



San Diego Ship Modelers' Guild

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NEWSLETTER

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LAMINATED SHELL COVERS THE 'OLD BONES' OF The U.S.S. *Constellation*

In the finishing stages of being rebuilt in Baltimore is a U.S.S. *Constellation* that makes no claim at all to be the same frigate that was launched in 1797 but powerfully embodies the long tradition, historic mystique and great beauty of that renowned old vessel.

In the March/April issue of "WoodenBoat," Guy Peter Boudreau, a shipbuilder who specializes in traditional ships (including *Lady Maryland* and *Pride of Baltimore II*) relates the story of *Constellation's* unorthodox reconstruction—how, in essence, he peeled off the ship's old planking and gave her a new, laminated, 5"-thick skin that became her major structural element (see the following story).

He also puts an end to confusion over whether the ship he rebuilt was or wasn't the 1797 *Constellation*. In plain fact, it was not.

It was, writes Boudreau "actually the 'Corvette' *Constellation* of 1854, built at Gosport, Virginia. The [1797] Frigate *Constellation* and the corvette *Constellation* weren't even physically similar; they had such dramatically different technology and design that any comparison was ludicrous."

This was not a stunning revelation. Though Boudreau does not recount the details, it was the naval historian Howard Chapelle who in 1968 more or less proved the distinction between the 1797 and 1854 *Constellations*. Among other evidence he showed that the Gosport ship was 12 feet longer than the older one and had frames spaced 32" vs. 26" on the 1794 plans.

This proof is somewhat complicated by the suspicion-arousing fact that the old *Constellation* disappeared at the same time and in the same place where the new one appeared: Gosport in 1854. It's possible that some of the old ship's timbers, or at least tracings of her frames, could have been incorporated into the new one.

"Fraudulent Goings-On"

Chapelle's proof did not keep the ships' boosters in Baltimore in recent times from telling tourists that their *Constellation* was the original. These "fraudulent goings-on," says Boudreau, included tour guides boasting of the *Constellation's* exploits in the War of 1812 and

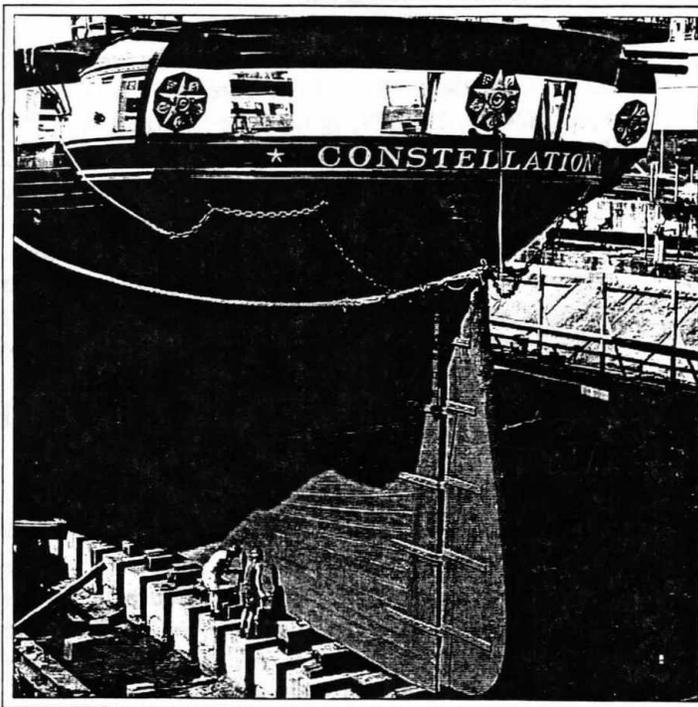
exhibiting false documents.

Not until 1995 did the boosters "fall on their swords" and admit lying. (Somehow the dispute tends to bring to mind Mark Twain's famous dictum: "Shakespeare didn't write the works of William Shakespeare, another man named William Shakespeare did.")

Given the facts, the history of what might be called the "*Constellation* concept" falls into two parts: before and after 1854. Viewed like this, in both careers she was

WoodenBoat

THE MAGAZINE FOR WOODEN BOAT OWNERS, BUILDERS, AND DESIGNERS



The original *Constellation* was one of six frigates built 200 years ago under a 1794 Act of Congress founding the U.S. Navy. The others were *United States*, *Constitution*, *President*, *Congress* and *Chesapeake*.

a truly historical ship and does not, for instance, have to take a back seat to the *Constitution*.

According to the U.S. Navy's official "American Naval Fighting Ships," which Chuck Bencik produced in the *Berkeley* library, she was called the "Yankee race horse" from her first cruise in convoy duty.

Her "baptism of blood" came in February 1799, during a U.S. shadow war with France, when she sank the frigate *L'Insurgente* in the West Indies. In December, in a "long furious battle" *Constellation* forced France's *Vengeance* to strike colors, but lost her own mainmast.

Soon after, *Constellation* was on the Barbary Coast, fighting pirates. In the War of 1812 she saved Hampton Roads from the British. She went on to serving on the Brazil station, protecting merchant ships off Peru, fighting West Indian pirates, intercepting slavers, suppressing Florida Seminoles, and, in 1843, heading off a British attempt to annex Hawaii.

