black with Floquil where required and over sprayed with the lacquer.

THE INTERIOR

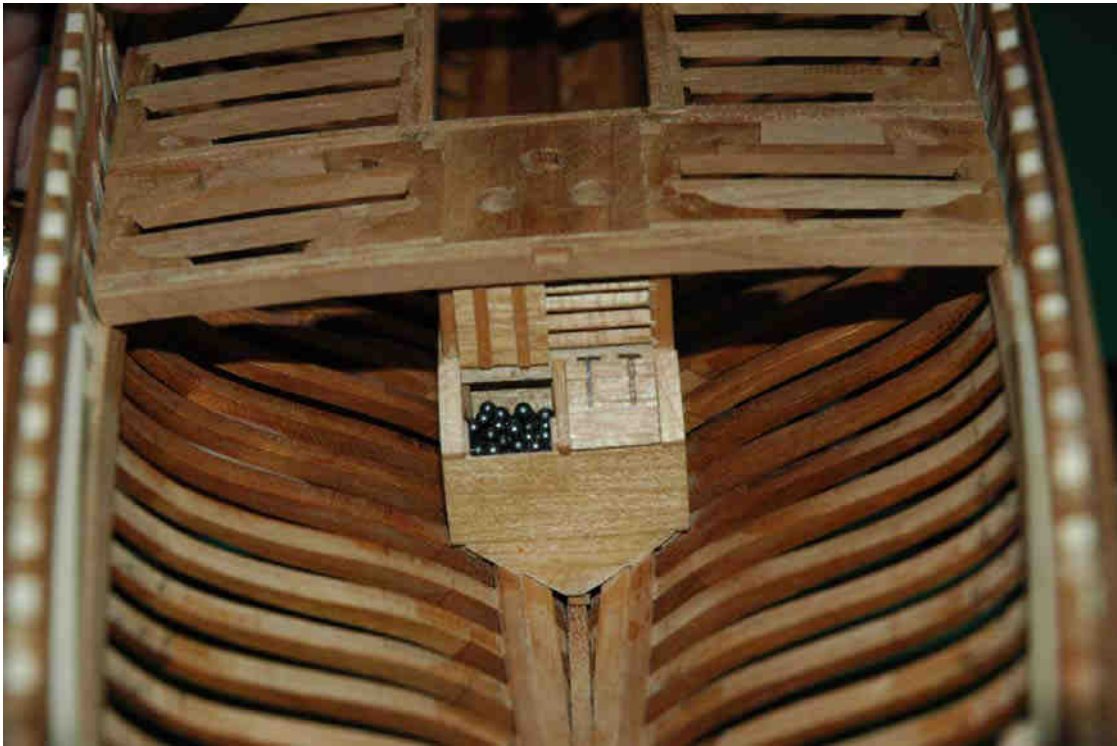
Deciding on the interior layout required some research. First I determined the attributes of the Fair American that I believed would most influence the interior design. They were, in no particular order: The number of guns and their location; Rigged as a brig; Depth of hold; The low quarter deck; The flush deck forward; Location of the capstan; The lack of permanent cooking facilities; Location of the steering gear. Other requirements that had to be met were minimum heights and the ability of men to move about the ship. Chapter 28 of "The Arming and Fitting of English Ships of War 1600-1815" by Brian Lavery proved to be most helpful. On page 153 the illustration of the 14-gun sloop of 1740 was very close to our Fair American in layout. The hanging cabin in the stern, an area for a stern magazine, room for a well and shot locker, and stowage forward were particularly significant. I made sketches of a layout with these items shown. Using measurements from the model, space was allocated to each deck.

Forward a single platform could be incorporated with plenty of overhead room. The forward platform would end at the forward edge of the forward hatch. Several storerooms were constructed on each side of a central isle. The port side was completely finished out while the starboard side was only framed. This was done to hopefully aid viewing of the interior. As can be seen from the photo the framing was rabbited for the wall planking. All planking was done board by board. The doors were built up of individual planks with proper cross bracing. Cherry was used for the vertical walls and holly with graphite edging for the deck planking.



