



San Diego Ship Modelers' Guild

VOLUME 9 NUMBER 6

JUNE 1984

"A.J." FLOATS BOAT

Saturday May 19th was a special occasion for A.J. Neubauer who launched his three year model project, the U.S.S. ANTLOPE. (Dumas Crocket Kit). He was assisted by Bob Ross and Bill Luckenbill. A bottle of champagne was on hand for the members present. Thank goodness he didn't break it over the bow. The vessel operated very smoothly and the craftsmanship is truly museum quality. This is A.J.'s first boat model attempt. How about giving us some lessons Neubauer?

The May 18th meeting saw 32 members present with a good number of boat models for show and tell. The guest list included Victor D. Noeder, Andreas Baninidkoputes and Julie and John Weaver. (West Coast Hobbies)

Vessels present for show and tell, VI LEE HI, GEORGE OLIVER. An 80' ketch built in 1930 at the Cambell Yards. Model is 9/16" = 1' 0", scratch plank on frame. It has spanish cedar planking on spruce frames. This 54" model will be R/C.

Bob Ross, 41' Coast guard Utility in 1/32 nd Scale. This combo scratch and kit (R/C) model is 70% complete and is like the two that is stationed at Harbor Drive.

Michael Anderson displayed his props for the USS Crockett in 5/16" to 1' 0".

John Mc Dermott with USS San Diego light cruiser in 1:192 scale, scratch built POF for display. All completed except for detailing.

Bob Becker with Capt. Cook's Endeavour, 1768 square rigger, POF scratch. The spars are complete and ready to swing. Model should be ready for regatta and State contest. Under construction since 1965, made with box wood and black ebony trim. Underhill's plans.

Doug McFarland, HOTSPUR, 20 gun sloop of war in 1:60, POF from a kit. The foremast is taking shape, fore stay moused, fore spring stay in place.

SHOW & TELL

by NILSON



"The members ARE NOT INTERESTED IN HOW you built your Submarine SANDWICH HEADLEY"

Bill Kelly-Fleming, NEWSBOY, Brigantine from a kit. Masts nearly complete now. Caps carved from scrap plastic. First effort at scratch building all fittings and details for the masts.

Lew Harmeling past around pictures of FIDDLEHEAD (built with fiddle sticks?), a schooner in $1\frac{1}{2}" = 1'0"$. This is an experimental design. Lew also brought his 12' reproduction of a 16' dory (left on top of his car) Why didn't you bring it down to the orlop deck with the other models?

Jay McMaster, SOVERIGN OF THE SEA 1:50 scale Sergal kit, complete. It was viewed on the main deck of the Star. It is for sale.

Bill Kelly-Fleming sadly informed us of the passing of Ted Pugh. Rev. Bill lead us in prayer as is our custom when we lose a good friend. A reprint of Teds Modeler of the month appears on the cover page.

The members voted to purchase two canopys for use at the up coming regatta. (Thats good news for some bald heads).

ITEMS AND COMMENTS FROM MEMBERS -----

BILL BENSON-- working on a 48" NORMANDIE burning at the pier with 17 fire boats around her. (bet that will be a hot one) Ed note.

Gerry Pearce-- New book, The Ship Modelers Hand Book, by Brick Price, Chilton books. Many pictures from our Maritime Museum.

Vic Noeder-- working on 1/144 scale TITANIC, needs documentation, plans, etc. Can anybody help?

Bob Wright-- looking for plans for a Viking Ship. Heading to England, including the Isle of Man, the Star's birthplace.

Royce Privitte-- reports his SMUGGLER is out of the box and on his bench. I understand it took him 6 mo. to figure out how to open the box.

GENERAL NOTES:

Bill K-F's 1/8" = 1'0" Model of CALIFORNIAN is now on display on the Orlop Deck foward on the STAR, along with a pictorial display.

Near by our meeting area was \$14,000 in new line for the STAR OF INDIA' running rigging. We had to hold Gordon Jones back all night. He wanted to tie knots with it.

SHOW BOAT A 3 deck sternwheeler, operating harbor tours from the INVADER CRUISE dock at Broadway pier begining June 1. Her unveiling at the CALIFORNIAN launching found her aground on a sand bar at her anchorage for 30 minutes. Nothing went well that night. See story page on Californian by Bill Kelly-Fleming. The Show Boat is a mighty fine sight. This vessel has recently arrived from up north and has been used in several movies.

