



# San Diego Ship Modelers Guild

1492 N. Harbor Drive San Diego, CA 92101

OCTOBER 2015

NEWSLETTER

VOLUME XLIII, NO. 10

## OFFICERS

### Guild Master

Mike Lonnecker  
address redacted  
phone redacted

### First Mate

Lee Greene  
address redacted

### Purser

Gary Seaton  
address redacted

### Editor

Chuck Seiler  
address redacted  
phone redacted

### Log Keeper

Bob McPhail  
phone redacted

## SPECIAL ASSISTANTS

### Webmeister

Barry Rishel  
address redacted

### Presentations

#### Coordinator

Peter Jaquith  
address redacted

Established in 1972 by  
Bob Wright and Russ  
Merrill

## Minutes of the 09 September 2015 Guild Meeting

Officer's Call convened a little after 1745.

Guildmaster **Mike Lonnecker** opened the meeting at 1800. There was one guest, **John Alvarado**. John is very active in the community and is interested in the some joint participation projects with the Modeler's Guild.

**Editor's Report.** **Chuck Seiler** reported that he anticipated the next newsletter would be a very big one. It will include pictures from the Festival of Sail (okay, that never happened, nobody sent me any FoS pictures), the Trafalgar Project and the proposed bylaws change. Chuck briefed the membership that replacements are needed for the newsletter editor and guild photographer, in addition to Guildmaster. He would like to et a new photographer on line as soon as possible so the person is fully involved by the time of the elections.

**Purser's Report.** **Gary Seaton**, reported that the treasury balance as of September 1<sup>st</sup> was \$<redacted>.

**Museum Report.** It was also reported that the Festival of Sail was very successful. Guild members who attended provided comments. The SAN SALVADOR was tied up but visitors were not allowed to tour her. **Isaac Wills** mentioned that he was on BILL OF RIGHTS during the festival's Parade of Sail. It was recommended that next year the Guild should provide pre cut sailboat parts for people to assemble for a craft project.

**Webmaster Report.** **Barry Rishel** indicated he had posted photos of the Festival of Sail on the website. Based on the vote last month, he paid the renewal fee for one more year for the website. The web site is SDMODELERSGUILD.ORG

**Continued on Page 2**

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



<http://sdshipmodelersguild.org/>

## MINUTES-Continued

**Old Business.** **Mike Lonnecker** gave a report about the bylaws revision. A draft will be in the October newsletter for review. Discussion will be held during the October meeting, with additional inputs and modifications provided to Mike prior to the November newsletter going out. (Newsletter input are due two weeks before the meeting.) The proposed changes and summary of changes are posted on pages 4 through 7.

If all goes as planned, the smooth copy of the revised bylaws will be in the November newsletter and voting will occur in November. **Because the current bylaws required two thirds of TOTAL MEMBESHIP to approve any changes to the bylaws, a second vote may be required in December. Mike will explain.**

Presentation Coordinator **Pete Jaquith** provided the list of presenters for future meetings and requested input/volunteers for additional presentations

The September presentation was by Jon **Sanford** on maritime museums of Harwich, England.



### San Diego Ship Modelers Guild's Presentation Program

A SDSMG Presentation Program has been established with the objective of providing interesting meeting content while passing on many of our ship modeling experiences to current and future guild members. To date we have had an interesting and varied series of presentations, and we thank all presenters for this valuable addition to our meeting agendas.

At our September meeting **Jon Sanford** gave an interesting presentation on the maritime museums of Harwich, England. **Jon Sanford** presented an excellent picture slide show and described the various museums and maritime history of the port of Harwich. With the assistance of **Barry Rishel**, we will post the presentation on the SDSMG web site.

The program schedule for fall 2015 includes:

- October `15 – *Rigging Techniques* by **Mike Lonnecker**
- November `15 – *Iron Navy Camouflage Systems* by **Bob McPhail**
- December `15 – *Modeling the Fair American* by **Bob Costa**

We are pleased with the response to the Guild's Presentation Program. We are currently planning presentations for January `16 and beyond. If you have a subject of interest to fellow guild members, please contact me at the e-mail address noted below. Please include your presentation title, a short description, and computer and audio visual support requirements.

Pete Jaquith  
Program Chairman  
<redacted>

# SHOW AND TELL

Fluit

By Robert Hewitt

Scale 1"= 20 feet

Scratch built

The cradle stand for the model is made of boxwood. The outline and the keel notch were cut on the Prec Table Saw. The keel is .065 wide. I do not have a saw blade that wide, but was able to gang three blades to obtain the width of cut needed. The outline of the two cradle stands was then cut on the saw and the radiuses were carved using a scalpel. .065 holes were drilled in each piece to dowel it to the hull and the base of the case.