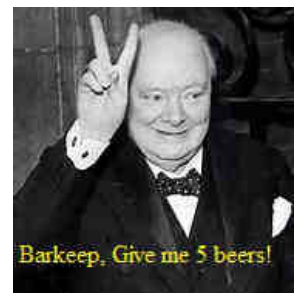
An aft platform would act as the base for the magazine, bread room and small storage areas. David Antscherl's Swan series had floor plans of a small aft platform supporting a magazine and storage areas. I resized this layout to fit my model. The magazine area included a light room, double door entry and filling room. The height of this area was set at 4 ½ feet. The forward end of aft platform ended at the well. The well housed the pumps and main mast. A shot locker was mounted on the forward side of the well. The well was planked half way up and then louvers were constructed for ventilation. A door was installed for access to the ends of the pumps.





The next level up would house the captain and officers' quarters. As seen in the drawing from Lavery, this was a hanging area. The deck of which ended at the bulkhead at the forward end of the quarter deck. The minimum height was just over 5 feet. Because of the rise of the quarter deck following the sheer, the interior height increased significantly as one moved aft. This allowed room for the tiller under the quarter deck without infringing on the captain's head room. The aft section was dedicated to the captain's cabin. Officer quarters were forward of the captain's and to either side of the deck. The bulkheads were built board by board. The doors, which I envisioned of style and rail construction, were built in just that manner. The door thickness was .045 inch (2 1/4 inch at 1:48 scale). Using a .020 inch end mill the styles and rails were slotted and tennons were cut on the ends. Panels were cut of .032 thick material and machined down to .020 on all edges. The doors were then assembled exactly like a real door.

What projects are you working on? What problem area have you solved with a simple jig, an ingenious tool or a well thought-out procedure? Share your experience or tip with us in a newsletter article.

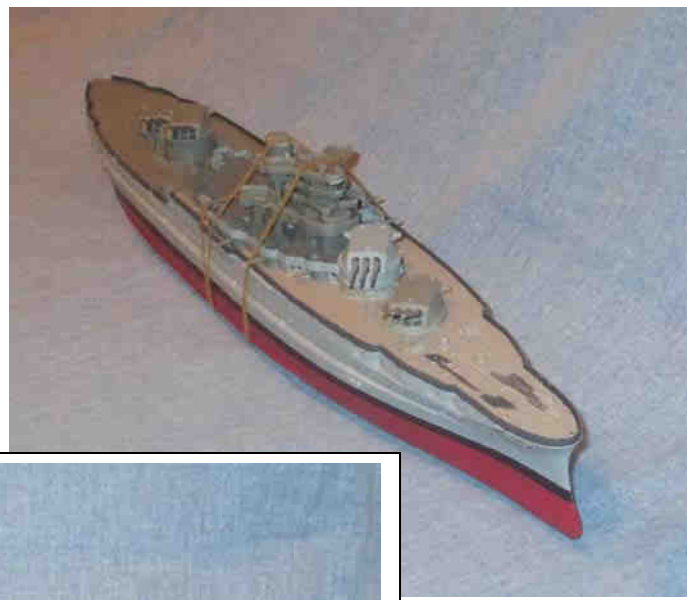


SHOW AND TELL

Isaac Wills' USS ARIZONA (BB 39)
Plastic Revell kit. Scale: 1:426

This is a model of USS ARIZONA, which was sunk in Pearl Harbor, Hawaii on 07 December 1941. The ship still sits on the harbor floor where it sank.

Isaac said this has been a fun build so far. It has a lot of details for a model of this scale. Some other modelers recommended some aftermarket details as well.