Recommissioned in 1855, after Gosport, she did three years in the Mediterranean, touched at Cuba, obliterated the slave trade off Africa, and guarded Union ships in the Civil War. From 1865 to 1933 she was a receiving and training ship, and in that period showed her flag in Gibraltar, LeHavre, Ireland (for famine relief) and Naples.

She was stricken from the Navy list in Baltimore on Aug. 9, 1941, and "transferred to a group of patriotic citizens who are restoring her."

"We Should All Rejoice"

During her career she underwent serious repairs and rebuilding in 1800, 1812-13 (widened by 14"), 1828-29, 1832, 1824-25, 1828-29, 1832, 1834-35, 1838-39, 1854, 1893 and 1914. Obviously, even without the drastic reconstruction of 1854, the modern *Constellation* would be a vastly different vessel than the ship at launch.

And when her rebuilding is finished pretty soon, everyone who's interested in ships will want to rush to Baltimore and take in her pristine glory. "We should all rejoice," writes Gilbert G. McArdle, who built a model of her, "in the fact that any form of the *Constellation* exists in the Inner Harbor in Baltimore [as the harbor's] beautiful centerpiece."

Lovely Knees and Breasthooks

"There was no question that the ship was in grave condition," Consultant Guy Peter Boudreau writes of his first three weeks of inspecting the *Constellation*. The keelson was hogged by 38"; a gusher came in through the stern deadwood; chunks of wood fell from the topsides.

But "slowly, I found myself coming back to one specific place on the orlop deck . . . where beautifully carved breasthooks and knees were shown at their best." By contrast, the decayed frames were "unsuitable for any conventional method of fastening."

He and his partner considered a traditional rebuild, but found the costs of \$28-30 million too high. Replacement was out because he had no mandate to discard the existing ship.

"We finally settled on a workable option," which was "to remove the vessel's planking and laminate in place a multi-layered Douglas-fir shell, adding great strength in the most economical way and keeping the 'old bones' inside." Calculations showed that this shell could carry the weight of the ship even with little or no residual strength in the ancient timbers. "WoodenBoat's" pictures seem to show, however, that most ancient timbers were ultimately replaced by laminated futtocks.

The "severely deformed hull" was put into drydock and the hog removed by a gang of 50-ton hydraulic jacks lifting the keel-ends at 1/2" a day while crews continuously shifted the elaborate shoring timbers. To judge from pictures, dehogging also restored the ship's graceful sheer line.

The planking pattern was: a first layer running fore and aft; a second running diagonally; a third running diagonally in the opposite direction; a fourth running fore and aft and spiled to emulate the original planking. The first layer was lagged to the frames with 6" bronze screws; the other layers were glued with hosed-in epoxy and fastened with bronze screws or nails.

The decks were also laminated over beams supported as frequently as possible on natural-grown knees from the old ship. She has a new stem made from Guyana purpleheart and braced by salvaged breasthooks.

The new *Constellation's* numbers are: length 176', tonnage 1,400. She was relaunched in August 1998 and moved to the Locust Point Marine Terminal.

Now, according to a phone call at the end of March, her decks are nearly finished and new masts will be stepped soon. On July 2 she moves to her permanent berth at Pier 1 of Baltimore's Inner Harbor. And stay there; she will never go to sea.

CORRECTION

Bill Kelly Fleming, called a former Guild member in the March issue, is alive and well and living in Massachusetts and still on our roster.

Next Meeting: Short and Snappy

April						
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

The Guild will meet at 6:30 p.m. on the salon deck of the *Star of India* for a short business session without Show-&-Tell, so that members who wish to do so can attend "A Night With Horatio Hornblower" on the *Berkeley*. For details of that event, see page 3.

The March Guild Meeting: Opinions and an Auction

Okay, the hull is planked, the deck furniture is in place, the spars are stepped. What does the modelmaker do next?

When **Jerry Deschenes**, showing his bare-wood model of the 1805 American schooner *Wasp*, raised that question at the March Guild meeting, he provoked a torrent of sometimes conflicting advice, together with a unanimous insistence that all models should be housed in glass or plexiglass cases. To the question in the couplet

*Caged or free—
Which shall it be?*

the answer, **Bob Crawford** and others argued, is caged.

Still, some warnings about caging emerged from the discussion. For example, cases exposed to direct sunlight can get exceedingly hot, causing planking and such to check and shrink and pull apart.

Fittings made of lead often oxidize and turn into heaps of white "flour" (the same stuff that used to be the pigment of house paint). Some attribute this to formaldehyde trapped in cases.

Nevertheless, a clean, captive environment is the main merit of the glass case. It excludes airborne acid, cooking grease, cigarette smoke and—above all—dust, which can embed itself irremovably in painted surfaces.

If it is suspected that the air in the case includes some toxin, such as formaldehyde, it may be reasonable

to provide a couple of small holes to ventilate it. Better yet, avoid lead castings. Crawford says that the britannia castings sold by Bluejacket do last indefinitely.

So Jerry should put *Swift* in a case. But he pointed out that she looked quite saucy without a case and without finish after ten years and he was chiefly concerned about whether some finish should be applied to her deck and topsides now.

The admittedly unhelpful answer was that any finish to the wooden parts should be laid on before the ship is rigged. That aside, he'd have to decide whether *Swift* was intended to be a miniature of the real ship or a display of the modelmaker's art and skill.