The transom board was cut from pear wood and the white lion was formed with gesso applied with a pin. The piece was trimmed to shape and glued to the hull. Two figures carved in boxwood were glued to each stern corner. The top and bottom of the stern piece is finished off with turned boxwood. The pieces were turned on a We Cheer moto-tool and notches cut with the tip of a #11 scalpel blade.

Two tiny windows were added to the stern. The real ones on the ship were 9" x 15" The rudder was added next and the braces and pintles are made from ebony that is the curly-que formed when ripping wood on the table saw.



Isaac Wills' pilot boat PHANTOM. Model Expo kit. This 1/8' scale model is a typical 19th century pilot boat. Isaac is learning about the joys of sand paper while faring the hull.



Jon Sanford discusses Maritime Museums of Harwich England, including the MAYFLOWER MUSEUM..

## **PROPOSED BYLAWS CHANGES**

### **ARTICLE I**

No changes

### **ARTICLE II**

2.1 thru 2.5 No change

2.6 Life Members. Life membership can be conferred to any member in good standing in recognition of significant, sustained, long term contribution to the Guild.

2.6.1 Any member of the Guild, in good standing, may nominate another member, in good standing, for Life Membership. The nomination shall be submitted in writing to the Guild Master. The nomination shall outline general and/or specific accomplishments of the nominee which, in total, constitute a significant, sustained and long-term contribution to the Guild.

2.6.2 Life Member nominations shall be reviewed by all voting officers for consideration. "Review" may include a basic review of the application or a verbal briefing by the nominating member, or both. The nomination must get unanimous approval of the officers before being submitted to the general membership for consideration. The nomination shall be submitted to the general membership by publication in the newsletter along with a ballot for submittal to the log keeper via mail, electronically or by phone.

2.6.3 Life membership will be approved by the general membership with a formal vote at the next meeting following publication. The log keeper shall tally all votes at the meeting and those previously submitted. An approval vote of the majority of votes submitted shall constitute approval.

2.6.4 A person who has been designated a life member will no longer be required to pay any annual dues or fees. The designation shall remain in effect for the life of the member.

### **ARTICLE III**

3.1 No Change

3.2 No change

## BYLAW CHANGED-Continued

3.3 Terms of office. Officers shall serve a term of one calendar year. There will be no restrictions on the number of terms served with the except as indicated below. The Guild Master may serve as many terms as desired, but to keep the leadership of the guild fresh may only serve two consecutive terms.

3.4 Election of officers. The Guild master shall conduct an election yearly. In January the Guild Master shall appoint a nominating chairman who shall report nominations at the February meeting. Nominations from the floor shall also be taken. Ballots with the nominees shall be published in the newsletter prior to a vote at the March meeting. All votes received by mail, electronically, by phone and those given at the meeting will be tabulated to determine the winners. Mail, email and phone votes shall be made to the log keeper. In the event of a close election, telephonic votes will be verified. The elected slate of officers shall take office at the March meeting.

3.5 Vacated office. No change

3.6 Committees. The Guild Master shall appoint committee chairman as he sees fit. ( example: Program Chairman, Audio Visual chairman, Webmaster, etc.)Committee chairs shall enlist the help of members of the general membership as required. Committee chairs shall attend Officers meetings as advisory members but will be non-voting. Committee chairs will have the opportunity to provide reports during the "Reports" section of general meetings.

## **ARTICLE IV**

4.1 No change

4.2 Meeting time. Meetings will be held on board the 1898 steam ferry Berkeley commencing at 6:00 PM on the second Tuesday of each month. If the Berkeley is unavailable, the meeting will be moved or rescheduled by the Guild Master as best serves the Guild.

4.3 Delete

## **ARTICLE V**

5.1 Amendment procedure. The Bylaws may be amended as follows: The Guild Master or his designee shall chair the proposal. Informal proposed changes shall be published in the newsletter and reviewed at the next meeting by the general membership. Any

## BYLAW CHANGED-Continued

changes to the proposals shall be evaluated and a formal set of Bylaws published in the newsletter along with a ballot. Ballots may be submitted to the log keeper via mail, electronically or by phone. A formal vote shall be held at the next meeting and the Log Keeper shall tally the votes. A 2/3's majority of the general membership shall be required for approval. In the event less than 2/3 of the membership votes, the proposal shall be republished along with a new ballot. As before, the Log Keeper will tally the votes at the following meeting. Approval at this second vote shall be by 2/3's of the submitted votes.

5.2 Documentation. A copy of the newly approved Bylaws shall be dated and signed by all officers with this original copy to constitute the only official document and will be retained by the Purser.

5.3 Distribution. A copy of the new set of Bylaws shall be distributed to the general membership by printing in the newsletter.