You've got to see Vic's latest.....Airplanes in a bottle on display at the Aerospace Museum in Balboa Park:

The Spirit of St Louis on display in the lobby and a DH 4 (DeHavilland) first air mail plane--in a glass case by airport Post Office display.

Going to the Bay area?---The Brigantine RENDEZVOUS now operating from pier 39. Her skipper, Chris Burns reports this vessel loves thoes SF winds and often clips along at $8\frac{1}{2}$ knots!

The 137' BOUNTY, used in the movie is currently docked at Shoreline village in Long Beach and will be on public display until July 5 with admission being \$1.00. Could be worth a look.

FROM THE



The Ship Modelers Assoc. and the Maritime Modelers held their regatta on May 20th. The San Diego Ship Modelers Guild was represented by Phil Headley, Al L'Heureux, Mike Dory and Joe Bompensiero and son. Jack Elam, regatta Commodore had 37 contestants to cope with, however all went well and the contest ended at 4 P.M. (1600). Commander Headley and Captain Lieutenant Mike Von Dory took first and second place respectively. Their subs operated with out a hitch.

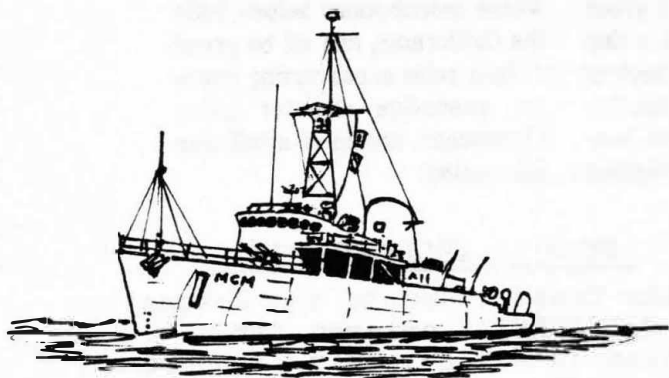
This well shaded park with two lakes was also the scene of a fine demonstration of the Loren Perry fleet during the lunch break.

Between 4 and 5, free running was enjoyed by all in the lower pond.(You could sail your boats too). All of the above information

was furnished by our foreign correspondent (going to Canada again) Albert L'Heureux.

Bill K-F will still continue to keep the log and to correspond with the out of town modelers groups. Bills life sustaining duties make it impossible to continue putting out the news letter. Thanks for the great job you have done in the past, Bill.

Mate Fraas and Master Nilson will attempt to carry on until we can, or if we can find a replacement. Any one out there want to be a news paper person? Maybe we can get Ed Asner?

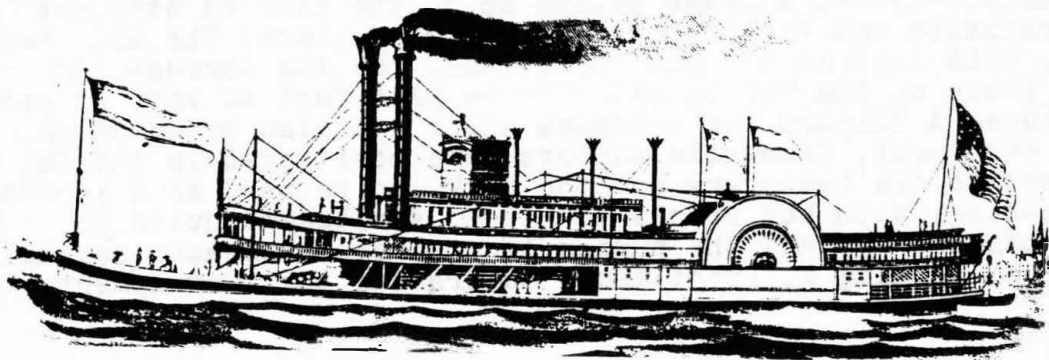


I though the USS CONSTITUTION was the Navy's only and largest wooden boat (if it hasn't been found unconstitutional) however the May/ June issue of WOODENBOAT has a story with pictures of the Navy's latest all wood minesweepers.

14 of these vessels have been ordered and the builder anticipates building 3 or 4 a year.

	Minesweeper	Constitution
Length	224'4"	204'0"
Beam	38'11"	44'8"
Draft	11'6"	22'6"
Displ.	1,293 tons	2,200 tons

This would make a good project for model boat builders. Like us they use laminated wood, glue, resin, lots of clamps but no BONDO, guess I'll give them a call.





CALIFORNIAN

PROJECT UPDATE



This from the UNION, May 31, 1984.