Those participating in the discussion tended to recommend the second approach. **Jack Klein** likes the coloration of a model to derive from the natural wood itself: ebony, pear, bloodwood, Spanish cedar. And Jack pointed out that on many of his models **Joe Bompensiero** is content to apply nothing but Watco, a kind of tung oil commonly used on furniture.

Ed White suggested that another furniture finish, wax, often gives bare wood a warm look and preserves it. **Dave Shelkey** said that he has used bartop finish from the Bear line of paints. And **Ernie Andrews** reported that he employed a gentle form of sand-blasting in preparation for finishing his celebrated model parlor organs. (He brought with him the tiniest, 3"-high version, and using a toothpick played a tune on it.)

Case or no case? Ventilated or sealed? Lead or

THE MARITIME MUSEUM PRESENTS A NIGHT WITH HORATIO HORNBLLOWER AND FRIENDS

plus Culinary Samplings
From The Book, "Lobscouse
& Spotted Dog."

Three Exciting Events Await
Members Wednesday, April 14, 6:30-9:30 p.m.,
Steam Ferryboat Berkeley

It all started with Horatio Hornblower. CS Forester's exciting hero must have been read by us all at one time or another, and Forester's success with Hornblower spawned an entire flotilla of nautical fiction writers such as Pope, O'Brian, and Kent.

We are pleased to offer three events at our April membership meeting. First, we bring the mother-daughter team of Lisa Grossman Thomas and Anne Chotzinoff all the way from New York to share the magic of their new book, "Lobscouse & Spotted Dog" -- a raging success on both sides of the Atlantic.

You'll fall out of your chairs laughing at the trials these two went through in researching and re-creating shipboard meals from the Patrick O'Brian books on Captain Jack Aubrey -- identical meals, we might add, to those served up to Captain Horatio Hornblower. They will share slides as well as culinary samplings (if you dare) from their book.

Then, we introduce you to CS Forester's son, John Forester, who will talk about his famous father and share slides of CS Forester and Hollywood's early concept of Horatio Hornblower. As a finale, Forester will introduce an exciting and dramatic A&E short film, "The Making of Horatio Hornblower."

NEW TIMES!!!

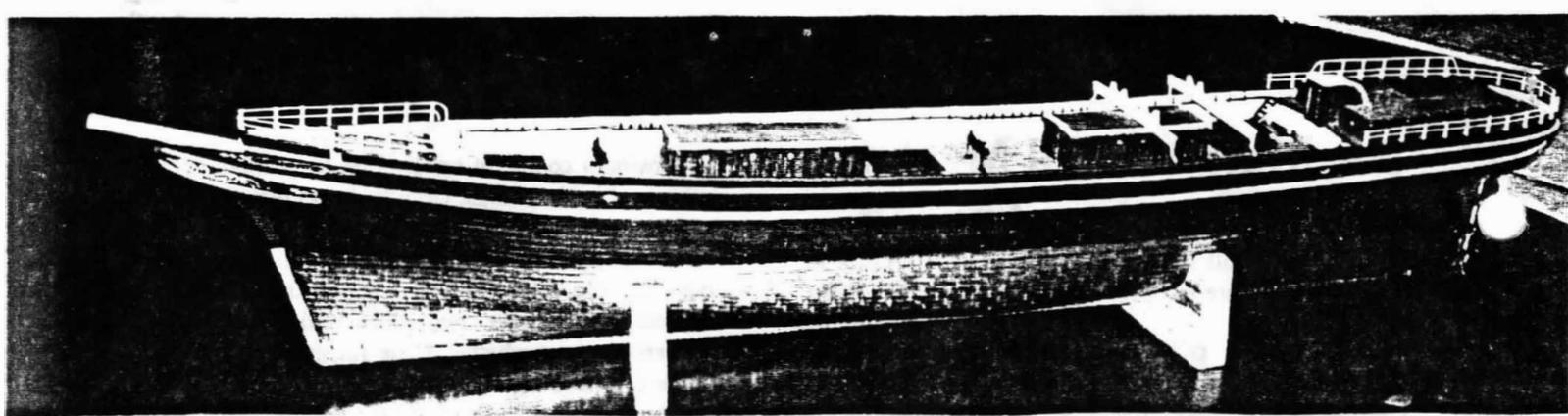
- 6:30 p.m. - Social (No-Host Bar)
- 7:00 p.m. - "Lobscouse & Spotted Dog"
- 8:00 p.m. - Intermission/Clam Chowder Break
- 8:15 p.m. - Talk By John Forester
- 9:00 p.m. - Film: "Making of Horatio Hornblower"



Above: "Lobscouse & Spotted Dog" is a culinary adventure that takes you from the fighting bridge of a man-of-war, to the kitchen and back.

Right: Ioan Gruffudd, as Horatio Hornblower, from A&E's exciting new film series.





Bienvenue's copper-bottomed *Cutty Sark*

britannia? Natural or tung oil or wax or bartop? Or one of many other choices? The answer seems to be yes or probably or maybe or no. Which is a liberating thought: do it your way.

Show-&-Tell New Member **Don Bienvenue** produced his astonishingly well done first model, a hull for *Cutty Sark* on the 1/8"=1' scale.

"I began building this model in 1996," Don reports. "I'm using the Revell plastic model and Longridge's book 'Cutty Sark' as my references. Construction is bread-and-butter. The hull is made of pine, and the deck, planking and cabins of basswood."

