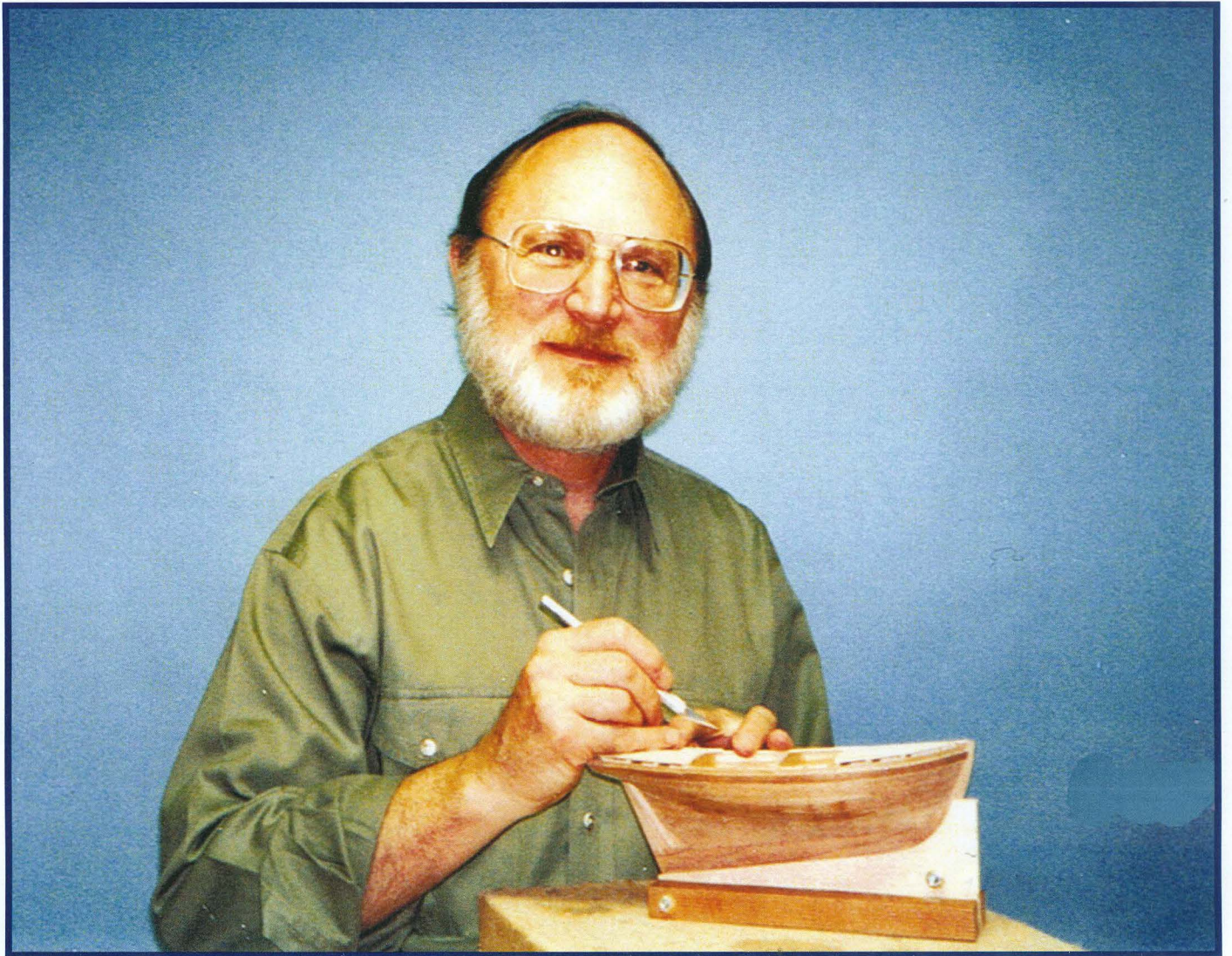


2011 SMA-Harold Hahn Award

Recipient

Clayton A. Feldman



Clay Feldman building Corsair

Introduction

Clayton Feldman has been selected to receive the 2011 Harold Hahn-Ship Modelers Association award in recognition of his many extraordinary contributions to the art and craft of ship modeling. Specific things he has done are enumerated in this document

Criteria for Award: The following criteria shall be considered when selecting a person to receive the SMA-Harold Hahn Award:

- Nautical research accomplished
- Publications (Books and Articles)
- Ship models constructed
- Drawings made
- Originality shown
- Participation in ship modeling organizations
- Influence on other ship modelers

Description of the Award: The award consists of the following:

- A certificate citing the accomplishments of the recipient
- A gold medal of appropriate design
- A presentation speech at the Conference banquet

Previous Recipients:

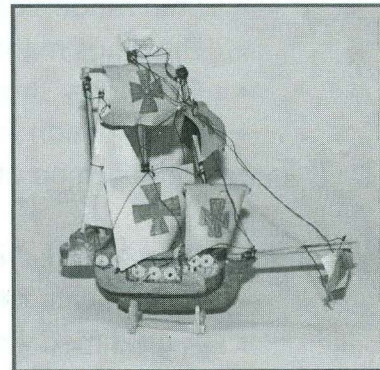
- Harold Hahn
- Erik Ronnberg
- Rob Napier

Autobiographical Sketch of Clayton Feldman

Hello, Fellow Ship Modelers-

Because I'm not a professional ship modeler, I've never collected the career data that most modeling professionals keep current as their curriculum vitae, so I've take the liberty of just telling you a bit about of my long-standing immersion in ship modeling, nautical research and writing, all in narrative format.