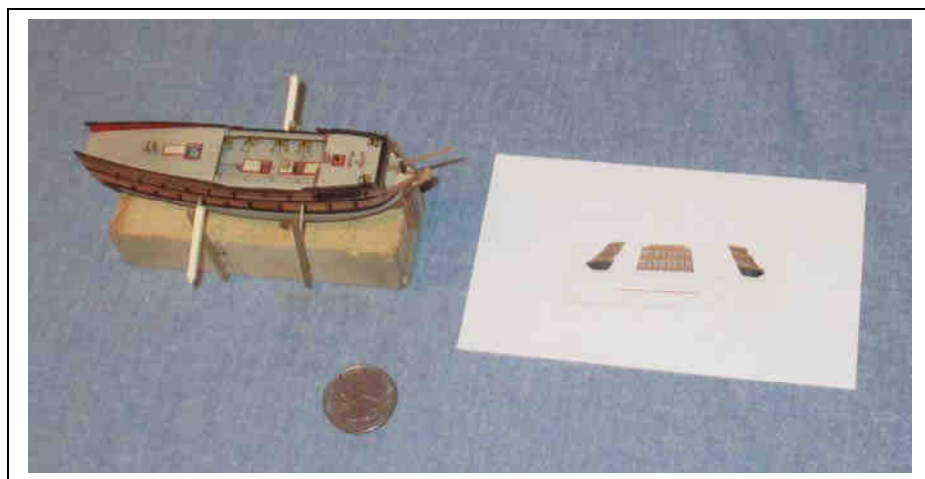
USS ARIZONA underway



Isaac Wills' HMAV Bounty. Plastic Revell kit. Scale 1:110

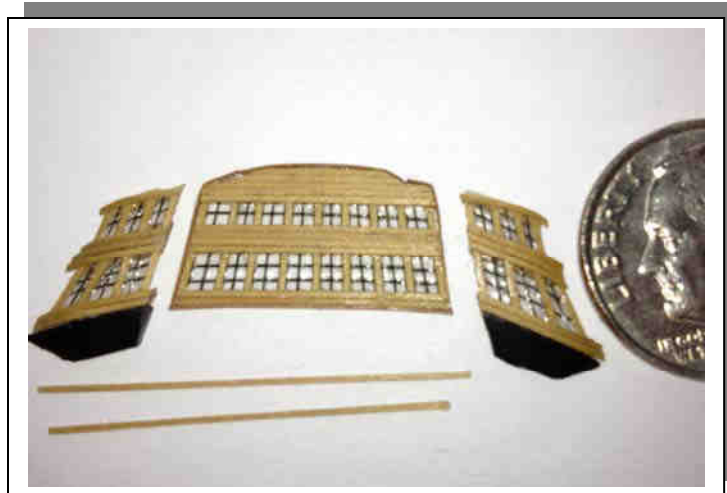
This is the ship that hosted the most famous mutiny in maritime history, resulting in part from the conflicts between ship's captain Lieutenant William Bligh and first mate Fletcher Christian. Isaac says it has been challenging to paint, but has been a fun build.

SHOW AND TELL-Continued



HMS JANUS
44 Gun Frigate
By Robert Hewitt
Scratch built
1:480, 1"= 40 feet

The stern piece and the quarter galleys are shown before installation. The pieces were made from .008" x .014" box wood. The vertical pieces were laid over a picture of the stern and glued to the paper at each end, well beyond the picture. The horizontal pieces were glued to the vertical, but not to the paper. The piece was cut away from the paper and trimmed to shape. This was my second attempt as I had neglected to consider the for-shortening of the picture and the stern piece was too short. I redrew the picture and remade the piece.



↑ I have been unable to find surgical silk thread that I used to duplicate window mullions. Using the thin boxwood strips allowed me to use .004" diameter blackened brass wire. The wire was cut into small pieces and glued to the back of the frame. The window "glass" was made Micro-Glaze from Micro-Mark. The quarter galleys were made up of ebony and three pieces of pear wood. These were cut to shape, glued to a pattern to match the stern windows. The vertical pieces of boxwood were then glued and covered with bent pieces of boxwood. The windows were made the same as the stern windows.



The photo of the ship on its building block shows hold-down piece through the gun-ports. The odd piece of holly sticking out will support the model when it is tipped on its side which is convenient when installing quarter galleys, channels and gun-port lids (but not the last one). The quarter deck is installed and you can see from the picture that the upper windows are fake and are built on the outside of the bulwarks. I have been told that this was to disguise the 44 gun ship to look like a 74 gun ship. I have not been able to find this in print. However this follows the plan of the ship and it is the same on the drawings of the Roebuck, a sister ship drawn by Harold Hahn.

