



# San Diego Ship Modelers Guild

Vol. 3 Number 6

June 11, 1979

## Notes From May Meeting

The meeting focused on the underwater photos and movies of the Monitor off Cape Haterus.

Andy Anderson reported that he will have drawings soon for Langley and that space is available at the Aerospace museum for the committees use while building the model.

It was moved that the club sponsor the Second Annual San Diego Ship Modelers Guild Radio Control Regatta in September. Anyone interested in helping out please contact Bill Benson.

It was also suggested by Dick Little that our next meeting be a photo night. Bring your camera and/or model.

## Models Present:

Bob Franka	Leon Pictures	
Bob Crawford	Rattlesnake	Model Shipways Kit
Bill Benson	Egg Harbor	Scratch
Vic Crosby	4 Pipe Destroyer	Ship in Bottle
Doug McFarland	Norske Love	Billing POF Kit
Bob Ross	42' Sport Fisher	Sterling Kit (RC)
Lou Harmaling	Duke (Steam Tug)	Scratch Steam (RC)
Royce Privett	EMS Victory Section	Corell Kit

## Photo Night

Our next meeting will be Photo Night. If you have any equipment, backdrops, lights, light meters etc. or models you would like close up photos or portraits of please bring them to the meeting this Friday, June 15. Our July meeting will be the Summer Party, and it would be nice to compare photos. If you have any questions contact Bill Benson (/redacted/) or Bob Crawford (/redacted/)

## Craftsmans Corner

To make that delicate scrollwork carving on trailboards and transoms, get some Grumbachers or Liquitex artist model paste and a large hypodermic type glue gun from your local hobby dealer. With a little practice "cake decorating" very realistic results can be attained. The dried paste carves and sands well and after painting it blends well with the rest of the structure.

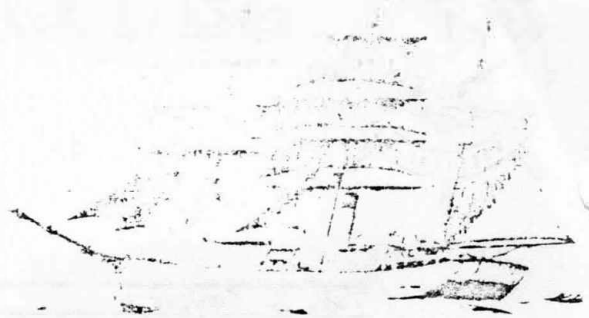
## Good News

From the Shipcraft Guild of New York see the enclosed letter on the next page.

Jersey City, N.J.  
11 11/11/79  
Jersey City, N.J.

## THE SHIPCRAFT GUILD

An Association of Ship Modelers and Marine Artists



8 May 1979

Dear Bob,

I certainly have some good news to tell you.

Yesterday I received a call from a Mr. Ron Schmidt of Milwaukee, Wis. He informed that he has purchased the rights to the defunct Model Ship and Boats and will be reviving it. The new magazine will go to press the last few weeks of June and be in the mails the first week of July.

Because of legal reasons, we cannot use the name Model Ship and Boats. Its successor will be called MODEL SHIP BUILDERS. It will be a bi-monthly, like MSB, and have the same format. He has also retained all the former writers of MSB.

And here is the piece-of-good news. Mr. Schmidt is going to honor ALL of the subscriptions of MSB. ALL former subscribers to the defunct magazine will automatically be receiving the new magazine until their subscriptions expire, with the hopes that they will renew at the expiration of their subscription.