Down to the seas

*I must down to the seas again,
to the lonely sea and the sky,
And all I ask is a tall ship
and a star to steer her by...*

— John Masefield

After a day's delay and a two-mile detour on land, the tall ship Californian is afloat in San Diego Bay and soon will be taking crews of teen-age Sea Scouts down to the seas.

The story of the Californian is a tale of modern sailors unable to resist the siren call of the open sea and willing to share their love of tall ships with future generations. The Californian, a 130-ton, 145-foot replica of the 19th century Coast Guard cutter Lawrence, was built in less than a year — entirely with private funds. More than \$1 million has

been donated and another \$1.5 million is needed to keep the Californian at sea and to enable 650 Sea Scouts a year to learn the precision and teamwork needed to sail a tall ship.

A project of the Nautical Heritage Museum at Dana Point, the Californian was built here after the museum was unable to cut through Orange County red tape in its hometown. The San Diego Unified Port District welcomed the museum's endeavor and San Diegans and tourists here were given the rare opportunity to step back in time and watch a group of skilled craftsmen build a ship using the techniques of another age. For the next 30 days, the majestic ship will be moored near its Spanish Landing birthplace

while sails are fitted and rigged.

This week's launch was but the first taste of glory for the Californian. On the 4th of July, it will lead a parade of tall ships from Huntington Beach to Long Beach, and in 1986 it will represent California in a similar parade in New York Harbor to honor the 100th anniversary of the Statue of Liberty.

Officials of the Nautical Heritage Museum, the Port District, and the hundreds of San Diegans, led by the Auto Club of Southern California's Howard Thomas, and whose contributions helped build the Californian, can all be proud of their roles in converting museum executive director Steve Christman's dream of a tall ship into reality.

MORE CALIFORNIAN UPDATE

BY BILL KELLY-FLEMING

"Welcome to Plan B, better known as the Coast Guard to the Rescue" "LETS GET HER WET". With these words, the CALIFORNIAN entered her intended environment at high tide the evening of May 29, only 24 hours behind schedule. As the movement of her first floating free of her carriage was felt Steve Christman raised his hands over his head and let out a great shout of joy as his dream of decades was fulfilled.

The events leading up to this historic launching were ended dramatically. In the final weeks, the temporary ship yard took on a flurry of activity; painting the hull and trim, serving and taring the standing rigging, finishing the spars, making the ~~cannon carriage~~ and the many other last minute tasks.

On Thursday, May 24, a crane pulled up to the side to step the foremast and mainmast and to lift the main boom in place. The sail hoops were in place, held high on the mast with line, and the shrouds and stays were in place on the masts, ready to be made fast as soon as each mast was in place. A halyard for a boson's chair was also pre-attached to a block on each mast. Meanwhile anchors were positioned in the bay with a line sent to the temporary pontoon dock, to be used as a mooring following launching. With her sticks in place, she became quite an attraction to passers-by, and the number of visitors increased markedly.

By Saturday morning R. Trost house movers and their equipment

continued from page four.

had arrived. The sand was cleared away from the from the ways, which were laid down almost one year ago. With a chain saw, gradually chunks of the ways were removed and shoring for the jacks were put in place. In the morning the stern keel was jacked up and an 8 wheel dolly was rolled in place underneath. Meanwhile the bow scaffolding was removed and by lunch time we had our first totally unobstructed view of her hull from the bow--- what a sight! The afternoon was spent inserting timbers and braces on the stern dolly and jacking up the bow and sliding the bow dolly in place. While the ship was being transfered to the trailer rig, work was continuing on rigging and painting. The air was full of anticipation and excitement. Once the dollies were in place. the martengale and bow sprit spreader were attached and the jib boom shipped and rigged. The shrouds were not quite right, so two men went aloft for an hour, to make adjustments. Finally, the deadeyes assemblies were tightened.

Early on Monday morning, the yard took on a flurry of activity. Bunting drapped in place, dress flags raised, seezing of deadeye rigging, and a final coat of bottom paint added,...the final preparations were numerous. About noon, as low tide approached, the truck hooked up to the dolly, steel mats put in place, and the CALIFORNIAN slowly began her trip to the sea. About 12:45 the rudder first tasted the salty brine.

The plan was to roll her down almost a full boat length, but about 1PM I noticed that the rear wheels on the starboard side were sinking into the sand and a list was developing. The truck tried to pull her back, however the wheels dug in deeper in the sand. Reenforcement trucks and an additional catapiller were called in and after several anxious hours, she was pulled back about 4 feet, and the ramp area was shored up. By 6P.M. she was back in place in the rising tide. SDG&E arrived with heavy steel plates to help with the weak sand and muddy silt.