## SDSMG By-Laws Changes OCT 2015 Summary of Changes

The following is a summary of the proposed changes to SDSMG By-laws presented in this newsletter.

Article II, Section 2.6 LIFE MEMBERS. Old by-laws provided for Life membership, basic requirements for nomination and voting requirements for approval. New by-laws adds a formal requirement for the nomination of perspective Life Members and a review process by Guild officers prior to bringing the issue to a vote before the general membership. These changes are made in order to make the process more orderly and less prone to emotional whims.

Article III, Section 3.3. Terms of Office. Current By-Laws has two section 3.2s. The second one is listed as Terms of Office. This change corrects that error and make it section 3.3. It also adds the limitation that the Guild Master can serve no more than 2 consecutive terms. This is to keep the leadership of the Guild fresh. Someone serving 4 or 5 years will tend to become stagnant and repetitive in their leadership, a change every couple of years will keep the club interesting and promote participation.

Article III, Section 3.4. Election of Officers. Renumbers from 3.3 to 3.4 for reasons cited above. Changes procedure from the Guild Master “appointing a nominating committee” to ensure there are adequate nominees for the election, to “appointing a nominating chairman”. This change also eliminates the requirement to have at least two nominees for Guild Master. It adds the options of electronically (email) submitting ballots or phoning in a ballot (subject to follow-up verification).

Article III, Section 3.6. Committees. Formerly 3.5 Steering Committee. Renumbers from 3.5 to 3.6 for reasons cited above. Removes references to a specific “Steering Committee” and inserts the ability to appoint more functional specific committees or personages. It clarifies committee chairmen’s position as advisory, but non-voting, officers.

Article IV, Section 4.2. Meeting Time. Changes date and time of meetings from 7PM, second Wednesday of each month to 6PM second Tuesday of each month.

Article IV, Section 4.3. Subscriptions. Deletes the requirement to maintain a membership in the Nautical Research Guild.

Article V, Section 5.1 Amendment Procedures. This change adds the options for electronic (email) and telephonic balloting in addition to mail and voting at the general meeting. It also provides for procedures if a two thirds quorum is not received during the first round of balloting.

Article V, Section 5.2. Documentation. This provides for the original approved by-laws to be signed and dated by all the officers, making the “Record Copy” of the by-laws. It also provides for the “Record Copy” of the by-laws to be retained by the Purser.

Article V, Section 5.3. Distribution. Changes original “Distribution” section from 5.2 to 5.3 due to the insertion of new section.

# Battle of Trafalgar

It is now 12:45, 21 October 1805, twelve miles off the coast of Cape Trafalgar...and you are there.

**A**t about 12:45PM on 21 October 1805, HMS VICTORY (100), flagship of Vice Admiral Horatio *Nelson*, broke through the line of the combined French and Spanish fleet. By choice or by chance, Nelson cut the line right behind BUCENTAURE (80), the flagship of the combined fleet commander, Vice Admiral Pierre *Villeneuve*. Forty five minutes earlier HMS ROYAL SOVEREIGN (100) fired the first British shots of the battle and subsequently cut the line, engaging the Spanish ship SANTA ANA (112).”

So begins the narrative panel for the TRAFALGAR EXHIBIT onboard the STAR OF INDIA. This is a project, undertaken by the Guild in March 2005, in conjunction with the Maritime Museum of San Diego, to provide a graphic display of the Battle of Trafalgar on its 200<sup>th</sup> anniversary.

In February, **Bob Crawford**, Guild member and (at the time) Curator of Exhibits, approached the Guild to ‘build a diorama of the Battle of Trafalgar, to include every ship of the line on both sides’. Quite a few people volunteered and by the time we met in March, it was quite clear that the task was going to be much more daunting than ‘making a bunch of small models.’ We had to decide on scale, we had to learn more about the battle, we had to decide WHEN in the battle we would depict and we needed to decide what level of detail to include.

## The Trafalgar Project Volunteers

Don Bienvenue	Dave Dana	Robert Hewitt
Ron Hollod	Bob McPhail	John Mc Shefferty
Tony Robles	Chuck Seiler	Dick Strange
Ed Trasoras	Ed White	John Wickman

THE PLAN. Of course, we would not make the models from scratch. That would be FAR too much work, even for **Hewitt**. Instead, we would use cast white metal ships often used for war gaming. The most popular (and more

importantly, most numerous) was GHQ Micronauts in 1:1200 scale and 1:2400 scale. The 1:1200 scale was chosen. It provided greater detail, 1”=100 feet (was easy to compute distances) and had a larger selection. The downside was that this would be a HUGE diorama. We were able to fit it on a 6 foot x 8 foot board (2 x 6’ x 4’ plywood sheets) but JUST BARELY.