Pass this information to your fellow club members and start sending him your newsletter and any other chit-chat that you want him to mention. The address is:

Model Ship Builder  
c/o Mr. Ron Schmidt  
P.O. Box 441  
Menomonee Falls, Wis. 53051

Best regards,

*ALC*

P.S. The above will answer your query about MSB. What is this about Scale Ship Models going out of business? I just a renewal form for my subscription. I will hold up renewing until I hear from you. Re your query for U.S.C.G lightships, tell Radford Franke try writing to: U.S.Coast Guard(G-ENE/64)  
Washington, D.C. 20590

CALIFORNIA CRUISE  
by Doug McFarland

At the May meeting it was decided by a nearly unanimous vote that the dinner cruise aboard the barkentine CALIFORNIA be scheduled for Saturday, August 11. Therefore, the ship has been reserved for that date and I will start taking reservations at the June meeting. Reservations must be accompanied by the \$12.00 per person fare and, as in the past, there will be no refunds. If you can't make it you will have to find your replacement. Also, I still need a volunteer for the food coordinator.

LAKESHORE GARDENS REGATTA  
by Doug McFarland

This year's first regatta for scale models can only rate as semisuccessful, I'm sorry to report. Even with the promise of a free breakfast (which was absolutely delicious) only ten people turned out with either static or R/C models, and two of them weren't club members. I can only hope that it was the poor weather and short notice that kept people away (and maybe we'll give the gas crunch some credit too). There certainly was no lack of enthusiasm on the part of the spectators there and everybody seemed to enjoy themselves. Although he couldn't make it in person, Bob CRAWFORD sent along one of his excellent static models to display. The people at the park were most disappointed, however, that there were no submarines or large warships represented. Below is a list of all those who participated.

R/C

Bob Ross	42' Sportfisherman	kit
Bud Dunn	Tuna Clipper	scratch
Doug McFarland	63' Chris Craft Cabin Cruiser	kit
Mike Leeder	PT Boat	kit
Val Peterson	48" Halibut Schooner	scratch
Dick Rice	Seow Schooner	scratch
	Tug Boat	scratch
	2 Masted Schooner	scratch

STATIC DISPLAY

Bob Crawford	Fletcher Class Destroyer	scratch
Doug McFarland	70 Gun Ship-of-the-Line	kit
	SANTA MARIA	kit
Bill Benson	POLACCA - 12 Gun Xebec	kit
Bob Ross	14' Hobie Cat	scratch
Tom Hildebrand	ROGER B. TANEY	kit
Vic Crosby	Approx. 20 Ships in Bottles	scratch

U.S.S. CONSTELLATION TOUR  
by Doug McFarland

I have recently been having discussions with PRC Russ Belt concerning the possibility of the club being allowed to tour the aircraft carrier CONSTELLATION. Russ is in charge of maintaining all the survival equipment aboard the "Connie" and stated he would be thrilled to show us around. The tour would take place on a Saturday afternoon. Cameras will be permitted, sorry no children allowed. The sooner we take the tour the better off we'll be as some areas of the ship will be torn apart for repairs soon. Check your dates for the most convenient Saturday and let me know at the next meeting or drop me a note at home. Also you can send your reservation for the CALIFORNIA Cruise to me at the following address:

Doug McFarland  
/redacted/  
San Diego, CA 92126

# MONITOR MARINE Sanctuary

History has followed the U.S.S. MONITOR ever since the ironclad "cheese box on a raft" was hastily commissioned on February 25, 1862. Although the radically designed warship never had the decisive encounter with an armour-plated Confederate vessel Union leaders hoped, the low-slung, turreted ship gave its name to a whole class of U.S. Naval vessels that continued to guard American shores until the 1930s.

So it was particularly appropriate that on January 30, 1975—exactly 113 years after it first slipped down the ways at Brooklyn, N.Y.—the U.S.S. MONITOR launched the nation's Marine Sanctuary Program when her newly discovered wreckage was designated as the Nation's first Marine Sanctuary, off the coast of Cape Hatteras, N.C.

While her operational career lasted just 10 months before she foundered in gale-whipped seas, the MONITOR's protected status within a Marine Sanctuary signals the start of a second, equally dramatic career as a national treasure, a long-lost artifact ready to provide insights and primary source data to historians and archaeologists.

## The Story of the MONITOR

The saga of the U.S.S. MONITOR began in the tense early months of the Civil War, largely in response to the Confederate decision to convert the captured U.S.S. MERRIMACK into an armored warship. Nine days after Fort Sumter was fired on, the Virginia State Militia took over the Gosport Navy Yard near Norfolk. The Confederate forces discovered that nine of the 10 Union ships had been burned or scuttled by retreating Northern troops.