I'm from Milwaukee, Wisconsin, vintage 1936. Although the city is on Lake Michigan, my childhood had essentially nothing to do with ships, the Lake or sailing people. My grandfather, though, had been a shipwright in Vancouver for years. A falling beam injury left him unable to do the work any longer and he moved the family to Milwaukee. He was a workshop enthusiast and I think I did get my tendencies in that direction from him. He wasn't a committed ship modeler, but did produce *one* nautical project, a cigar-box cedar and shirt linen model of an Iberian square-rigger for the family dining room china cabinet (a Santa Maria spin-off from the Armitage McCann articles?), a product of that basement workshop.



The shop, with its stacks of Popular Mechanics and endless drawers and racks of tools was my inspiration for a life-long interest in crafts and hobby construction of all kinds. Grampa's ship model was itself the model for my own first "scratch build", a miniature of his model, made of balsa (must therefore have been made right after the War, when balsa was again available) and I would have been about ten or eleven. There is a picture of the model, which I still have, in this file. During the War, we kids made some spotter airplane models for the Army, which were probably never used, and built such stick and tissue airplane models as were still available. After the War we built free-flight and control line models, and I think I did every carving project in "Ben Hunt's Whittling Book", from miniature totem poles to carved burros.

My interests were still aeronautic as a teenager, and I joined the Wisconsin Civil Air Patrol, eventually earning navigator wings and becoming Cadet Commander of Milwaukee Squadron One. We did search and rescue missions, lots of marching, and spent two week summer camps on Air Force bases.

I left the CAP to go off to college, also in Milwaukee (Marquette University), where I did a three-year pre-med, followed by four years of medical school, also at Marquette (now Medical College of Wisconsin). My Professor of Anatomy that first year was a demon at my anatomy bench, because his technical assistant, one Sandra Jean Galin, from the "right side of the tracks" in Milwaukee, told him I was a bit brash (that wasn't the exact term she had used); I got even by marrying her. That was between my freshman and sophomore years in medical school, about fifty-four years ago! In spite of Sandy and Professor Benjamin (or perhaps because of them), I graduated first in my class.

We had the typical wanderlust of our time and we both were intent on leaving Milwaukee when I graduated. I had been turned down by the Air Force for a military medical career because of less-than-perfect eyesight, but I had also applied for both East and West Coast academic internships. Stanford came through and we went west and never looked back. I managed to earn the annual intern award there and stayed on for my first year of residency in Internal Medicine.

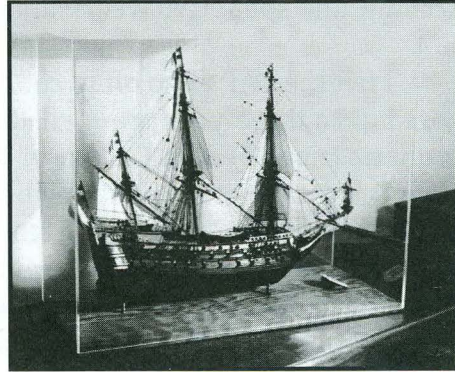
Then came my semi-voluntary (Berry Plan) affiliation with the United States Army, who didn't care much about my eyesight. I spent two years on duty "across the waters" from Stanford, at the Oakland Army Terminal Dispensary. It was dull duty, but the craft shop was right across the path from the dispensary and a lab coat does nice double duty as a shop apron. Almost all of the ambulance visits to the Officers' Quarters were for the delivery of shop-made furniture to our apartment rather than to collect any sick person.

While in the Army, I applied for and was awarded a National Institute of Health overseas fellowship, which enabled Sandy and me (and by then, our two young kids) to spend a year in London. I worked in a jerrybuilt rooftop laboratory on the old Royal Free Hospital, under the guidance of the world's then leading liver diseases researcher, Professor Sheila Sherlock. While in London, I learned how to sail and became an acceptable crew choice for the International Fourteen skippers, racing on the Welsh Harp. I also joined the Amateur Yacht Research Society and began a long interest in design and construction of hydrofoil-assisted multi-hull small sailboats and in research as it applied to nautical subjects. My kids developed (temporary) British accents and my wife learned how to shop day-to-day with a shopping bag in hand and how not to be offended by the frequent "Dearie"s.