The morning crew worked furiously as dignitaries and 10,000 spectators watched. The sternwheeler SHOW BOAT came leterally wistling around the bend. Every thing was ready, but the launching would have to wait.

Near the end of the official ceremonies, Steve Christman announced that the disappointing decision had been made not to launch because of the apparent weak spots in the beach. However the christening would continue, and the second swing of the champagne bottle hit home. The Governor's wife, Mrs. Deukmejian did the honors. On the bow, the ship's cannon's fired, and fireworks lit the sky, and the CALIFORNIAN stayed where she was. The next morning it was decided that while it was not impossible to launch her where she was, but that it wasn't desireable. By 1 P.M. the CALIFORNIAN began an unusual 2 mile trip, up the beach, onto Harbor Drive, down around the circle at Harbor Island to avoid an overpass, and down to the Coast Guard Air Station. That evening with about 400 onlookers present (including Doug McFraland, Gordon Jones, and your logkeeper) she was rolled into place on the seaplane ramp. Winches on the heavy tow truck kept a tension on the double steel cables attached to the dolly, as she once again was inched into the water up to her front wheels. With Rusty White's now infamous words "Lets get her wet!" After the wheel blocks were removed and with the winches straining, she slowly rolled in to the water. Some 10 to 15 minuets later a Coast Guard boat passed a line to her stern and gently pulled her free of the dolly, Afloat at last!

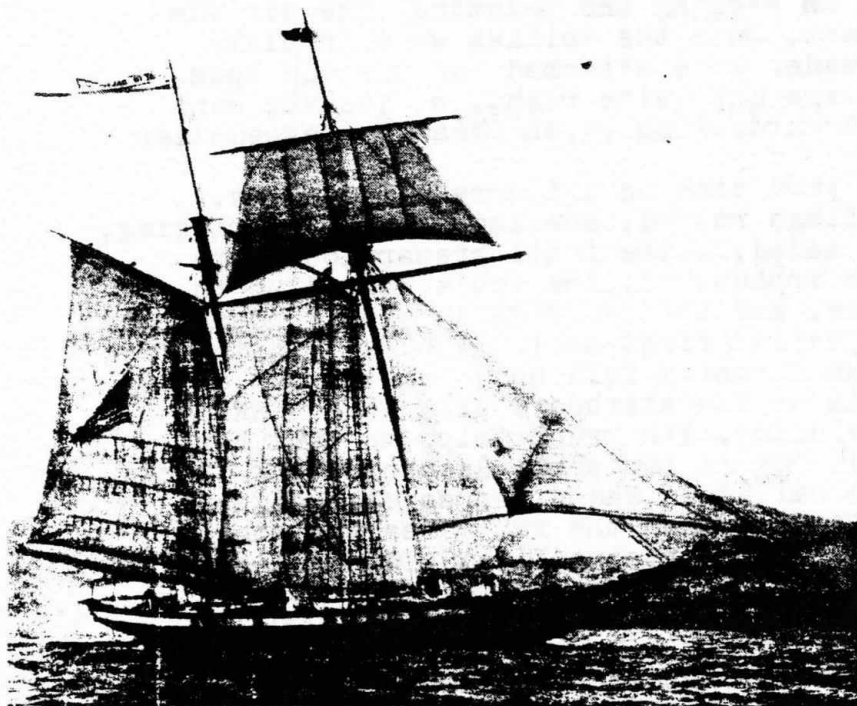
She was docked over night at the Coast Guard Station and towed to Spanish Landing the next morning. On Thursday she was taken for ballasting, and the Navy delivered an amphibous landing dock for her temporary pier. By Saturday, June 2, the builders were at work lifting booms in place and finishing the rigging. Before leaving San Diego she may be boarded by thoes having \$25. life time passes(our club has one),

Californian update cont:

and she will be doing some shakedown sailing around the bay. Lets hope she has many good, safe sailing days in the years ahead.

This following artical was submitted by Gordon Jones who read this in Seattle "Marine Digest". Gordon thought it of intrest since the "PRIDE" has visited San Diego and her builder, Melbourn Smith just finished building the CALIFORNIAN.

BALTIMORE'S SCHOONER SLATED TO SAIL TO EUROPE



The Pride of Baltimore, pictured above, last completed a monumental voyage to all three U.S. coasts. Her next major voyage will be to Europe.