The MERRIMACK, although burned almost to its water line, was determined to be sound below-decks. By July, 1861, she had been raised and installed in dry docks and conversion of

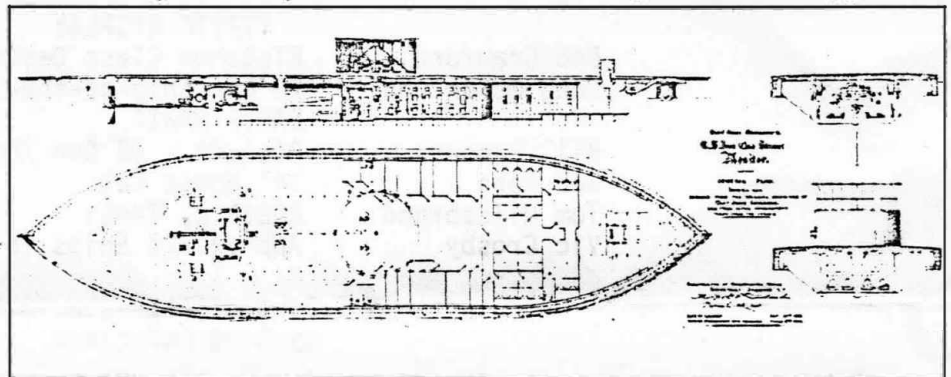
the hull into an ironclad structure began. The MERRIMACK's burned superstructure was replaced by a two-inch-thick armored casement to house six nine-inch cannons. A submerged ironclad ram was attached to her bow, and the rebuilt vessel was rechristened C.S.S. VIRGINIA.



*The U.S.S. MERRIMACK before being converted into the Confederate ironclad ship the C.S.S. VIRGINIA. (Courtesy of Century Illustrated Monthly Magazine, XXIX, March 1885.)*

visioned a ship with only 18 inches of freeboard, whose decks would be awash most of the time. Engine, storage, machinery and crews' quarters were below deck. The "cheese box" profile was defined by a round, nine-foot high, 21-foot diameter revolving turret amidships containing a pair of 11-inch guns. The entire vessel was covered with eight inches of iron plate, including a five-foot "belt" protecting the hull.

Pressured by the Navy, Ericsson completed construction of the MONITOR in just over 100 days, in time for an urgent order from Secretary Welles' office to "Hurry her to sea, as the MERRIMACK is nearly ready at Norfolk." Within two months the MONITOR was armed, commissioned and was under tow by a steam tug towards Hampton Roads, Va., and its historic combat engagement. The MONITOR's lack of speed and her tendency to slice through



*General plan of the U.S.S. MONITOR showing the layout of the living quarters, engine room, and turret. (Courtesy of Naval History Division, Navy Department.)*

the waves, instead of riding over them, made maneuverability at sea difficult. As a result, she had to be towed into position. But, once there, the ironclad could steam into battle on her own. The MONITOR, in effect, was a floating gun battery.

The MONITOR arrived at Hampton Roads just before midnight on March 8, greeted by the results of the VIRGINIA's maiden naval encounter: the wooden Union Frigates CUMBERLAND and CONGRESS had both been destroyed, and the MINNESOTA, heavily damaged.

Six hours later, as the VIRGINIA

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*John Ericsson, the Swedish-American engineer and designer of the U.S.S. MONITOR. (Courtesy of the Naval Photographic Center, Washington, D.C.)*

steamed back to finish off the MINNESOTA, the MONITOR closed on the Confederate ironclad. For more than four hours, the two warships blazed away at each other—often from point-blank range. But beyond a few nicks and dents, neither sustained any significant damage. Their initial engagement could only be called a stand-off. The foundering MINNESOTA was saved from destruction, but there was little doubt that the Confederacy had established control of the James River area.