It was back to Stanford then for the final year of my residency, which, being more supervisory in nature, gave me much more free time. I built and sailed a small trimaran that year, having a devil of a time getting the poured-in-place foam floatation off my hands in time for my job interviews. I got the best over-all offer from the San Jose Medical Group, which I joined in 1966, and I've been there ever

since, first as an internist and then as the clinic's allergist. I'm still practicing half time.

Finally settled into our once-and-forever home, I gradually built up a nice workshop in the garage and began turning out planters and overhangs, porch swings and furniture, clocks with wooden gears, wood carvings and even a couple of classical guitars. When the house finally got full of shop-made stuff, Sandy, in desperation for smaller end products, bought me my first (and last) ship model kit, the Billings *Vasa* (1628) kit. I went happily and completely into it, full tilt, until one of my partners plopped a copy of the January, 1962 National Geographic on my desk at the office.



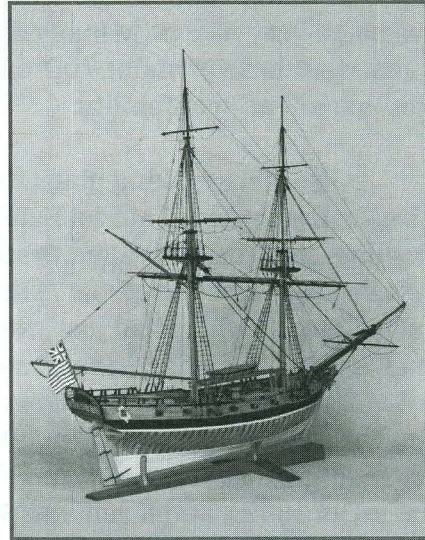
The cover story was on the recovery of the *Vasa* from Stockholm Harbor, and the drawings and paintings of the ship in the article looked nothing like the model I was building! Rather than just throw out my model in disgust (I came close!), I wrote the *Vasa* Foundation, got a copy of their then current plans and discovered the nice little book by R.C. Anderson, "Seventieth Century Rigging". It was back then to the workshop for a makeover completion and a model, which, from a distance, looks like *Vasa*. Up close, it looks like a disaster, as you can see from the photo; I still have the model, but it's in my office, away from the prying eyes of those who might know anything about ships or ship models.

This was not the beginning of my scratch-building life, but rather almost the end of it. If that's the way manufacturers produce kits, I thought, I'm out of here! So, I went off into designing and building sailboats (and buying a few). Starting in the '70's, I owned a 12' Aqua Cat, a LOA 17, a Piver 24' trimaran (*very* briefly) and a West Wight Potter. I designed and built an 8' hydrofoil trimaran, a sailboard sloop, a 15' trimaran with a gorgeous Tequila Sunrise sail, and an 11' sloop, the latter to teach my grandkids how to sail. Well, by about 1982, the yard was done, the house full, the side yard filling up and the non-workshop half of the garage stuffed with the 1954 MG TD I was restoring. She Who Must Be Obeyed said "Enough!" and marched me off to the hobby shop to find something small to capture my time and imagination- all within the available space.

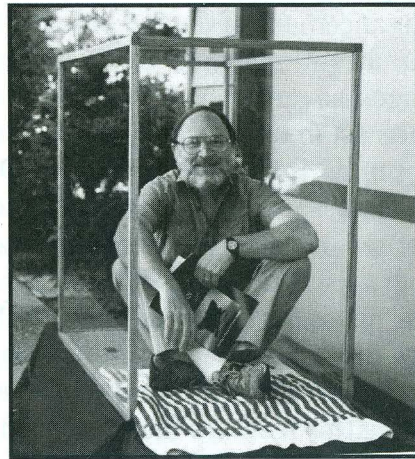
On my very first spin around the hobby shop, I found two N-gauge trains sets right from my childhood- The Chicago & Northwestern "Hiawatha" and the "400". I was certain it was a message from above, so I took a deep breath and walked away to look around a bit before what would have been pure impulse buying. On the magazine rack at the farthest corner of the store was a copy of Model Ship Builder, with a large scale sailing model of the Revolutionary War privateer *Rattlesnake* on the cover. "I can do that", I thought, and I was hooked forever.

Because I didn't know anything about anything, choosing an overly complex first project was easy. I remembered having seen the Rogers Collection at the Naval

Academy Museum and really positively remembered the model of *Fair American*. That would be it. I wrote (no Web then) the curator of the museum for data, got a copy of the Rogers Collection Catalog, wrote the curator of the Science Museum in London (where the model came from) and contacted Model Shipways for information about their kit plan. For a very small amount of money, I hired a part time researcher at the South Carolina Historical Society to find info on the Southern *FA* candidate and found a fellow researcher in Philadelphia to go through the historical newspapers of that city for mentions of the Northern *FA* candidate. I joined the Nautical Research Guild, started buying books and subscribed to *Model Ship Builder* and *Ships in Scale*. Sandy and I made a trip to New York before our first NRG meeting to search the Revolutionary War Newspaper Archives.