SHOW AND TELL-Continued



Frigate LA GLOIRE
By Bob McPhail
Circa: 1778 Scale: 1:90

LA GLOIRE was a French frigate launched in 1778. In 1779 the hull was covered in copper.

The ship had 26 twelve pound guns, 4 six pound guns and four carronades.

Bob started this model in June 2014, for the Fair. It is a plank on bulkhead kit. It includes 14 sheets of very detailed plans plus a full sheet of the completed model. The gun ports are metal painted red. Good detail on the guns and small metal parts. Plenty of good quality lumber. Stern windows and bow ornamentation made of "gold" painted metal. General appearance of the model "looks" like the HMS SURPRISE. Ebony was used on the wales and some other areas. Teak oil was used to stain the wood



Barry Rishel's old tyme Russian battleship. Plastic kit. 1/350 scale

SHOW AND TELL-Continued



Colonial schooner HALIFAX by Don Dressel
Scratch built plank on frame

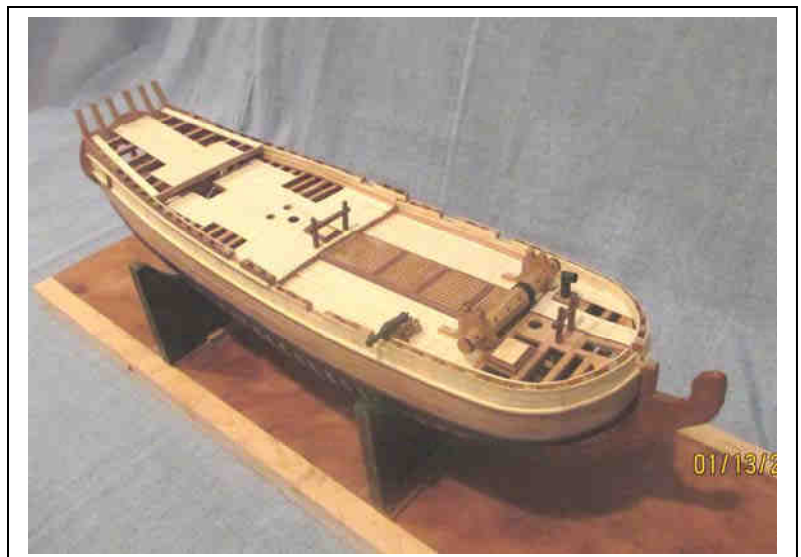
Quite a lot of progress has been made on the model since it was here last. The exterior planking has been completed and the model removed from its Harold Hahn style building board. The old "cradle" used for the Fair American was resurrected for use with this model hull.

The next step was to add the lower deck at the stern and the bow, along with a lot of details such as the keelson and bilge work. Ladders were installed as appropriate to gain access to the lower hold, as indicated by the Harold Hahn plans. The stove was constructed and installed (with the necessary brick flooring) forward on the lower deck. Part of the after deck was "carpeted" for the captain's cabin. None of this detail was included in the "plans" of the Hunt instructions but was added scratch work.

The deck framework was then completed with the installation of the deck clamps, deck beams and carlings after first sanding the interior of the hull and fairing the interior frames. Apparently, there were no deck knees installed on this small a ship – at least I saw no indication of them in either the Hunt plans, the Harold Hahn plans. The forecastle deck structure and the poop deck were also installed.

The deck furniture was next beginning with installation of the hatches on the main deck. The gratings were made using Warner Woods West grating material and not the pieces of wood with round holes furnished with the Hunt material. The windless was also built using different material – a prototype "kit" supplied by Syren Ship Model Company, which Don saw and obtained at the recent NRG Conference, which in itself was modified to fit the Halifax.

Plastic cannon were supplied, which were consigned to the trash can. Instead, brass cannons were again obtained from the Syren Ship Model Company along with boxwood gun carriages and assembled.