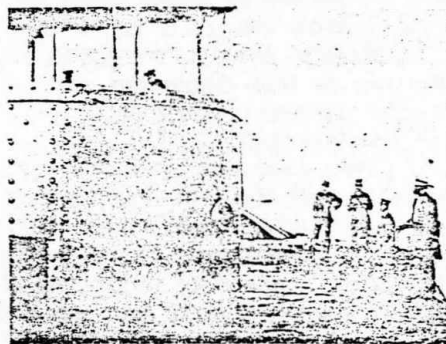
In a larger sense, however, a balance of naval power had been struck. The MONITOR and the VIRGINIA would engage each other again that year, but never in earnest. As long as they remained the only iron warships afloat (both sides were feverishly constructing additional ironclads), neither side was

*Engraving depicting the rescue attempt in a storm shortly before the U.S.S. MONITOR sank off Cape Hatteras, North Carolina. (Courtesy of "Harper's Weekly", Jan. 24, 1863.)*



willing to risk another major encounter that might prove more decisive. In May, the VIRGINIA was destroyed by her own crew, and by mid-December, the MONITOR was under tow on her last fateful assignment: to join the new ironclad, PASSAIC, in an assault on Confederate defenses at Charleston, S.C. The MONITOR never made it past Cape Hatteras, N.C., where she sank in storm-raged seas with 16 crewmen aboard.

The advent of the MONITOR clearly signalled the end to wooden warships in the U.S. Navy, and ultimately proved to be the precursor of 20th century battle ships. Over the next several decades, a total of more than 70 increasingly more sophisticated monitors were



*Officers examining the U.S.S. MONITOR's revolving turret, one of its innovative features. Scars received during the famous battle with the C.S.S. VIRGINIA can be seen on the turret. (Courtesy of Naval History Division, Navy Department.)*

constructed as the bulwark of America's coastal defense. And, in fact, it was not until 1937 that the last monitor was de-commissioned by the Navy.

## The MONITOR Today

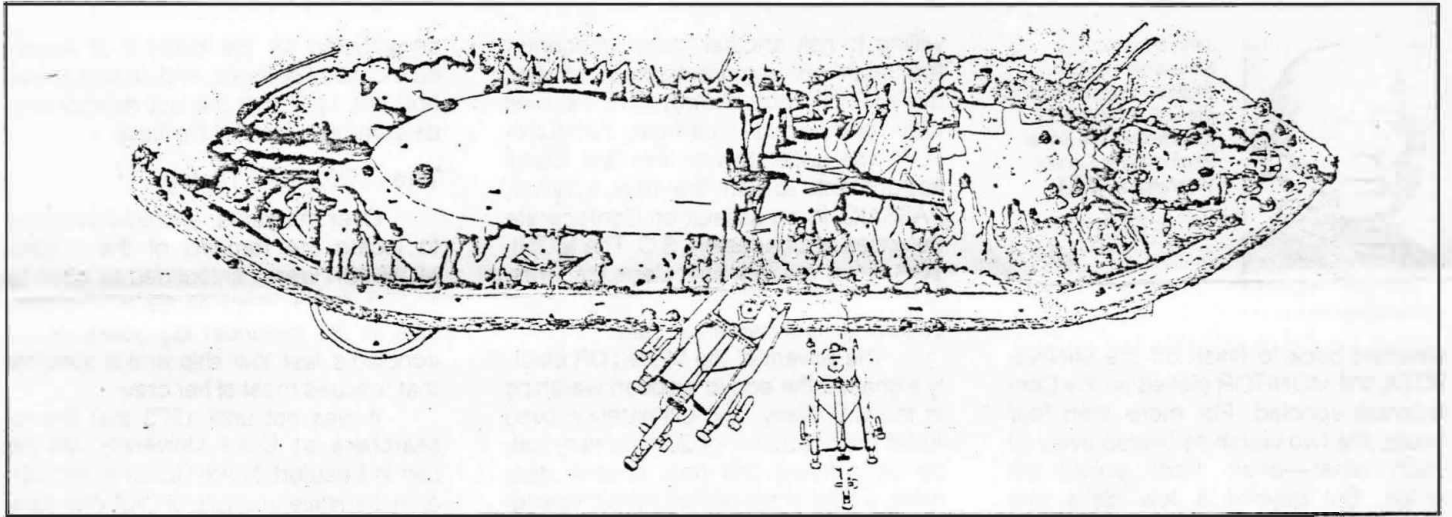
Over the years, sporadic attempts to locate the remains of the original MONITOR were confounded as often by legend and rumors as by inconsistencies in the historical log books of the ironclad's last tow ship and a steamer that rescued most of her crew.