Don fashioned a glorious copper bottom for his model using copper-faced adhesive tape bought from a firm that supplies it to stained-glass makers. It comes in 1/8" and 1/4" widths, which Don cut into probably thousands (he lost track) of miniature bottom plates. He laid them in rows parallel to the keel up to the waterline.

"The *Cutty Sark* was one of the fastest tea clippers and later went into the wool trade," Don notes. "She is now on display in Greenwich, England" (where the Newsletter editor saw her in January and took note that her mizzen mast is missing while she raises funds for a new one).

Robert Hewitt's Viking ship is the same one that he showed-&-told at the January meeting, but now enclosed in a case, just as wise Guild members recommend above.

He made the wood frame in the *Berkeley* model shop, which Bob Crawford calls "the Guild Clubhouse." "Thanks for the use of all the tools!" Robert writes. He bought the glass at Karl's Glass on Market St. The model is set in a plastic sea with the oars shown as though being rowed.

Belfries and binnacles don't come up too often at Guild meetings, but they were part of this month's episode of the construction of the 1799 frigate *Essex*, as it was explained by builder **Royce Privett**.

In Other Business, Purser **Ed White** skillfully raised \$157 in an auction. Members not present missed a chance to buy some choice items. They came from Guild Life Member **Chris Matthews**, who in the past has donated things nautical that brought in around \$600.

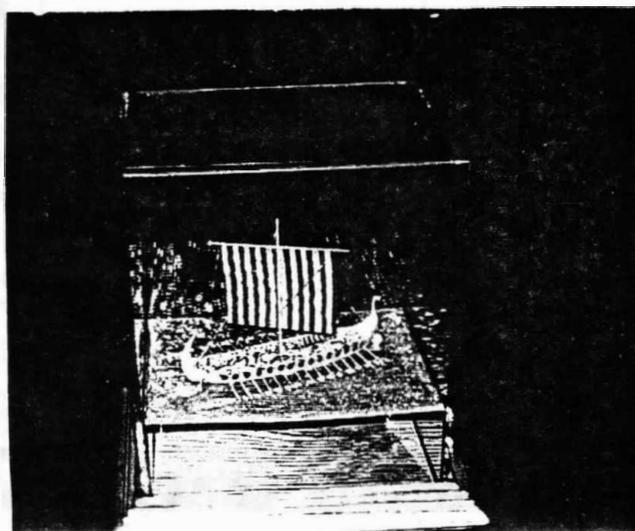
The most significant offering was a kit of the *Fair America*, for which Jerry Deschenes bid \$110. Most of the other items were books. Some--such as Howard Chapelle's "The History of American Sailing Ships" at \$12, Charles G. Davis's "The Built-Up Ship Model" at \$5 or Harold Hahn's classic at \$10--sold for far less than they might cost at a secondhand bookstore. Jerry got dozens of back-issue magazines for \$5.

On show but not for sale were the first three loose-leaf notebooks of photographs of the Maritime Museum's model collection—a welcome compilation.

Twenty-two members attended, a full house when the **Berkeley** tables are in their usual configuration. Of course that means 44 did not attend, and therefore missed a lot. Bob Crawford reported that occasionally he is able to offer places on the *Medea's* regular cross-the-harbor cruises; and did offer two, which were snapped up.

The question of the much-postponed elections was solved when Jack Klein offered to fill the open post of First Mate and proposed that the 1998 officers stay until the end of 1999. Without objection—indeed, without a peep of comment—the motion passed.

The also much-postponed issuance of name tags took place, and they were donned by all. Bob Crawford asked for comments, and **Jim Evans** proposed using larger type for first names or nicknames so that a member approaching an unfamiliar face can glance down inconspicuously, stick out his hand, and roar, "Hi, Jim" or "Hi, Bob," as the case may be. The members all agreed that Jim had put his finger on a major problem of modern human society. Crawford said he'd get right on it, and recalled the tags.



**Hewitt's
Viking Ship
in new case**

The Bulker *Derbyshire's* Horrifying Death

The most appalling and least headlined story of the seas since 1980 has been the rate of sinkings among bulk carriers. One hundred and eighty of them, just about one a month, have gone to the bottom, killing 1,465 men and women. In a recent long article in its Science Times section, the New York Times calls the tragedy "fleets of Titanics quietly disappearing from view."

The Times' story centered on the incredible fate of the British

ore carrier *Derbyshire*, which sank in a typhoon 500 miles south of Japan in September 1980. She was hove to facing 100-mph winds and waves up to 115 feet high, which first ripped off a bow hatch, then tore off ventilator heads and finally smashed the hatch of the first cargo hold, filling it with 10,000 tons of water.

None of this was visible from the bridge at the stern of the 965-foot ship, but at this point the *Derbyshire*, says the Times, "was doomed."

"The bow pitched down and huge waves pounded the deck. . . . Masts were torn off and other hatch covers collapsed in succession under a barrage of towering waves, letting more water rush in.

"As the ship sank, unflooded spaces imploded violently one by one along the length of the vessel." *Derbyshire* never sent a distress signal, and probably took only two or three minutes to sink after the first hatch was breached. But it took an hour for her broken fragments to hit the bottom, 2½ miles down. Forty-four people died.