SHOW AND TELL-Continued

Much of this detail from the Syren Ship Model Company was laser cut on flat wood, which necessitated the removal of the laser "char" from the pieces before assembly. The brass cannon were blackened using Birchwood Casey Brass Black. The lower main deck planking was then installed, but the cannon and windless were not yet installed, which will be done later. Deck furniture is next



MISSISSIPPI RIVERBOAT
by Jon Sanford

This is made from a kit by "match Makers Kits" in Great Britain. The entire model is made from match sticks, although Jon added some walnut strips for accent.

The building directions were not very good. There was only one photograph to go by. Limited directions allowed Jon to be creative in detail and accuracy.

This is a British concept of what a Mississippi riverboat should look like. It is a little exaggerated. Scale is not accurate.



Jon Sanford brought up some models the 'work crew' had been refurbishing/ reconditioning. This was a group of models to be used in a new display on "Pleasure Craft".

Fireboat

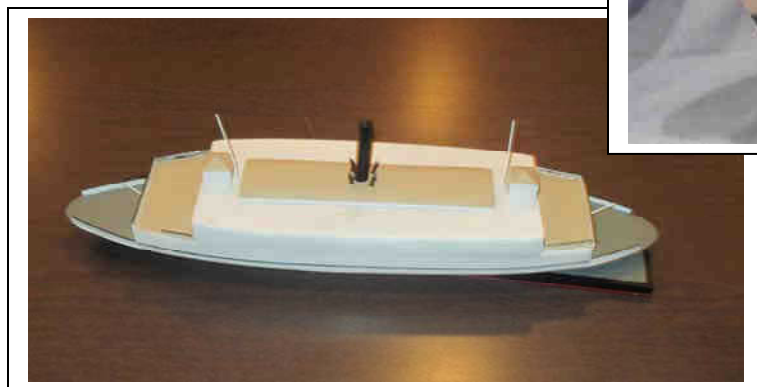
SHOW AND TELL-Continued



Refurbished "YACHT"



Refurbished
"RUNABOUT"



Scale 'model' of the BERKELEY from
the Museum's "working diorama". (See
'MINUTES')



Oh, look, the minutes arrived

Guild Meeting Report January 13, 2015-Continued

Provided by Bob McPhail

Long time member **Pete Jaquith** was welcomed back. Pete has been living on the East coast and Pacific Northwest (Canada if I recall) for the past several years. While he was gone, he remained an active member. He has some great stories for us. Guest **Fred Koch** discussed a ship model that he would like reconditioned.

Mike Lonnecker mentioned that (as previously reported) **Robert Riddoch** resigned as Guild Master and returned to the East Coast for personal reasons (which Mike discussed). Bob plans to become a member of the CONSTITUTION Modeling Club. With Bob's resignation, Mike assumed duties as Guild Master.

As the new Guild Master, Mike had several concerns he discussed with the membership. The Wednesday meeting nights in February, June, and November have been booked for other events therefore the Guild will not have access to the top deck of the BERKELEY. After discussion about alternatives, it was voted (19 – 0) with the members present to move the meeting to the SECOND TUESDAY of each month.

MINUTES-Continued

The start time of meetings was also discussed. Security after normal museum hours was the main issue and paying for security at \$20 per hour. After discussion and a vote, it was agreed to keep the start time of meetings to 6 PM. The start time of meetings will be revisited before museum summer hours start.

The newsletter editor's report was given by **Chuck Seiler**. He talked about the membership roster stated that if a member wants one to contact Chuck. Chuck also wants to be notified if a member is not getting the newsletter.

The purser, **Gary Seaton**, gave his report. The balance as of 31 December 2014 was \$<redacted>. Everyone was reminded that annual dues of \$20 should be paid as soon as possible. If dues are not paid by the March meeting, loss of membership will result.

Dr. Kevin Sheehan, museum liaison, gave his report.

-SAN SALVADOR is expected to be "launched" in mid February. SAN SALVADOR will be trucked from Spanish Landing to the County building then to the Broadway pier for hoisting into the water. It will then be moved to the museum. SAN SALVADOR is expected to be finished in the MAY JUNE timeframe.