It was not until 1973 that the researchers at Duke University Marine Lab in Beaufort, North Carolina, through an exhaustive analysis of Civil War navigational records, were able to reconstruct the precise weather conditions that sent the MONITOR to her grave, and ultimately to pinpoint a 70 square-mile search area. Employing highly advanced acoustic and magnetic sensing equipment, as well as underwater television and still cameras, the scientific search team was eventually able to locate the wreck, lying capsized on a sandy seabed in 210 feet of water, 16 miles south of Cape Hatteras.

In 1974 another expedition, aboard the ALCOA SEAPROBE, was successful in photographing the complete wreck. This cruise confirmed that the wreck was the U.S.S. MONITOR and allowed a photomosaic of the wreck to be made which has been used as a guide for later operations.

The State of North Carolina, hoping to protect and safeguard it from treasure hunters and irresponsible salvage operations, nominated the site as a Marine Sanctuary in September of 1974. Seven months later NOAA designated the site as the Nation's first marine sanctuary and published rules and regulations in the Federal Register (Federal Register Vol. 40 - Number 97 - Part I). These regulations allow only transit of vessels in the site without a permit. Such things as anchoring, salvage and recovery, diving, dredging, detonation of explosives, drilling or coring, cable laying, trawling and discharging waste material are prohibited.

Applications for research permits



*Line drawing of the U.S.S. MONITOR as she appears today shows two manned submersibles supporting a lockout diver who is retrieving a hull plate from the wreck. This operation was part of the NOAA/Harbor Branch Foundation, Inc. expedition in July 1977. (Courtesy of North Carolina Division of Archives and History.)*

at the site are first analyzed by a Technical Review Committee and a Federal Review Committee comprised of appropriate Federal Agencies. The Technical Review Committee is comprised of authorities in the fields of nautical archaeology, naval history, conservation, oceanography, geology, maritime engineering and salvage, physics, chemistry, metallurgy and naval architecture. Review committee recommendations are passed on the National Oceanic and Atmospheric Administration's Office of Ocean Management for final action.

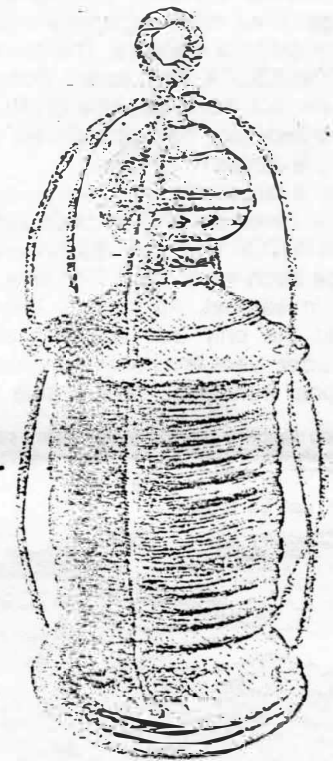
Since the time of designation as a marine sanctuary, several scientific expeditions have been permitted by NOAA. The Monitor Research and Recovery Foundation, Inc. has conducted cruises to obtain oceanographic and geological data and television and still photography of the wreck. In July and August 1977 NOAA in cooperation with Harbor Branch Foundation, Inc. of Ft. Pierce, Florida, undertook an expedition to photograph, in stereo, the U.S.S. MONITOR and to recover artifacts from the site using manned submersibles and lockout divers. Two of the artifacts recovered included a 70 pound hull plate

and a brass marine lantern with a red lens, possibly the U.S.S. MONITOR's distress signal; the last thing sighted by the rescue ship before the ironclad slipped beneath the waves on New Year's Eve in 1862.