Comparative size of hulls, masts and sails

Once we decided on scale, we needed to determine how many ships and what type were needed. **Chuck Seiler, Dave Dana** and **Robert Hewitt** did much of the research. Finding the ships by name and rate was relatively easy. Based on research, we were also able to determine relative sizes. Micronauts offered different sizes of ‘74-gun ships of the line’ so we were able to have a lot of variety. How many ships? A butt ton!!!

## TRAFALGAR PROJECT-Continued

SHIPS OF THE FLEETS. This diorama includes all the ships of the line for both fleet (27 British, 33 French/Spanish) as well as three non-ships of the line.

The Spanish first rate SANTISIMA TRINIDAD (130 guns) was the largest ship in either fleet. The Spanish also had a couple 112 gun ships. *Nelson's* Flagship VICTORY was rated at 100 guns, while *Villeneuve's* BUCENTAURE was only 80 guns. Most ships in both fleets were third rate 74 gun ships. At the low end, both fleets included third rate 64 gun ships (1 Spanish, 3 British) including HMS AFRICA.



**Dave Dana and John Wickman** decide to hold a Festival of Sail of their own. The British fleet for the TRAFALGAR PROJECT assembles.

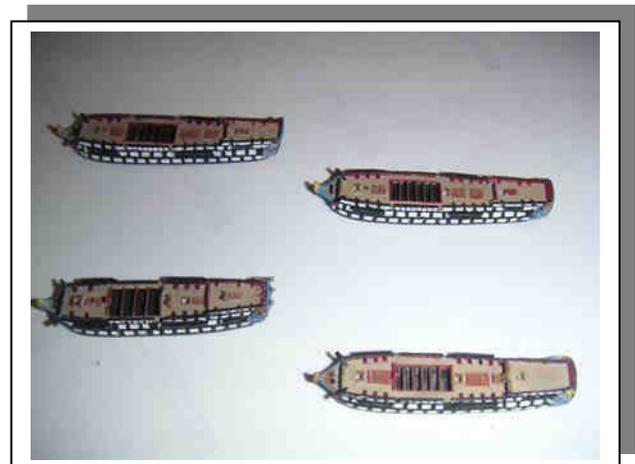
We also included three non-ships of the line for perspective. The frigates and smaller ships served as scouts, the eyes of the fleet, before the battle, stood by and relayed signals during the battle, and carried out various duties after the battle. Just to the east of the British line is the 36 gun frigate HMS EURYALIS and 10 gun schooner HMS PICKLE. After the battle and the death of Vice Admiral *Nelson*, Vice Admiral *Collingwood* assumed command of the British fleet and transferred his flag to the

EURYALIS. The other ships were too badly damaged. The fast schooner PICKLE (similar to CALIFORNIAN) carried the news of the battle and *Nelson's* death back to England. Other of the smaller ships towed the larger ships that had been dismasted in battle.



Also represented is 24 gun frigate HMS SURPRISE, the ship on which you are now standing. If you recall the movie, the fictitious SURPRISE was in the Pacific Ocean, on the Far Side of the World in October 1805. This allows you to see how the ship you are currently on 'sizes up' to other ships that participated in the battle. Frigates were the cruisers of the 18th and 19th century. Ranging from 24 to 44 guns, frigates operated as scouts for the fleet or independently as commerce raiders. Dashing frigate captains were viewed with the same romantic aura as hotshot fighter pilots today (except their wristwatches were smaller).

The good news is that Micronauts made reasonable facsimiles for ALL these ships, except 5. The bad news is that at the time, they did not make 64-gun ships of the line. Chuck Seiler solved that problem by buying five 44 gun CONSTITUTIONs and adding a lower deck. Problem solved. BOO ya!



## TRAFALGAR PROJECT-Continued

COLOR AND RIGGING. The group divided into 3 teams; French, Spanish and British. Prior to the start of the build, team members did some research, then got together to discuss issues. The primary issue was color. The baseline coloration for the French was black with white gun ports. The British was black with yellow or ochre gunports. Nelson had done some special painting of masts to differentiate the British for the enemy in battle. This was incorporated. ...and then there was the Spanish. They had no standard coloration. We know from narratives that the Santa Ana was all black. One ship was black with red stripes. We also got some basic ideas from various painting. Team Spain had a lot of latitude.



Coloration of Spanish, French and British ships. Note signal flags on HMS VICTORY (far right)

Once the baselines were established, each modeler could add a spot of blue, red or white color to the sides and/or transom to 'personalize' each ship.