-There is some discussion about moving the museum to a location south of USS MIDWAY but this is only a point for discussion.

-**Dr. Ray Ashley** also is looking for exterior designs of a building for the barge behind the BERKELEY. The building should have office spaces, work spaces, meeting rooms, etc. If interested in submitting a design, contact **Dr. Sheehan**. Background: Awhile back, with the help of Guild members, the Museum built scale models of each of the Museum's ships. This was used as a 'working diorama' so **Dr. Ashley** show various planning groups and other interested parties different layout/footprints for the Museum. The plan is to expand Museum administrative space by adding a building on 'the barge'. The buildings requested above would be different conceptual designs of what the building could/would look like. If you are interested, contact **Dr. Sheehan**.

-**Dr. Sheehan** would also like a model of the STAR of INDIA/EUTERPE (circa 1863) on the ways in the Ramsey shipyard. The diorama was damaged in storage and the restoration should "depict" the STAR launch day in 1863.

Mike Lonnecker talked about the community build. There is still no decision as to what ship model to build next. Mike gave a NRG Report. He talked about the interactive web site for modeling.

Nomination of Guild officers will be held at the February meeting. Positions include: Guild Master, First Mate, Purser, Newsletter Editor, and Log Keeper. If you would like to run for one of these positions please indicate your desire at the February meeting. A First Mate is needed ASAP. Please let Mike know if you would like to take on this position. (**Bill Grolz** volunteered to be First Mate until the next election.)

Bill Grolz reported that the San Diego County Fair will be held June 5 through July 5. The sign up sheet for volunteering in the booth will be available at the February meeting. The Museum will again sponsor the competition for best wood ship model. The model can be from a kit or scratch built. Application forms will be available "on line". Application, with a photo, must be received by 1 May. Everyone is requested to start saving any catalogs they may get. These will be used as "handouts" at the Fair. Booth set up will be May 17 and take down on July 6. Theme of the fair is "A FAIR TO REMEMBER". Bill will provide more detail at future meetings. **Robert Hewitt** volunteered to assist Bill.

Copper Sheathing the Ship Model Hull

By Peter Jaquith

Various techniques including copper paint, individual copper plates, photo etched plates, and self adhesive copper tape have been used by ship modelers to simulate the copper sheathing used for under water hull protection on both naval and merchant ships from the late 1700's thru the late 1800's. The following notes describe the technique selected for my Topsail Schooner *Eagle* of 1847 build.



Test Pieces – Test pieces were prepared to evaluate the installation process and appearance of various methods including individual plates, individual plates cut from self adhesive tape, strips of copper tape, and both plain and embossed plates. The selected approach was individual plates cut from self adhesive copper tape with embossed nail heads on the exposed plate edges only.

Copper Material – The material used for copper sheathing was .0015" x 1/4" wide self adhesive copper tape purchased from Blue Jacket Ship Crafters.

Plate Fabrication – The individual copper plates were cut from self adhesive copper tape using a Carl Rotary Trimmer from Staples Office Supply. The plates were 1/4" x 3/4" (16" x

48" full size at 1:64 scale). The individual plates were then embossed from the back side using a fine pounce wheel.

Hull Preparation – After filling and sanding any minor dings, holes, etc. on the lower hull and completion of topside painting (acrylic paints); the topside and bare lower hull were sealed with three coats of Minwax Wipe-On-Poly (oil based wiping varnish). A hard smooth surface is necessary for tape adhesion, and a smooth surface is important as any defects will show through the thin copper foil.

Hull Layout – With the model resting in its building cradle, the waterline was laid out using a surface gauge. The gore line was then located using the copper sheathing layout taken from a similar size merchant hull plans (whaler *Kate Cory*). The individual copper plate strakes were laid out using a tick strip working up from the keel. The water line, gore line, and individual plate strakes were then marked on the model hull using narrow strips of blue masking tape. Note that properly locating the waterline and gore line are critical as I have seen models where they dip down badly in the stern area.