This reconstruction of *Derbyshire's* sinking is the result of a brilliant ocean-floor forensics study carried out in recent years by the Woods Hole Oceanographic Institution for the British government. Prime Minister Tony Blair called it "one of the greatest feats of underwater detective work ever undertaken."

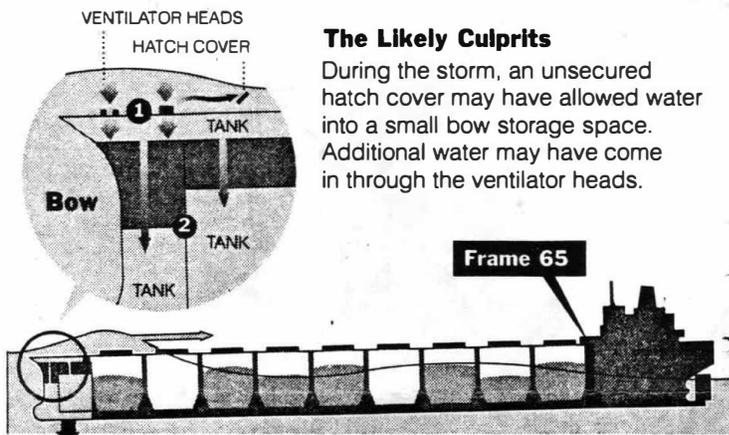
Woods Hole mainly used a seven-foot robot on a tether, which took 137,000 pictures of a "debris field" 4,000 feet long. Many of them showed the collapsed hatch covers that explained how the ship sank.

Why do so many "bulklers" sink with little notice? The answer: these giant ships fly the flags of nations whose interest in them is basically a legal fiction: Cyprus, Liberia, Panama. And their crews are Pakistanis, Hondurans, Filipinos, people the Western world is not too much concerned about.

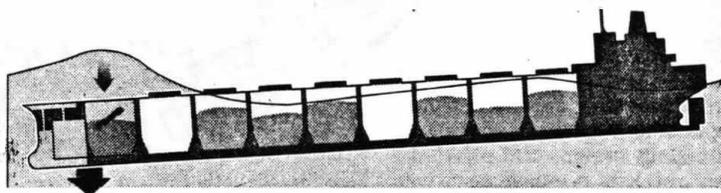
Derbyshire was different. When launched, she was "one of the largest and safest ships ever built, a star of the British merchant fleet," says the Times. Her crew was all British. And their families pressed the British government to make a survey in 1996 that located a piece of her stern with the words *Derbyshire* and Liverpool on it.

The End to the Mystery?

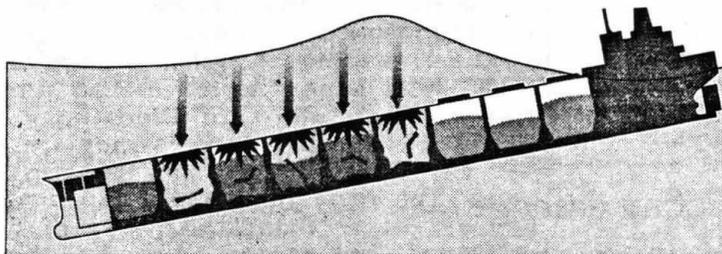
After an extensive examination, an investigative team determined that the *Derbyshire* sank not because of faults in frame 65, a favorite theory, but because of a slow introduction of water into the bow of the ship.



- 1 Over the next 12 hours, as wave after wave of the storm washed over the deck of the ship, the bow storage areas filled completely, lowering the angle of the ship's bow.



- 2 As the front of the ship dipped, the waves struck at a more violent angle, smashing the metal cover into the first cargo hold. The hold filled immediately with some 10,000 tons of water.



- 3 With the bow sinking rapidly the remaining cargo holds imploded under the weight of the water. As the ship sank further the ocean's pressure crushed unflooded space.

Source: Lloyd's Register

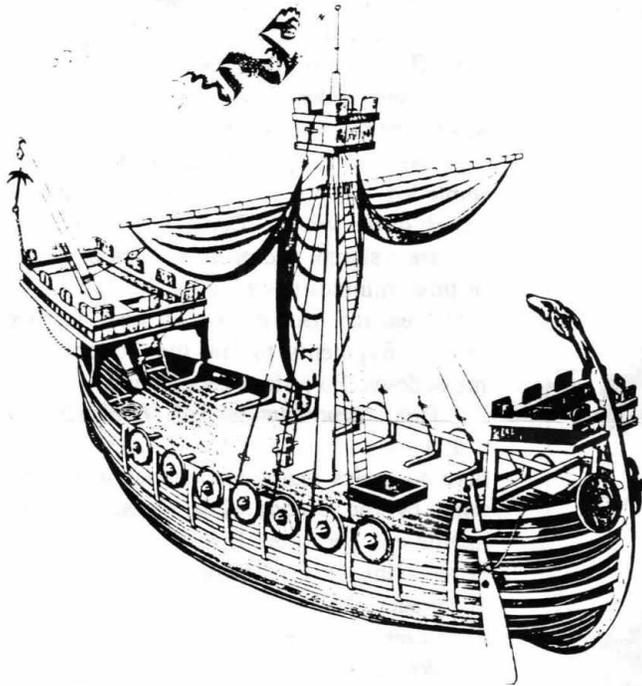
The New York Times

Thru The Lubbers Hole

by Robert Hewitt

Ancient Merchantmen

In 1066 the English King Edward had died, and Harold, Earl of Wessex, became the new King of England. The Duke of Normandy, William the Bastard, laid claim to the English throne. He mustered a huge landing army. With a fleet of seven hundred newly built warships, fifty thousand men and six thousand horses, he landed in Sussex on September 28, 1066. A dragon flag was flown from the mast of the MORA, the flagship of William. This flag was a gift from the pope. On October 14, victory was gained over the Anglo Saxons.