Before I was finished, I had two articles in the *Nautical Research Journal*, two seven part series in *Model Ship Builder* (1984-85), a soft cover book and a beautiful- but gigantic- ship model...and, I got to deliver a lecture on the subject at a Nautical Research Guild annual meeting! I was happy a clam at high tide! On the other hand, as you have seen, I could fit myself into the *Fair American's* case. My wife was pretty sure I had gotten the "something small" part of her request a bit off-center.

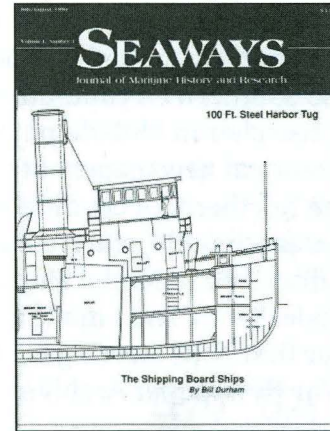


My next major project followed soon after. Wanting a simpler ship and a simpler build, I finally settled on the very attractive Virginia sloop of 1768, a plan of which had been found by Howard Chapelle in a Swedish naval archive. I drew up plans for a plank-on-bulkhead former model for this one, rather than plank-on-frame, and wrote up the building process for fellow modelers in another *Model Ship Builder* series. This project resulted in a soft cover book also...and another large case! (Both models were at 3/8"=1' scale.)

Sandy saw how big my models were (very) and how much I enjoyed writing (very much), so she encouraged the latter. I thought I might like to be a ship modeling magazine publisher, but just a bit of investigation revealed the basic startup cost to average about \$100,000 (and that was thirty years ago!), with a failure rate of about 90%. Not very inviting. I started looking into the cost of newsletter publication (remember, this was essentially pre-World Wide Web), when I got a series of calls from Jim Raines of Four Winds Publishing. He had recently started a new nautical journal called "Seaways, Journal of Maritime History and Research", but was able to publish only two issues before running out of money. He

was looking for an “angel”. Studying their numbers showed that there was no way the magazine could survive in its present form. I finally agreed to take over the company, hire Jim and Michelle as editors and pay the cost of production for a three-year trial run to see if adding more ship modeling could insure survival. If we had not moved to profitability by then, we would shut her down. By the end of year two, we had a very nice little magazine, a twice-as-large subscriber base of about 700, and a bottom line position nowhere near profitability.

We were making plans for The End, when Marc Mosko, the owner of Model Expo, literally appeared on my doorstep (he *had* called first), with an offer I couldn't refuse. Marc was the owner/publisher of Ships in Scale magazine, which he had just shut down in order to focus on his retail business. In return for my agreement to fulfill all of SIS subscriber agreements, a large commitment, I got the magazine. “Seaways...” then became “Now Including Ships in Scale” (Jan-Feb 1991) and eventually “Seaways' Ships in Scale” (Sep-Oct 1992), and it remains such to the present time. We thus went from about 700 subscribers to about 3,500, and, within another few years, to about 6,000.



As I was earning a living elsewhere, I really felt free with the magazine to help to introduce more people to ship modeling and to provide a real forum for the advancement of the intermediate ship modeler. We turned our attention almost entirely to modeling, adding many more pages, several new sections and even color covers. My own interest in writing and teaching expanded, and I did several columns, including “A Nautical Dictionary for Beginning Ship Modelers”, “The Journal Navigator”, a summary of major articles in other modeling magazines and nautical research journals, and “The College of Nautical Knowledge: Teaching Seminars for Intermediate Ship Modelers. Scratch-Building the Bermuda Boat *Corsair*”. (Long title!) In addition, I did scores of book and product reviews, instructional articles on using the Seaways Internet products, magazine photography for article writers and much more.



The Bermuda boat project, in 1994-95, was a first-time scratch-build for previous kit modelers. We did full size plans and detailed written instructions and finished up with quite a few very nicely done plank-on-bulkhead former models, all complete with a full set (five) of fully seamed but easily made sails. That was a small model because the original was only about 30' long, but my next project, the Revolutionary war frigate *Randolph*, was inherently small (my wife loved it) built as a 1:192 miniature, the hull building

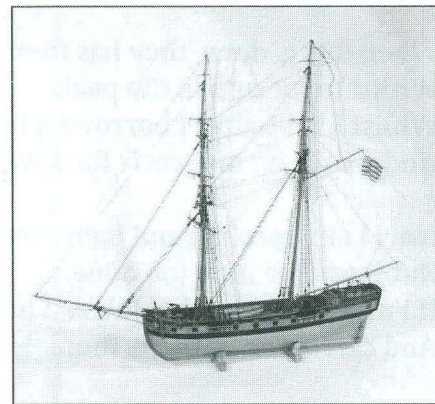


being featured in a series in the magazine in 1999. The case for that model was an era-correct Queen Anne furniture piece, made of cherry, brass and antique glass. When I exhibited the model at the last Queen Mary conference, I seemed to get many more positive comments about the case than the model, although I personally thought the model was great! (It was sure tough at that scale.)