Rigging, by necessity, was sparse. The kits gave a truncated rigging plan. ROBERT HEWITT gave some recommendations and in some cases took over the rigging process. The models were cast with 'battle sails' set. All regular sails, except mains, were set. Unfortunately, at Trafalgar, most of the

British ships had their studding sails (stun'sls) set and at least one was under full sail. There was only a knot and a half of wind and they were quite anxious to engage the enemy. These sails were manufactured. Oh yeah, we had flags...but I will get to that later.

While the building of the fleet progressed, we needed to determine what part of the battle we wanted to represent and where the ships would be located. When was easy-When HMS VICTORY cut the line. It was an important moment; it was well documented in paintings, in narratives of the time and in numerous ship's logs. It provides a good 'fixed point in history'. We know exactly when it occurred based on the VICTORY deck log. Other ships and other narratives refer to it and sometimes give a time. Based on the time difference (see below) we can gauge other events from those narratives and logs. It also provides for several different scenes on a single tapestry. You have the drama of VICTORY cutting the line. Meanwhile, the majority or the British, French and Spanish fleets are majestically sailing along. Some of the French/Spanish van are turning. The little 64 gun AFRICA, woefully out of position from a bad turn during the night, is gallantly charging along the enemy line to get back in position. ....and over there, the lead ships of COLLINGWOOD's column are engaged in close, hot combat.



ROYAL SOVEREIGN and SANTA ANA wreathed in smoke (center)

## TRAFALGAR PROJECT-Continued

THE NATURE OF HISTORY. Nobody knows exactly what the scene of the battle looked like at 12:45 on the 21st. CNN was not there with a helicopter, nobody had a video-cam, nobody took pictures and nobody took the time to make a diagram. Of the six diagrams we used as references to make this diorama, no two were exactly alike.

Discrepancies can, in general, be easily explained. One diagram may have the ships in order of how they were SUPPOSED to be. Another is based on how a particular participant remembers events as they were where HE was. Yet another is based on multiple narratives, log entries and sightings.

Trying to come up with 'what happened' during an event this large is like the proverbial 'five blind people describing an elephant'. Nobody sees the whole picture and can only tell what they know. Somebody must fit these pieces together and they seldom fit smoothly. People must describe an event that they experienced under fire and under adverse condition, and they are asked to describe it some time after the fact (often years later) when the memory fades or perceptions change based on what you hear elsewhere. Get two other people who went to the company or family Christmas party three years ago to recount the events of that party. Even under these circumstances, you will end up with three slightly (or more than slightly depending on the amount of eggnog consumed) different accounts of the party. The most accurate information we get is from ships logs. They are accurate but usually sketchy. Nobody had time to write in detail during the battle and only specific information was actually documented.

... and what about time? Descriptions of when things happened are all over the board. Time was not as important, or should I say

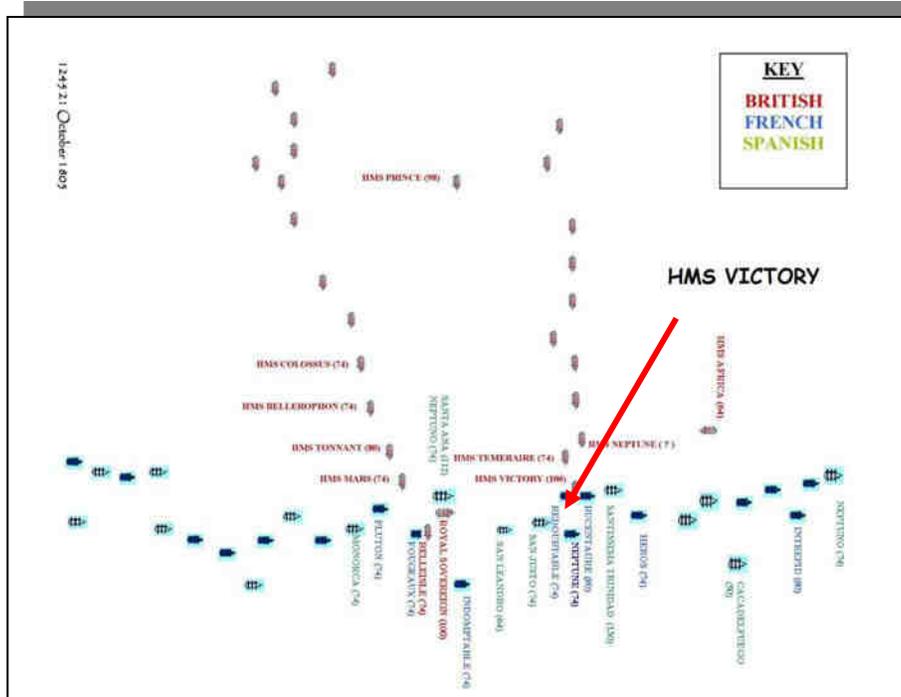
convenient, as it is now. Most people at sea did not need to know exactly what time it was except for navigation. "The clock on the wall" was the half hour glass and ships bells. The most accurate timepiece, the ship's chronometer, was struck below before a battle to avoid damage. It was far too important. Some officers had pocket watches but they were inaccurate and were reset each local apparent noon (if reset at all)--when the sun was overhead. The day before the battle, noon occurred at the British fleet 20 minutes after it reached the French/Spanish fleet. The frigates were somewhere in between. There was no standard time in that era.