BALTIMORE, MD — The top-sail schooner Pride of Baltimore, which visited Seattle last June as part of a 17,000-mile voyage, is in the news again.

The Pride will undertake an extraordinary 20-month voyage of goodwill to 28 ports in northern and southern Europe in 1985-86.

Baltimore Mayor William Donald Schaefer this month announced that the only Baltimore clipper in the

world will depart from her home-port March 31, 1985 and return Nov. 15, 1986 after calling on 15 countries and logging more than 20,000 miles.

"It will be the longest and most ambitious journey for Pride and will mark the first time a vessel has toured Europe as an ambassador from an American city," according to an announcement by the City of

Baltimore, which owns the vessel.

The 90-foot Pride of Baltimore, constructed in 1976, is a re-creation of the original Baltimore clippers, a composite of the best of her predecessors.

She is a handbuilt, wooden vessel with characteristically raked masts (towering 95 feet above the water-line) which carry more than 9,500 square feet of canvas sail. Her sleek hull and low freeboard and raking stem and sternposts make her extremely light and fast.

Pride's two skippers, Capt. Armin Elsaesser III and Capt. Jan C. Miles, will rotate command of the vessel. It is expected that the 34 crew members will also rotate on a staggered schedule. Crew selection will be made by the captains in the fall and will be announced at that time.

Included in the 20-month itinerary are stops in England, Ireland, Norway, Sweden, Denmark, Germany, Netherlands, Belgium, France, Spain, Italy, and Baltimore's sister city, Piraeus, Greece. On the 3,500-mile transatlantic passage, the Pride will stop in Bermuda and the Azores, and will reach her first European port-of-call when she arrives in Cork, Ireland on May 17, 1985.

She will then spend 17 days in London.

"Pride's voyage to London is a re-enactment of the voyage taken by the most famous Baltimore privateer, Thomas Boyle," a Baltimore city official said.

CC cont. on page 7

Maybe I wasn't paying attentsion but Bill K-F's notes are written like Doctor's perscriptions and I missed this littlt gem that should have been included with Bill Benson's latest project on the NORMANDIE (page 2) Seems that the Normandie took the Blue Ribbond for setting a trans Atlantic record on her maiden voyage. When divers examined her on arrival in New York, they found she had only 3 of her 4 props.

Pride cont.

During the War of 1812, Boyle outfitted his privateer, Chasseur, with extra spars, cannons and men, sailed for England and audaciously declared a blockade of the British coast. His privateering exploits on Chasseur were so successful that upon the vessel's return, a grateful Baltimore public nicknamed her the "Pride of Baltimore."

After calling on 10 northern European port cities during the summer of 1985, Pride will lay up in Malaga, Spain for five winter months, then tour seven ports in the Mediterranean. The vessel will return to northern Europe and depart from Plymouth, England in September 1986.

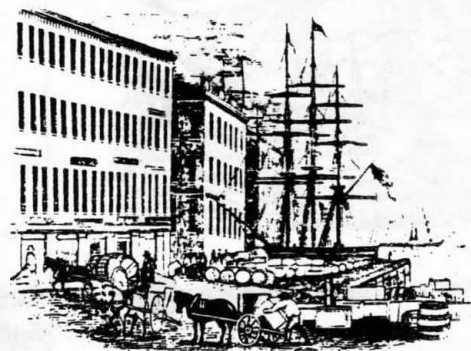
The Pride's longest stretch at sea will be 26 days from the Madeira Islands to Bermuda (2,600 miles) on the return passage to Baltimore.

As like all her other voyages, Pride's operating budget for the European tour will be funded through contributions from the private sector, rental fees for dockside receptions, the sale of souvenirs in every port-of-call, and the donations of in-kind services. World Airways will provide all transatlantic transportation for the

crew and staff.

When the Pride was commissioned in 1977, Mayor Schaefer charged her captain and crew to go forth to the ports of the world representing her homeport and its citizens. Since that time, the vessel has called on every coastal state on the continental United States, logged more than 120,000 miles, and hosted almost 1 million visitors aboard. This past fall, she returned from what had been her longest and most successful journey to date—a 12-month voyage to the West Coast.

During an intensive maintenance period this winter in Baltimore, the Pride's deck was strengthened, her rigging replaced, and her hull caulked and painted as part of a long-term maintenance program to increase her longevity and in preparation for the voyage to Europe.



I will happily accept hints, pictures, clippings, etc., for the News Letter. Send to

Roy J. Nilson
freda.ted

OTHER CLUBS DEPT.