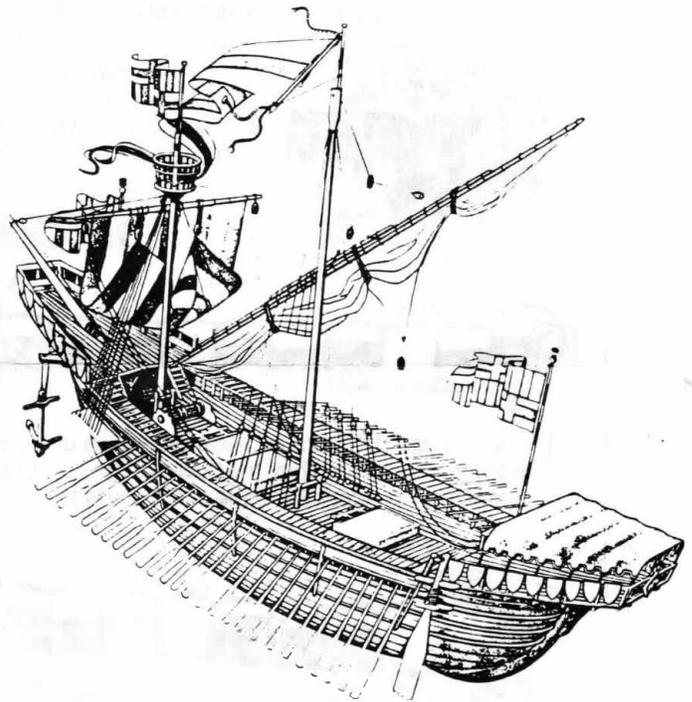


Norman ship about 1100

The new king granted his followers land and titles, securing faithful allies against powerful native barons. William supported newly expanding towns which soon established a flourishing wool trade with Flanders. The five seaports of Dover, Sandwich, Romney, Hythe, and Hastings were allied in the association of "Cinque Ports". If the need arose, they would put at the king's disposal fifty-seven ships, each with twenty-one armed men and a cabin boy, for trading privileges granted by the king. This was the basis of England's future economic strength.

The Christian world was being urged to deliver the Holy Land and under Pope Urban II was promised, in addition to spiritual gain, the lands and riches of their enemies. In the first crusade, the large trading towns of Venice, Geona, Piza, Barcelona and Marselle financed the undertaking.

In 1255, Venice was strong enough to issue its own maritime laws, and was in constant battle with Geona and Piza for control of the seas around Italy. Venice finally won out in 1379 and was the ruler of the Mediterranean, controlling the Oriental trade. Their galleys and merchantmen ran regular shipping services ranging as far as Flanders, Britain and the Black sea. Trade, crafts, science, and the arts were flourishing.



Venetian trading vessel, 1275

Venice was the unrivaled power of the Mediterranean. The Crusades were also providing wealth to Venice. Loans granted for the financing of military expeditions to the Holy Land carried a 40% interest charge. They also supplied wood and metals to the Christians. Money from all over the known world was pouring into Venice. The most important trade was the "pepper route" from the ports of China and India. The spices came on Arabian ships from the Red sea to caravans through Egypt, and from there on to Venetian trading ships.

The discovery of America by Columbus in 1492 was of little consequence to Venice. He had not advanced to India and her spice treasures.

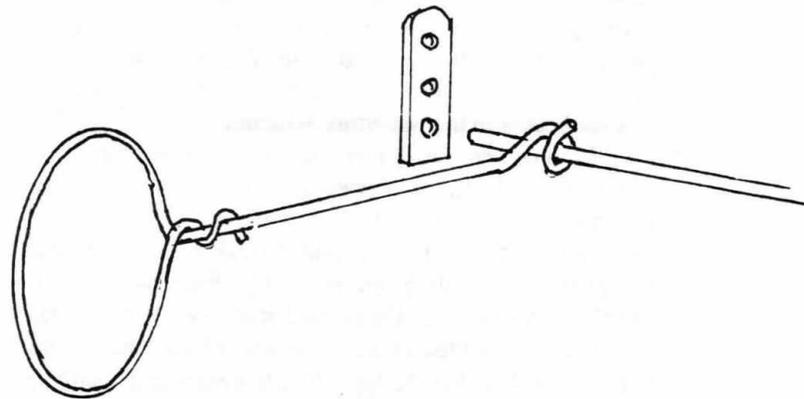
Shop Notes

Threading a .010" brass rod through a .012" hole in a Bluejacket 1/16"-scale photo-etched brass stanchion can be maddening, especially when building a rail on a curve. Here's a home-made tool that makes the job easier and faster.

This threading guide is made of .017" black iron wire. Shape the handle as shown. The guide end is formed by winding the wire in a one-turn spiral around the shank end of a .016" (more or less) drill held in a vise. Cut the wire off short, leaving some space between where the turn starts and ends.