Also in 1999, we bought the remnants of Model Ship Builder magazine when the owner/publisher decided to retire. That netted another 1500 subscribers and some new authors. It also meant that in my short publishing career, I had bought all three existing American conventional commercial ship-modeling magazines (No, I'm not independently wealthy, just independently lucky) and they were all finally represented in Seaways' Ships in Scale.

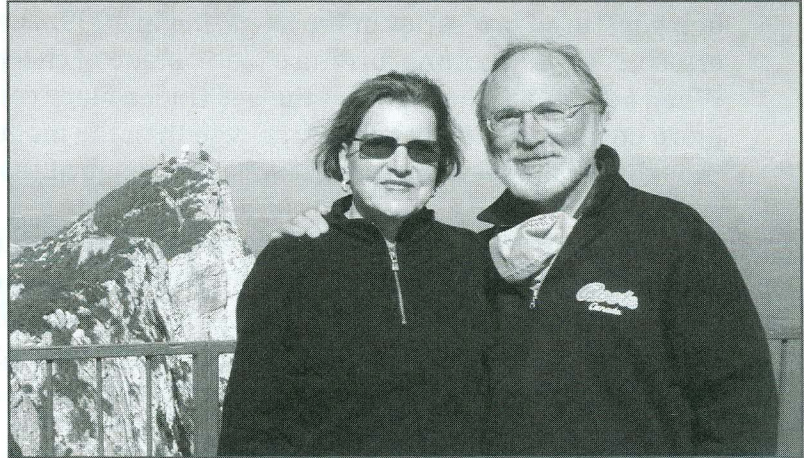
By 2003, I had suddenly become 67 years old. Even though I was only working half time at the Clinic, I was working way too hard at home with the magazine and thought it was time to look for a new owner. My editorial team wasn't enthusiastic about taking the reins, and I even looked into the possibility of creating a not-for-profit company to do the publishing, but before that transpired another on-my doorstep event occurred. I got a call from Phillip Michael Kosten, a young man who had just left a position as a CFO with a Silicon Valley high tech company. He was himself a ship modeler and was looking to become a publisher. It worked out very well for both of us and he now is the owner/publisher of Seaways' Ships in Scale. I still do book reviews and modeling projects for the magazine.

With the prospect of more time on the horizon, I began doing research for another "complete" project, this time dealing with the Revolutionary War brigantine *Lexington*. (Yes, I know I'm caught in a time warp!) That resulted in a research article in the NRJ, a how-to-do-it series in SSIS, an Internet practicum, a CD, a semi-kit with The Lumberyard, an NRG meeting lecture and even a small soft cover book. That was fun! A very similar output list came with my prisoner-of-war model of the privateer *Charming Sally*, which, by the way, was planked in ivory and baleen.



I'm between projects as I write this paper; I don't have a list of projects I work my way through- rather I wait for the project to find me all on its own. The projects do tend to be related to each other in some way (beyond the obvious fixation in the vessels around the time of the American Revolutionary War). I am leaning towards a nautical archaeology model of the privateer *Defence* from the Penobscot Expedition though, having already done the research on the wrecks of that encounter and reported it in a research article in the NRJ. I'm just trying now to work out in my mind the proper method of showing the discovered timbers versus the ones I will need to add to complete the hull. Should be a challenge.

In the past few years, to “fill in the cracks” and keep myself from ship modeling burn-out, I’ve done a whole variety of other workshop projects, including three circa 1870 black powder rifles, a 12 1/2” Dobsonian telescope, an 1860’s bellows type wet plate camera and lens with which I now make tintypes and a radio-controlled model airplane. I like to think of myself as a polymath, but Sandy thinks I’m just a dilettante.



Let me finish this indulgence with my one excursion into poetry, which explains it all:

The Modelist

In the evening breeze, from our seats of ease,
We holds our court in the bow.
Tho me mates think I’s daft, on art versus craft
On Applied Research I’m a “wow”!

When day is done, they has their fun
With a tot of rum in the peak.
Whilst I, if I’s able, I borrows a table
And works on me scarfs for a week.

Now I ain’t prolific and I ain’t terrific,
But I gets me little job done.
If I’m hard-pressed to finish, I has me a spinach
And carries on with me fun.

‘Cause in *The End*, I yam what I yam.

P. Eye

Specific Accomplishments

Nautical Research Journal Articles

1. Hull Construction in Revolutionary War America as Evidenced by the Remains of the Penobscot Expedition Privateer *Defence* and Two Additional Vessels. Summer 2010. Vol.55, No.2.
2. The Quest for *Charming Sally*: Research and Planning for a Model of a Ship for Which There are No Plans. Summer 2007. Vol. 52, No. 2.
3. Continental Navy Brigantine *Lexington* (1776-1777): Deriving New Plans from Original Data. Summer 2004. Vol. 49, No.2.
4. A Study of Mid-Late Eighteenth Century American Small Vessel Framing Practices. September, 1988. Vol.33, No.3.
5. The Philadelphia/New York *Fair American*, A Primary Source Chronology. December 1985. Vol. 31, No.4.