COMMODORES SCALE MODEL BOAT CLUB
HOWARD TURCHIN
43 Churchill Rd.
Cherry Hill, N.J. 08034

SHIP MODEL SOCIETY of
NORTH NEW JERSEY
MICHAEL J. HEINRICH, Ed.
28 Dolson Rd.
Monsey, N.Y.

Local Directory Update

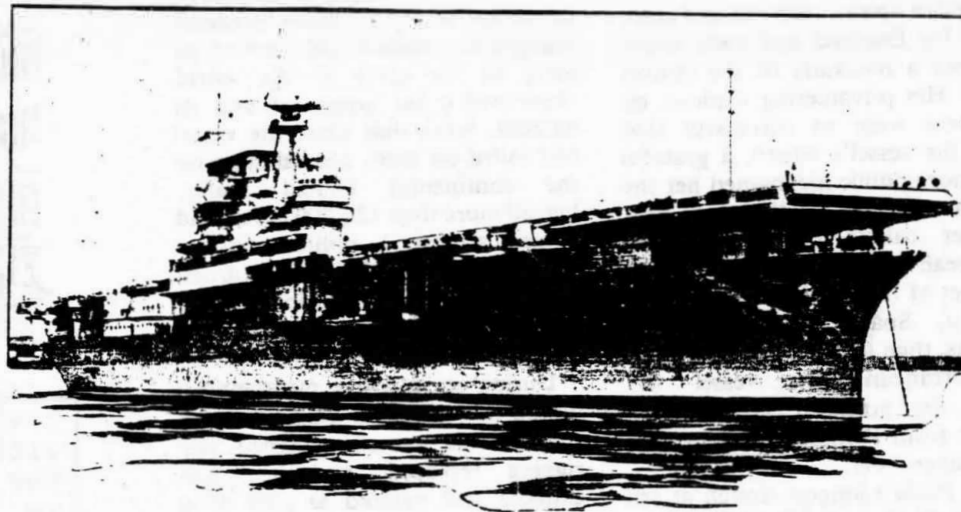
ED SAKARIASEN Lilly II- Salmon / redacted/ trawler, POF, R/C, / redacted/ Power, Pleasure craft.	MAGARY DAMICO (jr. modeler) /redacted/ Kit, Military, Plastic, R/C.
ANDREAS Scratch, kit BASIMAKOPOULOS / POF, Pleasure redacted/ craft, Display Berlin, Robert E. Lee, Fair America, Rattlesnake.	LOREN PERRY, JR. /redacted/
Change CHARLIE COSKERY /redacted/	JAY W. MACMASTER /redacted/

Corrections: Art Aydelotte Phone /redacted/
George Oliver " /redacted/
Gerald Pearce " /redacted/

Well this is another "Fine Mess" straightened out, I hope. Any more changes or corrections should be addressed to Bill K-F in writing.



Giant Aircraft Carrier Mothers 140 Planes



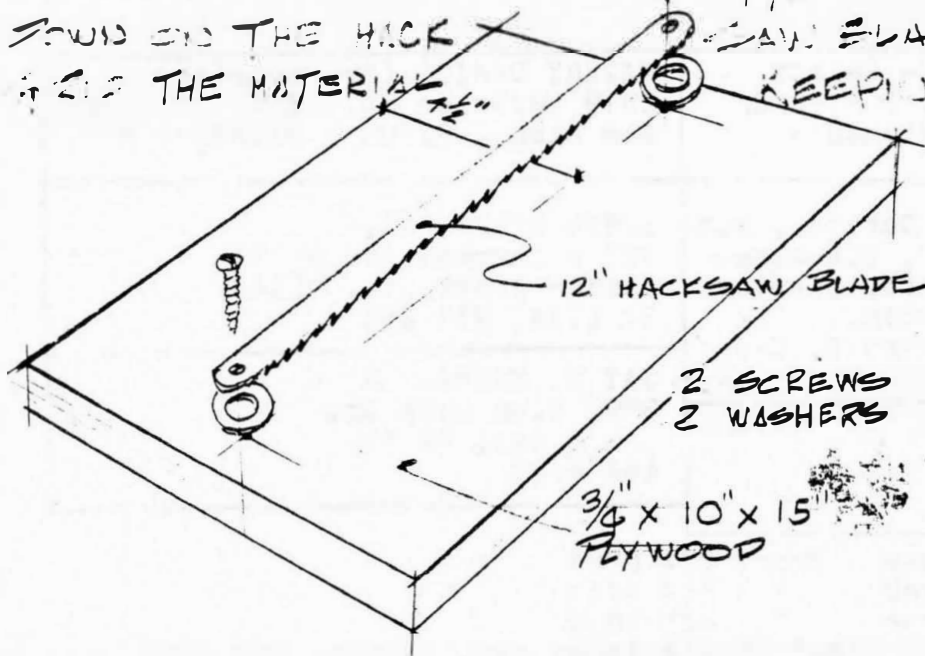
"Mother" to a brood of 140 or more warplanes, the U. S. S. "Yorktown" is the navy's biggest aircraft carrier and cost \$20,000,000. Notice its long sweep of unobstructed deck, a flying field 800 feet long