Most of what is readily know, and written about, is at the point of impact. That's where the exciting stuff happened. Few writers wrote about the tail-end charlies. It is also true that much of what we have comes from British sources. The simple fact is that he who wins writes the history. Another reason for this is because all the British ships survived the battle and subsequent storm. Many of the French/Spanish ships, their logs, their crew and their officers were lost.

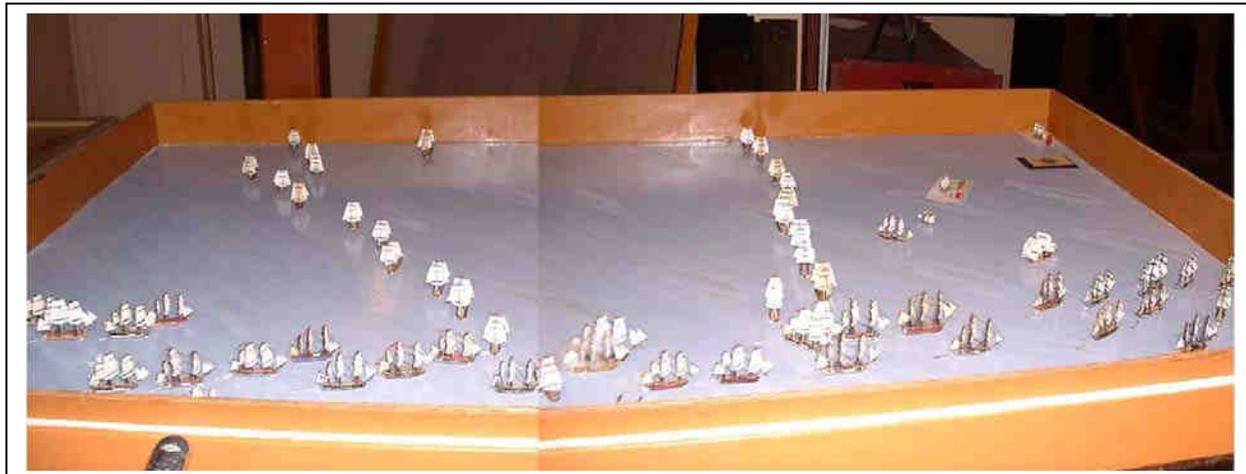
While we don't know, for sure, all the detail, we do know the big pieces. We know the results. We know the ferocity of the battle and courage of the sailors on both sides.

We consulted many secondary sources regarding the battle. Of the dozen maps and diagrams referenced, no two were the same. No two had exactly the same order of the ships. It was not uncommon for a ship in one diagram to be four or five ships over in another. NOBODY had all ships in the same place. EVERYBODY pretty much had the ships around VICTORY and ROYAL SOVEREIGN in the same place. We took what we knew and made a best estimate on the rest.

# TRAFALGAR PROJECT-Continued



The Plan



The Reality





HMS VICTORY cuts the line: Same View, Two Perspectives

FORMATION AND SCALE. The diorama is large, but it should be larger. We had a limited amount of space and had to fit a lot of stuff into that small area. The ships are too close. Standard distance for ships in a column ranged from 150 to 180 yards, depending on the navy. That equates to 4.5 to 5.5 inches in the scale we are dealing with. Average distance between ships on our diorama is less than an inch (33 yards). This allows for maneuver room and keeps each ship from blocking the wind of another. Another metric is that VICTORY and ROYAL SOVEREIGN were about 1 mile apart. 2000 yards = 5 scale feet. In the diorama they are about a foot apart. By either metric, the diorama should have been at least 5 times the current size. Neither **Bob Crawford** nor **Dr. Ray Ashley** thought that was a good idea.

Interestingly, much maritime art, particularly involving battles, has the same problem. If the space between ships in most sailing ship battles was correct, you would have a HUGE canvas with a lot of unused space. I think they call it artistic license.