Nautical Research Guild Annual Meeting Lectures

1. The Continental Frigate *Randolph*, 1776. 2002.
2. *Lexington*, Continental Congress Navy Brigantine, 1776-11777. 2004.
3. *Fair American* Revisited. 2006.
4. *Charming Sally*; Research and Execution of a Prisoner-of-War Style Model. 2009.

Magazine Articles, "Model Ship Builder"

1. Building the *Fair American*, Parts One through Seven. Vol. VI, No. 32, Nov./Dec. 1984 through Vol. VII, No. 38, Nov./Dec. 1985.
2. Completing the *Fair American*, Parts One through Seven. Vol. VIII, No. 47 through Vol. IX, No.53, May/June 1988.
3. The *Fair American* Photo Album. Vol. X, No.58, Mar/Apr 1989.
4. Modeling an Armed Virginia Sloop of 1768. Vol. XIII, No. 73, Sept/Oct 1991 and Vol. XIII, No. 74, Nov/Dec 1992.

Magazine Articles, "Seaways" and "Seaways' Ships in Scale"

Model Building Articles:

1. An Armed Virginia Sloop of 1768: A Research and Design Study for a Model-Making Project. Vol. II, No. 6, Nov-Dec 1991.
2. The College of Nautical Knowledge; Teaching Seminars for Intermediate Ship Modelers. Scratch-Building the Bermuda Boat *Corsair*. From Vol. 5, No. 1, Jan-Feb 1994 through Vol. 6, No. 1, Jan-Feb 1995.
3. Building Clear Acrylic Cases for Ship Models. Vol. VI, No. 5, Sept-Oct 1995.
4. Building Furniture-Type Cases for Ship Models. Vol. VI, No. 6, Nov-Dec 1995.
5. Ship Modeling in Reverse: Building a Model from Which to *Develop* a Lines Plan. Vol. IX, No. 5, Sept-Oct 1998.

6. A New Construction Method for Miniature Navy Board Model Hulls, Part I. Vol. X, No. 5, Sept -Oct 1999 and Part II, Vol. X, No. 6, Nov-Dec 1999.
7. Modeling the Continental Navy Brigantine Lexington, 1776-1777: A Scratchbuilding Guide and a Semi-Scratchbuilding Practicum. From Part I, Vol. XVI, Jan-Feb 2005 through Part VIII, Vol. XVII, No. 2, Mar-Apr 2006.
8. *Charming Sally*, Prisoner-of-War Model of a Privateer Sloop of 1777. From Part I, XVIII, No. 5, Sept-Oct 2007 through Part VI, Vol. XIX, No. 4, July-Aug 2008.

Columns:

1. "The Journal Navigator". Vol. 1, No. 4, Sept/Oct 1990 through Vol. 4, No. 2, Mar/Apr 1993 and Vol. 4, No. 4, July/Aug 1993.
2. "The Journal Navigator in the Workshop: Casting Metal Parts for Ship Models". Vol. 4, No. 3, May/June 1993.
3. "The Journal Navigator in the Photo Studio". Vol.4, No. 6, Nov/Dec 1993.
4. A Nautical Dictionary for Beginning Ship Modelers. In ten parts, from Vol. IV, No.3, May-June 1998 through Vol. X, No.6, Nov-Dec 1999.

General Articles:

1. Book Marks. Vol. III, No. 6, Nov-Dec 1992.
2. Seaways in Cyberspace. Vol. V, No. 4, July-Aug 1994.
3. The Information Seaway. Vol. V, No. 5, Sept-Oct 1994.
4. A Cumulative Index Database for Seaways' Ships in Scale. Vol. V, No. 6, Nov-Dec 1994.
5. Surf the Net With Seaways. Vol. VI, No. 5, Sept-Oct 1995.
6. Custom Ships in a Bottle. Vol. VI, No. 5, Sept-Oct 1995.
7. Midwest's Peterboro Canoe (Kit Review). Vol. VI, No. 6, Nov-Dec 1995.
8. Photography Guidelines for Seaways' Ships in Scale Magazine, Vol. VII, No. 3, May-June 1996.
9. Photographing Your Model. Vol. X, No. 1, Jan-Feb 1998.
10. Photography Guidelines for Seaways' Ships in Scale. Vol. X, No. 1, Jan-Feb 1999.
11. The Bookshelf: Quick Reports. Vol. XII, No. 5, Sept-Oct 2001.
12. Digital Photography for Seaways' Ships in Scale Magazine. Vol. XIV, No.1, Jan-Feb 2003.

Book and Plans Reviews:

1. The Old Steamboat Navy, Vol. 1, Frigates, Sloops, Gunboats, 1815-1885, by Donald L. Canney. Vol. II, No. 1, Jan-Feb 1991.
2. 1990 Underwater Archaeology Proceedings from the Society for Historical Archaeology Conference (Tuscon), ed. Toni L. Carrell. Vol. 11, No. 2, Mar-Apr 1991.