Plate Installation – Individual copper plates were applied using the masking tape strips as a guide and working from the keel up and the stern post forward. The plates were overlapped approximately 1/32" and butts were staggered like brick work. A fair amount of fitting was required in the upper stern area due to the hull shape, and the upper corners of the plates were cut off for those plates that crossed the gore line and waterline. After installation, all copper foil plates were rubbed down with a soft rag.



Protective Finish – After installation, I cleaned the copper plates with denatured alcohol and applied three coats of Minwax Wipe-On-Poly to seal and protect the copper surface. After approximately 10 months, the copper sheathing is beginning to show some tarnish under the varnish finish. On future builds, I may just choose to clean the copper plates and let them tarnish naturally.

While the above technique is only an approximation of full size practice as the nail pattern would have covered the complete plate and would hardly be visible at this scale, I was pleased with the overall effect. As noted; critical items in the application include

COOPER SHEATHING-Continued

having a smooth hard surface, layout of the waterline/gore line, and holding the plate strakes straight.

Brigantine *Newsboy* Installation – Following completion of the Topsail Schooner *Eagle*, my next ship model was the Brigantine *Newsboy* of 1854 (also in 1:64 scale). The copper sheathing installation on *Newsboy* was similar to *Eagle* with the following exceptions:

1. Due to her finer hull lines, I chose to model the copper sheathing layout after the clipper ship *Flying Fish* of 1851. The copper sheathing layout consisted of an upper and lower gore with a single dressing strake at the water line.
2. The copper plate fabrication and installation was similar to *Eagle*. Based on the recommendation of friends at the USS Constitution Model Shipwrights Guild, I elected not to emboss the copper plates with simulated nails. I was pleased with the result, and plan to follow this practice on future models of American Merchant Sail from the mid 1800's.

The following pictures illustrate copper sheathing installation on the Brigantine *Newsboy* of 1854:





FROM THE HELM

I asked, in the last newsletter, for input on a couple of subjects from anyone that could not attend the meeting. I received none. The attendees of the January Guild meeting voted to change the meeting date from the second Wednesday to the second Tuesday of each month. This was decided after much discussion and with the basic fact that there would be less changing of the meeting dates. To illustrate, at present we would have to change dates a minimum of 4 times using Wednesday, while by moving to Tuesday there will be no changes. The vote was unanimous. I think this is a good change and will get everyone in tune with the meeting date and allow everyone to plan ahead to attend.

Also discussed was the 6:00 PM start time. There have been some complaints that it was too early and some could not arrive from work in time. I worked with the museum to see about paying a security guard for us to hold the meeting from 7:00 to 9:00 PM. an hour after the normal museum closing time of 8:00 PM. Again after much discussion the vote was to continue the meetings with a 6:00 PM start time.

Our meetings have always been part business and part show and tell with an occasional demo or program. The programs and demos are always entertaining and educational and we need to have more of them. I have asked **Pete Jaquith** to be our program chairman. Pete is an accomplished and enthusiastic modeler and I know he will do an excellent job. The job however is not to put on the programs himself but to work to involve all of us in sharing some bit of knowledge, a trip taken, or a new skill learned. Pete will be calling on all of you from time to time to share something with us and I hope

you will step up and do just that. Volunteers will also be happily accepted. To help us put on programs, **Barry Rishel** is looking into what we would need to make Power Point and similar presentations. I hope to have more to report on this at the next meeting.

Bill Groltz has stepped up and will fill the vacant First Mate position until elections are held in March.

Election nominations will be opened at the next meeting. Please consider carefully who you would like to guide your club. This is an important time and we must elect people that can contribute to the growth and well being of our club. Some qualified folks may require some arm twisting, so please get out and twist some arms.

DUES ARE DUE. See ya at the next meeting.

Mike Lonnecker

Mike Lonnecker
Guild Master



NEXT MONTH: Looking back 10 years-
The Trafalgar Project begins

<http://sdshipmodelersguild.org/>

Next meeting is
TUESDAY
10 JANUARY 2015
5:30 PM- Social.
5:30 PM Officer's Council
6:00PM Meeting
Bring a model

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

FEBRUARY 2015

-FINIS-