THE DEVIL IS IN THE DETAILS. Inspired by the exhibits in the San Diego Railroad Museum, we wanted to provide awe in both the macro and micro level. We wanted observers to be informed and impressed by the overall scale of the diorama. We also wanted the observer to be able to bore down on individual

areas of the diorama and find interesting details. Some of the details included:

--SURPRISE and PICKLE. We included these two ships so observers could get a perspective of size by seeing how two full-sized ships they were familiar with (SURPRISE and CALIFORNIAN) compared to the other ships. (oooo ahhhhh)

--FLAGS. Each ship is flying an appropriate sized national ensign. Some ships are flying commissioning pennants. HMS VICTORY is flying the signal that was aloft as it engaged. "Engage the enemy more closely". (Holy cow...how did they do that?)

--SEAT OF EASE. There is no truth to the rumor that one of Hewitt's ships has a bald guy sitting on the seat of ease.

--TRAILING STUN'SL. There is a story about Rear Admiral Collingwood obsessing over a studding sail trailing in the water during the approach to the battle. We modeled ROYAL SOVEREIGN with the stun'sl trailing.

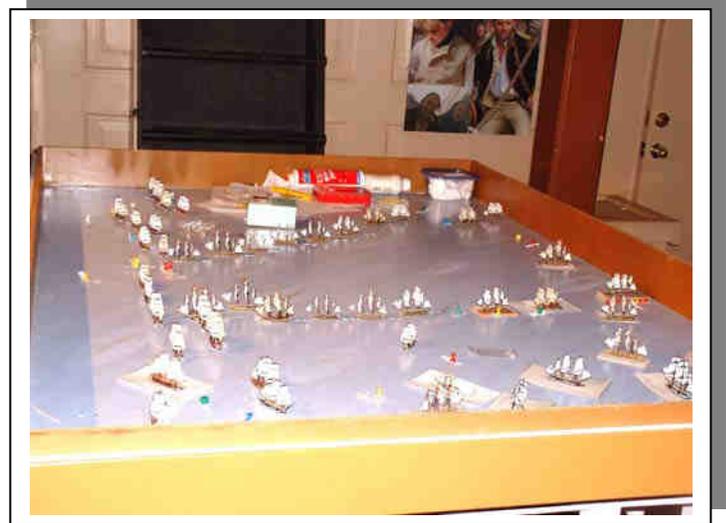
--TRAILING BOATS. Not only did we model several dozen small-assed ships. We included 3 or 4 ship's boats being towed behind EACH ship, as was the practice during battles.

It is hoped that the overall effect is both educational and awe inspiring.

TRAFALGAR PROJECT-Continued



Members of the TRAFALGAR PROJECT determine positions for ships in diorama. One of these panels is now used as the photo backdrop.



I love it when a plan comes together! The diorama takes shape.



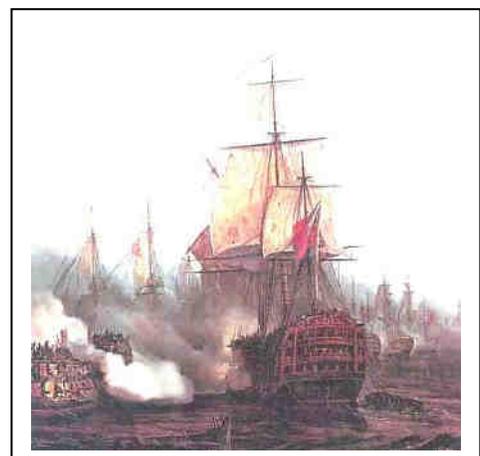
Hewitt and Seiler come up with a plan for the French to win. Motorize the French ships and paint them battleship grey.



In ascending order; Ron Hollod, Robert Hewitt, Dave Dana and Bob McPhail.

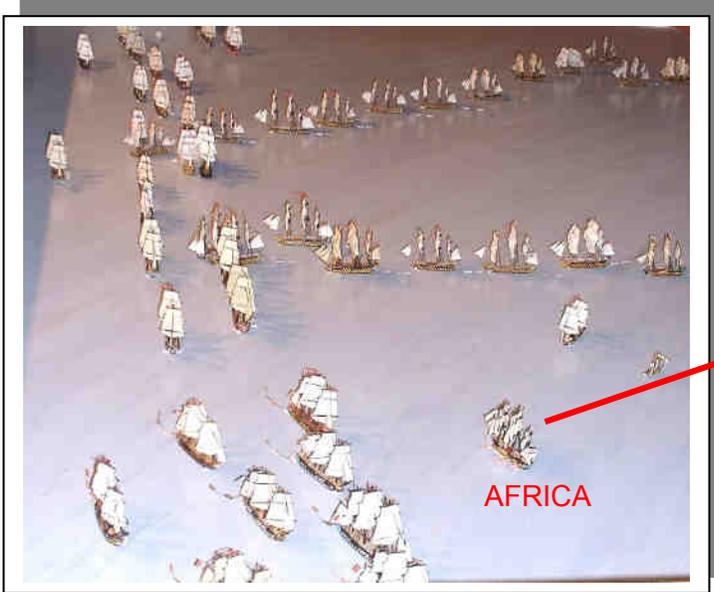


VICTORY passes through gap between REDOUBTABLE (center) and BUCENTAURE (right). Eventually a sniper from REDOUBTABLE would kill British admiral Nelson