I ran accross this bit of nautical news in the January issue of Popular Mechanics.(1938) The cost of the magazine was 25¢ then. To bad we didn't buy more carriers at that price. Today one fighter plane costs \$20,000,000.

First of twin giants destined to be the largest aircraft carriers in the U. S. navy, the "Yorktown" has been turned over to the navy for tests at Newport News. The two ships were authorized in 1933. The

"Yorktown" is a 20,000-ton vessel, with a flying deck 809½ feet long and 109½ feet wide, and will carry at least 140 planes and a personnel of 2,072 officers and men. Its cost was \$20,000,000.

THIS PROJECT STARTED OUT AS A TOOL FOR TEARING SAND PAPER. IT WORKS FINE FOR THAT HOWEVER I USE MINE FOR A CUTTING GUIDE FOR STRIPS OF WOOD, CARDBOARD OR STYRENE. WHEN REMOVING SCUMS ON THE HACK SAW BLADE THE TEETH HOLD THE MATERIAL KEEPING IT FROM SLIPPING.

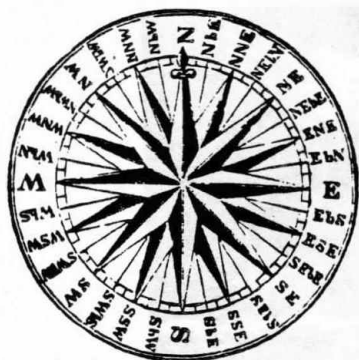


R.T. Nilsson

MEMBERS

SEND IN YOUR
HELPFUL HINTS
WE'LL PRINT
THEM UNDER YOUR
BY LINE

COMING EVENTS



JUNE 15, PARTY NIGHT ON "THE STAR"-----
Bring some goodies to share
Spirits will be supplied by the paint locker. Fred has the key.

JUNE 23 REGATTA TIME-----
Al has simplified all paper work and the trophies are ready.
Loren Perry and Lee Upshaw from the North consented to be judges, our group will supply four more.
Join us for a day of fun, sunshine and comradeship.
Bar-B-Q at the end of the day--bring your own food and maybe something to share.
SEE YOU THERE.

OTHER CLUBS DEPARTEMENT CONT. (I missed this item of Bill's.)

First of all - Apologies to our good friends in the Ship Modeler's Society of Northern New Jersey, some how they were left out of our club directory. (Address printed elsewhere this issue)

Michael J. Heinrich, the editor, has been very friendly with us in exchanging news and information. Perhaps you have seen his articles in some of the modeling magazines. He recently passed on Alan Frazer's commendation of our members for doing a wide variety of models.

Michael is currently working on the five masted schooner INCA, Being originally from San Francisco, he is particularly interested in West coast vessels. He would appreciate hearing from any of you who have built a lumber schooner, or any other west coast vessel. His address appears on page 7.

Well this has been fun putting together this month's news letter, with all the misstyping, cutting, erasing and glueing. If you should find any words spelled correctly, it was xidental. Now you see why I need all the help I can get. Keep sending in material and we will print it.



Craftmats and Blueprints on
"SOVEREIGN OF THE SEAS"

A Craftmat enabling you to form all the hull carvings for this ship model, and some special compound for parting the moldings from the matrix, will be sent upon receipt of 50 cents. Six blueprints are now available on this model at 25 cents each. Also prints on 350 other practical and interesting projects. Free list sent upon request. A sample print sent for 10 cents. Address Blueprint Dept.