To use the tool, slip the brass rod through the spiral, wiggle the rod until it lines up with the hole and push it through. Then turn the guide clockwise 90°, and push it so that the rod disengages from the spiral.

Once you have installed the lower rail, touch each crossing of the stanchion and the rail with a drop of gap-filling CA glue. On the lower rail, some glue will drain into the hole in the deck and fasten the leg of the stanchion to the wood. This operation will stiffen the stanchions and make installing the other two rails that



much easier.

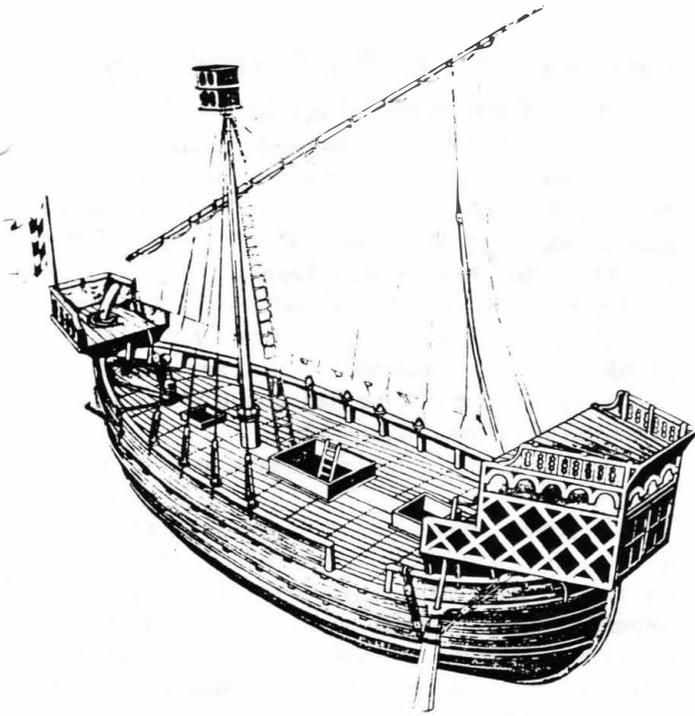
The two top rails should also be glued. That will also fatten the joints and make the rail appear, when coated with paint, to have the ball-shaped joints of turned stanchions

Fred Fraas says that this is not quite authentic. Bluejacket supplies flat stanchions not only because they are etched from sheet brass but also because flat is common on merchant ships. Turned stanchions are more characteristic of Navy vessels, says Fred.

I wouldn't know. Though I sailed on the Hog Islander that I'm building, the rails aren't clear in my memory. I *do* remember that the second radio officer (I was third), a cheerful guy named Swede, used to sing,

Friendship, friendship, just a perfect friendship

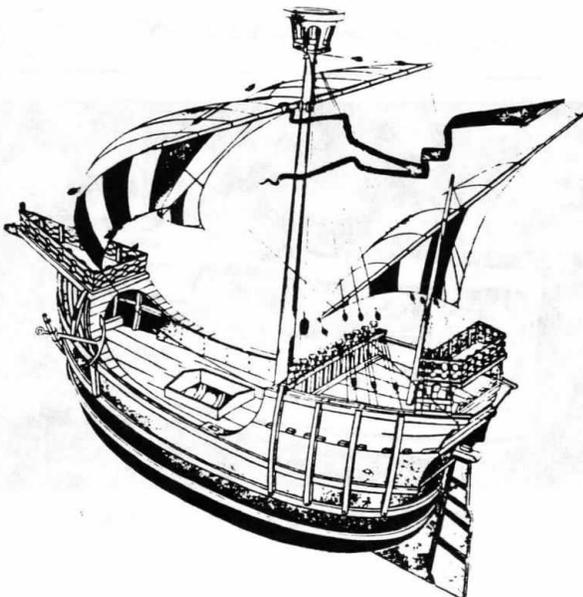
*When other friendships are forgot, ours will still be hot
That can be very irritating (see p. 8). Bill Forbis*



Venetian trading vessel, 1400

It was the Portuguese who, seeking the sea route to India by rounding Africa, were successful. The Portuguese Prince Henry the Navigator, who had never been to sea but justly received his name of honor, founded a naval college and observatory. This was the center of contemporary learning in the fields of geography and shipbuilding. The passage to the Orient was the goal of these efforts.

The first expeditions were undertaken in 1434. The Cape of Good Hope was rounded in 1488. On May 18, 1498, Vasco de Gama landed in Calcutta, India. His cargo of spices brought a net profit of 600% Portugal had become a world power. Venice had lost her monopoly of trade with the Orient.



Portuguese ship, 1450



The Purser Played "Nightingale" Until He Drove the Captain Batty

Bob Wright likes to have breakfast every Saturday morning at the Baltimore Café on Lake Murray Boulevard, and (even oftener) so does Dorothy Crippen Peace. One Saturday she recognized Bob as a witness in a trial where she had been a juror, and remembered that he was connected to the Maritime Museum.

"Would you be interested in a piano for your museum?" she inquired, sweetly. Turned out her family had an heirloom piano with a maritime past: for four years beginning in 1888 it had provided entertainment for passengers sailing on the ferry *Roseville* as she shuttled between San Diego and stops on Point Loma. The piano had ended up in possession of her son, but he was remodeling his Scripps Ranch house and couldn't find a place for it.