3. *Wm. Underwood*, A Sardine Smack of 1941; Plans by Arthur R. Herrick, Jr. Vol.II, No.4, July-Aug 1991.
4. The 54' Baltimore Clipper *Lizzard King*. Plans by Capt. Pete Culler. Vol. II, No. 5, Sept-Oct 1991.
5. Finnish Four-Masted Barque *Moshulu*, Plans by Malcolm Darch. Vol. II, No. 6, Nov-Dec 1991.
6. A Pacific Legacy: A Century of Maritime Photography, 1850-1950, by Wayne Bonnett. Vol. III, No. 1, Jan-Feb 1992.
7. 1922 Albany Speedboat. Plans by Gary Griswold. Vol. III, No. 1, Jan-Feb 1992.
8. The Schooner *Alma*, 1891. Plans by Don Birkholz. Vol. III, No. 2, Mar-Apr 1992.
9. The Naval Cutter *Alert* (Anatomy of the Ship Series), by Peter Goodwin. Vol. III, No.3, May-June 1992.
10. Russian 58-Gun Ship *Goto Predestinatsia*, 1701. Plans by Lazlo Bencur. Vol. III, No. 3, May-June 1992.
11. The Hog-Islanders- The Story of 122 American Ships, by Mark H. Goldberg. Vol. III, No. 4, July-Aug 1992.
12. USS *Seawolf*, SSN-211. Plans by Greg Sharpe. Vol. III, No. 4, Sept-Oct 1992.
13. HMS *Detroit*, the Battle for Lake Erie, by Robert and Thomas Malcomsen. Vol. III, No. 5, Sept-Oct 1992.
14. Pride of Baltimore: The Story of the Baltimore Clippers, 1800-1990, by Thomas C. Gilmer. Vol. III, No. 5, Sept-Oct. 1992.
15. Polish Navy School Ship *Iskra*. Plans by Janusz Kozak. Vol. III, No. 5, Sept-Oct 1992.
16. Private Armed Schooner *Lively*. Plans by Jim Roberts. Vol. III, No. 6, Nov-Dec 1992.
17. Submarine Propellor *Alligator*, 1862-1863. Vol. IV, No. 1, Jan-Feb 1993.
18. A Rigging Plan for the Shoreham Cutter, c. 1765. Plan by Merritt Edson. Vol. IV, No. 2, Mar-April 1993.
19. The Brig *Eagle* of 1814. Plans by Jack Horner. Vol. IV, No.3, May-June 1993.
20. PBR MK1, 1966 River Patrol Boat. Plans by Al Ross II. Vol. 4, No. 4, July-Aug 1993.
21. HMS *Hero*, British 74-Gun Ship of 1759. Plans by M. Skwiot. Vol. 4, No. 5, Sept-Oct 1993.
22. US Sloop of War *Wasp*. Plans from National Archives. Vol. 4, No. 6, Nov-Dec 1993.
23. Model Boat Building Made Simple; The Sprintsail Skiff, by Steve Rogers and Patricia Staby-Rogers. Vol. V, No. 1, Jan-Feb 1994.
24. Revolutionary War Privateer *Rattlesnake*, 1780. Plans by Harold M. Hahn. Vol. V, No.1, Jan-Feb 1994.
25. Two Plans of the USS *Monitor* of 1862. Plans by David Meagher and A.P. Ross. Vol. V, No. 2, Mar-Apr 1994.
26. Old Ironsides: The Rise, Decline and Resurrection of the USS *Constitution*, by Thomas C. Gillmer. Vol. 5, No. 3, May-June 1994.
27. 1812 Privateer Brig Plans. Plans by A. J. Horner. Vol. V, No. 3, Mar-Apr 1994.