1934

Sea-Floor Explorers to Hunt 'Lost Continent'



Equipped with Latest Devices for Exploring the Sea Floor, British Scientists Are Ready to Start a Long Voyage in Search of the "Lost Continent" of Lemuria. Believed to Lie between Madagascar and Sumatra in the Indian Ocean; Ticker for Recording Ridges, Peaks and Valleys in Sea Is Illustrated at Left. While Bottles for Capturing Specimens of Ocean Life, and Lead Lines to Take Samples of Bottom Are Shown at Right

APRIL MODELER OF THE MONTH

** TED PUGH **

By Bill Kelly-Fleming

"I have looked at this model for hours and have yet to find a flaw." This is a compliment any modeler would like to receive, but when it comes from an experienced professional modeler who is also a judge, it is no wonder that the model becomes "Best of Show." This is the case for the OLIVER CROMWELL, with the well deserved compliments quoted going to our Modeler of the Month, Ted Pugh. Ted had actually been selected to be our monthly modeler before the contest, so his award in the show actually confirms the soundness of our choice.

Ted spends his winters here in San Diego, while living the rest of the year in the northern panhandle area of Idaho. Born and raised in West Virginia, he has been modeling since a boy, starting with airplanes, then ships, then railroads, and after a 20 year hiatus to build a summer home he returned to ships. Once he did return to ships, his interests changed, going from the relatively modern 19th Century clippers to the 18th and then 17th Century warships. Some of this change was brought on by the artistic challenge presented by the elaborate carvings and decorations of the older ships.

After earning his E.E. degree from VPI, Ted built the first of his ships, the four masted bark, *california*. Later models included the CUTTY SARK, SOVEREIGN OF THE SEAS, AMERICA, BLUENOSE, DANNEBROG, and SMUGGLER.

Since his retirement as a public relations manager eight years ago, he has spent much of his time in the study and collection of books regarding sailing ship construction, architecture, and history. OLIVER CROMWELL was the fourth model to be built since retirement.

OLIVER CROMWELL was a merchant ship that was converted to a private ship of war. During part of its life, it was known as BEAVER'S PRIZE. The model was Ted's first scratch built and first plank on frame, and features exposed framing. It is 1/4" to the foot, 28" long, and was developed with the aide of twelve research documents. Eight types of wood are used, including swiss pear, boxwood, holly, degame, ebony, walnut and lignum vitae. Windows are made from micro slide covers, and the guns and iron works are of brass. Part of the reason for such fine work was that Ted would rip out a section and start over if he didn't like the results. The stern galleries, featured on page 52 of the January 1982 SCALE SHIP MODELER, was the result of 7 or 8 different tries before he got one he was satisfied with! No wonder it took 5500 hours and 3 1/2 years to build... and such dedication shows on the finished produce.

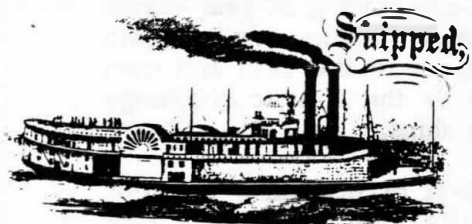
Ted's current project is the 17th Century, fourth rate, 50 gun ship ST. ALBANS. He is working on the drawings from incomplete plans obtained from the Maritime Museum of London, and at this point is drawing the frame lines. Hopefully when he returns next December, he'll have a frame started to show us.

With his interest in wood working and furniture making, Ted has a complete workshop. The address given elsewhere in this issue is where anyone can contact his friend who made his miniature saw he displayed at our last meeting. One tool he has found helpful is a set of jeweler's screw drivers he has ground into chisels. These he finds are especially good on small detailed carvings. Another helpful feature of these modified tools is that the tips are replacable if broken or damaged.

Another helpful resource he has found is the book SHIP NOTES put out by the Nautical Research Guild. He found this helpful for instance when it came to making the gratings.

Ted likes the woodwork and carving aspects the most of his hobby. As for what he likes the least...rigging! AHA...now we know why he didn't put full masts on OLIVER CROMWELL!! Still, it is a superb model and the pride of our Modeler of the Month. Congratulations, Ted.

San Diego Ship Modelers' Guild
Bill Kelly-Fleming - Logkeeper
/redacted/



to:

FRED V. FRAAS

/redacted/

SAN DIEGO SHIP MODELERS' GUILD
OFFICERS FOR 1984

MASTER Roy Nilson
MATE and PURSER Fred Fraas
LOGKEEPER Bill Kelly-Fleming

MEETINGS 3rd Friday of each month, 8:00 p.m. aboard the
Bark STAR OF INDIA, on the Orlop Deck

MEMBERSHIP Dues for Members of the San Diego Maritime Museum
and anyone living outside of San Diego County -
\$7 50 Non-Museum Members - \$15 00 After July
the dues are 1/2 for the remainder of the year