Wright carried the proposal to Ray Ashley, the Maritime Museum Association's Executive Director, who was pleased and accepted the instrument even when the Peace family changed the terms from gift to loan.

The Museum has a nice little model of the *Roseville*, and if you squint through her windows you can see a tiny piano in the main saloon. Lifting your eyes, you can now see the real thing on the deck of the *Berkeley*. Plus its bench.

And you can imagine the *Roseville*'s purser playing "Listen to the Nightingale." Incessantly. Because that's what he did until he drove the captain crazy, and got fired.

Back and forth went *Roseville*, touching at Roseville, Point Loma, Fort Rosecrans, La Playa and Ballast Point. Then she was converted into a tug and shortly after that sold off to service somewhere in Central America. Minus the piano.

Lack of Funds Kills San Francisco Bay Tall-Ship Parade and Race to San Diego

The Fourth of July tall ship parade in San Francisco Bay and subsequent sailing ship race down the coast from San Francisco to San Diego would have been a glorious way to celebrate the 150th anniversary of the Gold Rush—but it's not going to happen.

For the race, the promoters had commitments from the U.S. Coast Guard's *Eagle*, Japan's *Kaiwo Maru*, Ecuador's *Guayas*, Colombia's *Gloria*, and three large Russian sailing ships. A hundred sailing vessels would have participated in the Bay parade

The *Star of India* planned to join in at least part of the race.

The project would have cost \$4.8 million, according to the San Francisco Chronicle. Mervyn's, the department store chain, gave \$2 million, but other corporate sponsors were scarce. Said Bill Jones, California Secretary of State and C.E.O. of the Sesquicentennial Commission: "I just had to make a tough decision not to go forward."



Model of *Roseville* on the *Berkeley*

Jack Klein is Still Looking for a Few Good Men and Women . . .

Here are the inducements—

Those who volunteer will receive two passes to the Fair for each eight-hour day – 10 a.m. to 6 p.m. If you have only four hours to spare you will receive one pass. For those who have split shifts, if you can be there three times you will receive an extra pass. All of this plus a *Medea* cruise sometime in August.

I have made up a calendar for the months of June and July. All who are willing to volunteer please indicate

in the appropriate date giving your name and home phone number along with your time. I cannot guarantee the day or time and will contact you accordingly.

You can give me your requests at a meeting or drop them off at the museum or mail them to me c/o San Diego Maritime Museum, 1306 N. Harbor Drive, San Diego CA 92101. Call me at /redacted/ Museum; /redacted/ home

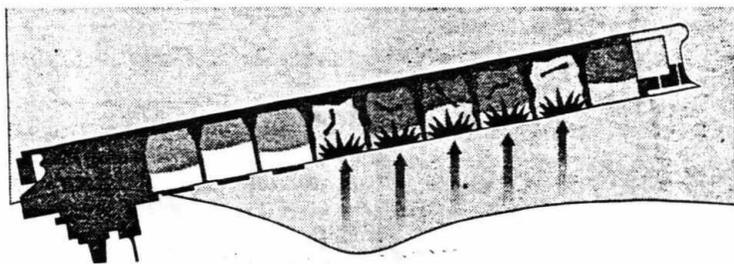
JUNE

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
13	14	15	16 Fair Opens	17 Your Name Here	18 Your Name Here	19 Your Name Here
20 Your Name Here	21 Your Name Here	22 Your Name Here	23 Your Name Here	24 Your Name Here	25 Your Name Here	26 Your Name Here
27 Your Name Here	28 Your Name Here	29 Your Name Here	30 Your Name Here	1 Your Name Here	2 Your Name Here	3 Your Name Here
4 Your Name Here	5 Last Day	6	7	8	9	10

...To Serve at the Del Mar Fair

JULY

Every Month a Giant Bulk Carrier Goes to the Bottom P. 5



98

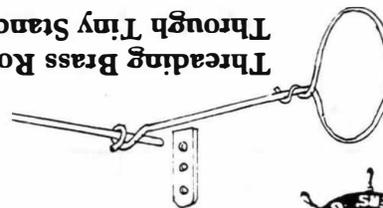
Fred Fraas /pa1cDpa1/

On Ancient Ships P. 6

Robert Hewitt Writes



Through Tiny Stanchions P. 7



1306 N. Harbor Drive



San Diego Ship Modelers Guild

San Diego CA 92101



SAN DIEGO SHIP MODELERS GUILD

Officers for 1999

Guild Master	K.C. Edwards	/redacted/
First Mate	Jack Klein	/redacted/
Purser	Ed White	/redacted/
Log Keeper	Open	
Newsletter Editor	Bill Forbis	/redacted/

8404 LaRouche Drive, San Diego CA 92119

Founded in 1971 by Bob Wright and the late Russ Merrill

SCHEDULE OF ACTIVITIES

- Meetings** Second Wednesday of every month.
7 p.m. social, 7:30 p.m. meeting.
Held on board the ferryboat
Berkelev.
- R/C Operations** Saturday mornings at the Model
Yacht Pond (Mission Bay).
- Annual Regatta** Third weekend in June.

MEMBERSHIP

Dues are \$15 annually
(\$7.50 after July 1).

We strongly encourage all to
join the San Diego Maritime
Museum as an expression of
appreciation for the facilities
provided for our benefit.