28. The Colonial Schooner, 1763-1775, by Harold M. Hahn. Vol. V, No. 4, July-Aug 1994.
29. *Plunger*, 1897: The US Navy's Second Submarine. Plans by Jim Christley. Vol. V, No. 4, July-Aug 1994.
30. The Old Steam Navy, Volume Two: The Ironclads, 1842-1885, by Donald L. Canney. Vol. V, No. 5, Sept-Oct 1994.
31. Navio *Santa Anna*, A Spanish Ship-of-the-Line of 1784. Source not stated. Vol.5, No. 5, Sept-Oct 1994.
32. Ship Modeling from Scratch, by Edwin B. Leaf. Vol. V, No. 6, Nov-Dec 1994.
33. The Civil War Monitor *Osage*. Plans by David J. Meagher. Vol. V, No. 6, Nov-Dec 1994.
34. Magellan, by Tim Joyner. Vol. VI, No. 4, July-Aug 1995.
35. USS *Choctaw*, 1862. Plans by David J. Meagher.
36. The Sloops of the Hudson River: A Historical and Design Survey, by Paul E. Fontenoy. Vol. VI, No. 5, Sept-Oct 1995.
37. Ordnance Instructions for the United States Navy, 1866. Edited by Duane D. Borchers. Vol. VI, No. 5, Sept-Oct 1995.
38. USS *Holland*, SS-1, 1897. Plans by Jim Christley. Vol. 6, No. 5, Sept-Oct 1995.
39. The Whaler and the Privateer; The Story of Two Ships, 1795-1807, by Diana and Colin Brown. Vol. VI, No. 1, Jan-Feb 1995.
40. USS *Nautilus*: The World's First Nuclear Submarine. Plans by Jim Christley.
41. Bark *Roanoke*. Plans by Edward J. Hannon. Vol. VI, No. 2, Mar-Apr 1995.
42. The Sharpie Book, by Ruel B. Parker. Vol. VI, No. 6, Nov-Dec 1995.
43. Knowing the Ropes: Selecting, Rigging and Handling Lines Aboard, by J. Richard Steffy. Vol. VII, No. 1, Jan-Feb 1996.
44. Wooden Ship Building and the Interpretation of Shipwrecks, by J. Richard Steffy. Vol. VII, No. 1, Jan-Feb 1996.
45. The Maritime Administration Collection of Ship Plans (1939-1970). Vol. VII, No. 1, Jan-Feb 1996.
46. Way's Packet Directory, 1848-1994: Passenger Steamboats of the Mississippi, by Frederick Way, Jr. Vol. VI, No. 2, Mar-Apr 1996.
47. Thomas McManus and the American Fishing Schooners, by W.M. P. Dunne. Vol. VI, No. 2, Mar-Apr 1996.
48. Battleships: United States Battleships, 1935-1992, by William H. Garzke, Jr and Robert O. Dulin Jr. Vol. VII, No. 3, May-June 1996.
49. Upper Mississippi Rafting Steamboats, by Edward A. Mueller. Vol. VII, No. 3, May-June 1996.
50. Longitude, by Dava Sobel. Vol. VII, No. 6, Nov-Dec 1996.
51. Royal Yachts in Miniature, by Donald McNarry FRSA. Vol. VII, No. 5, Sept-Oct 1996.
52. The Shipbuilders of Essex: Chronicle of Yankee Endeavor, by Dana A. Story. Vol. VIII, No. 2, Mar-Apr 1997.
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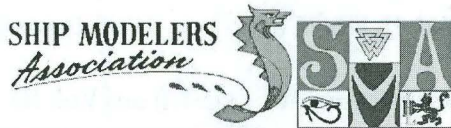
2. *Seaways' Ships in Scale.* Owner-publisher from Vol. III, No.5, Sept-Oct 1992 through Vol. XIV, No. 4, Nov-Dec 2003. Incorporated *Model Ship Builder* subscribers in 1999.

Awards

1. 2004 Research/Building/Teaching Award from the Nautical Research Guild and the National Maritime Historical Society.
2. (That's *all* folks!)

Ship Models Constructed

- **Spanish Galleon, generic, scratch built (about age 10). Child's project**
- **Swedish Flagship "Vasa", 1628, Scale ?, Billings kit. Rigging per Anderson.**
- **Privateer "Fair American", 1780, Scale 3/8"= 1 ft., Open frame admiralty style model. Fully rigged.**
- **Virginia Sloop of 1768. 3/8"= 1 ft., Scratch built, Plank-on-bulkhead. Fully rigged.**
- **Bermuda Boat "Corsair", 1807. 3/8" = 1 ft., Scratch built. Fully rigged and with sails.**
- **Frigate "Randolph" 32, 1777, 1/16"= 1 ft., Scratch built Navy Board style. Housed in scratch built, era-correct (Queen Anne) cherry case.**
- **Privateer Brig "Lexington", 1777, 3/16"= 1 ft. Scratch built, plank-on-bulkhead, fully rigged.**
- **Privateer Sloop "Charming Sally", 1777, Scratch built Prisoner-of-War style model. Approximate scale 7/64"= 1 ft. Ivory and Baleen planking over wood core; fully rigged in ivory and silk.**
- **Clipper Ship "Ann McKim", 1832, 3/32"=1 ft.. Scratch built half-hull model; under construction**



Harold Hahn Award 2011

Clayton A. Feldman

- Whereas Clayton A. Feldman has made extraordinary contributions to the art and craft of ship modeling, and
- Whereas he has done extensive research on ships that he later modeled and wrote about, and
- Whereas he wrote many articles for the Nautical Research Journal and for commercial modeling magazines, and
- Whereas he prepared comprehensive plans for models of five ships, and
- Whereas he wrote four books on ship modeling, and
- Whereas he was owner-publisher of Seaways, Ships in Scale, and Model Ship Builder magazines, and
- Whereas he has received the Research/Building/Teaching award from the Nautical Research Guild and the National Maritime Historical Society, and
- Whereas he has researched and scratch built seven significant ship models
- Now, therefore, the fourth SMA-Harold Hahn Award is hereby given to Dr. Clayton A. Feldman at the Western Ship model Conference and Exhibit in Newport Beach, California on April 2, 2011.

Donald Dressel
President, SMA
Chairman Western Ship Model Conference and Exhibit