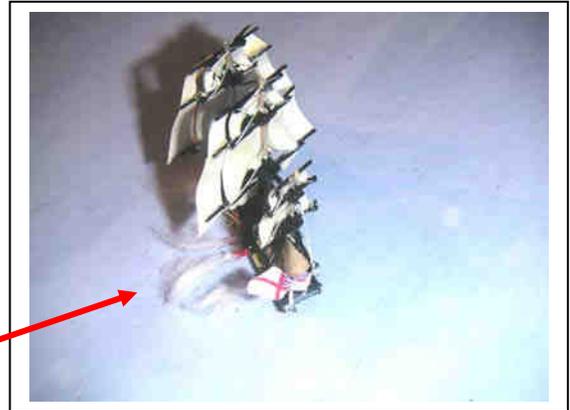


REDOUBTABLE (left) later in the battle, engaged by TEMERAIRE

## TRAFALGAR PROJECT-Continued



A view from the north



HMS AFRICA races into battle (if 2 knots can be considered racing). AFRICA missed a turn during the night and was out of position. DOH!



VICTORY CUTS THE LINE as seen from HMS AFRICA



The battle devolved into a full contact, bench clearing brawl, the envy of any hockey game. There were several pockets of ships fighting in the area. Some French/Spanish ships got away. The battle lasted between 4 and 5 hours, depending on how you measure first contact and last shot fired. This was partially due to the speed the ships were traveling and time it took for all to get engaged. The ships engaged the longest took a terrible beating. Many were dismasted and in poor shape. The end of the battle was not the end of the ordeal. As darkness arrived, so did a storm. Some of the captured French/Spanish ships escaped. Others sunk or were run aground. It was a signal victory that came at great cost.



# FROM THE HELM

One of the things on my agenda as Guild Master, with support from Chuck, has been to update the Guild's Bylaws. Chuck and I have worked diligently to create proposed changes to the bylaws of the guild with input from the other officers. Input from the general membership, unfortunately, been rather lacking. Now is your chance to make any input you deem appropriate. If it is something that you don't like, something you think should change or be added now is the time to make an input. Please send them to me by email or just call me to talk about it. You will find, in this newsletter, a copy of the proposed changes and a summary of the change and why it is proposed to be changed. We will have a short discussion at the October meeting. A copy of the revised Bylaws in their final form will be published in the November newsletter along with a ballot for you to approve or disapprove the adoption of the revised Bylaws. The formal vote will be at the November meeting.

This month's program will feature ME. I will talk about Rigging. The presentation will include a discussion of info sources, materials, some do's and don'ts and a short demo of seizing a block to a line. Hope to see you there.

Mike  
*Mike Lonnecker*  
 Guild Master

## EDITOR'S CORNER

Last month I asked the general membership to think about assisting with the duties as photographer in preparation for a new Newsletter Editor in March. This month, I had planned on giving you a sales pitch for volunteering to be (a candidate for) Newsletter Editor. Unfortunately, I will not be at the October meeting...so here goes.

We are facing an interesting dilemma in that we will have vacancies in Guildmaster AND Newsletter Editor at the same time. It is critical that both these be filled with able personnel.

Prior to and after assuming Editor duties, I took on some functions that had been carried out by others. That is just part of my ego-maniacal, *power grabbing nature in search of world domination HHA HHA HHA HHA!!!!!!*... but I digress. Three years ago I took over snail-mail distribution at a time when we had about 30 snailmailians and needed to revamp the system. Now we have about 11. I was going to do that for two years. As Photographer John Wickman came to meetings less and less, I took that on as well.

NOBODY expects the new Editor to take on all these duties. That is why we need some people to step up, participate in the Guild and share the duties.

Primarily, we need AN EDITOR and A PHOTOGRAPHER. It probably would not be a bad idea to have a backup photographer in case the primary is unable to attend a meeting. Snail Mail distribution is pretty simple and should probably remain with the Editor. I will continue to assist for 3 months. What we MAY need is for somebody to go to the printer each month and pick up the residual printings. May or may not be a big deal.

Anywho, give it a thought.



<http://sdshipmodelersguild.org/>

Next meeting is  
**TUESDAY**  
**13 OCTOBER 2015**  
**5:30 PM- Social**  
**5:45 Officer's Meeting**  
**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	<b>13</b>	14	15	16	17
18	19	20	<b>21</b>	22	23	24
25	26	27	28	29	30	31

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