There is still a tremendous amount to be learned about the wreck and its surrounding environment. NOAA will ensure that whatever research that is conducted at the site is for the purpose of gaining knowledge about the wreck under proper scientific and archaeological supervision.

Additional information on the Monitor Marine Sanctuary may be obtained from:

Director  
Office of Ocean Management  
National Oceanic and Atmospheric  
Administration  
2001 Wisconsin Avenue, N.W.  
Washington, D.C. 20235



*Sketch of the brass marine lantern with a red lens, possibly the U.S.S. MONITOR's distress signal, recovered near the wreck.*

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**SAN DIEGO SHIP MODELERS GUILD**  
 Elected officers

**MASTER:** Bill Benson redacted  
**LOGKEEPER:** Bob Crawford redacted  
redacted  
**PURSER:** Dave Smith  
**STEERING COMMITTEE:** Bob Brady - Doug McFarland - Andy Anderson

**MEETINGS:** 3rd Friday of each month a 8:00 PM aboard Star of India - Orlop deck.

**MEMBERSHIP:** \$6.00 per year for members of the Maritime Museum Association of San Diego; \$12.00 for all non-members.  
**FUES:** Out-of-state residents may join for \$6.00.

Founded in 1971 by Bob Wright and the late Russ Merrill

Have a friend or neighbor who is interested in the Guild?  
 Here's a spare application.

**SAN DIEGO SHIP MODELERS GUILD**

1978 Membership Application

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Mailing address: \_\_\_\_\_  
 \_\_\_\_\_

<b>Models completed;</b>	<b>Models building:</b>
_____	_____
_____	_____
_____	_____

Please list any areas of modeling you feel you have reasonable expertise.

\_\_\_\_\_  
 \_\_\_\_\_

Please indicate your interest in the following by YES/NO/MAYBE:

General; Kit \_\_\_\_\_? Scratch \_\_\_\_\_? or both \_\_\_\_\_?

Hulls: Solid \_\_\_\_\_? Plank on frame \_\_\_\_\_? Fiberglass \_\_\_\_\_?

U Use: Static display \_\_\_\_\_? Operating \_\_\_\_\_?

P Propulsion: Period sailing \_\_\_\_\_? Type of rig \_\_\_\_\_?

Engine powered \_\_\_\_\_ Steam \_\_\_\_\_ Electric \_\_\_\_\_?

Other \_\_\_\_\_?

Are you a member of the Maritime Museum Association?? \_\_\_\_\_

SAN DIEGO SHIP MODEL GUILD

Vessel Name \_\_\_\_\_ Type \_\_\_\_\_  
Builders Name \_\_\_\_\_  
Kit \_\_\_\_\_ Scratch \_\_\_\_\_ Solid Hull \_\_\_\_\_ Plank Hull \_\_\_\_\_ Glass \_\_\_\_\_  
Display Model \_\_\_\_\_ Radio Control \_\_\_\_\_  
Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SAN DIEGO SHIP MODEL GUILD

Vessel Name \_\_\_\_\_ Type \_\_\_\_\_  
Builders Name \_\_\_\_\_  
Kit \_\_\_\_\_ Scratch \_\_\_\_\_ Solid Hull \_\_\_\_\_ Plank Hull \_\_\_\_\_ Glass \_\_\_\_\_  
Display Model \_\_\_\_\_ Radio Control \_\_\_\_\_  
Comments: \_\_\_\_\_  
\_\_\_\_\_  
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SAN DIEGO SHIP MODEL GUILD

Vessel Name \_\_\_\_\_ Type \_\_\_\_\_  
Builders Name \_\_\_\_\_  
Kit \_\_\_\_\_ Scratch \_\_\_\_\_ Solid Hull \_\_\_\_\_ Plank Hull \_\_\_\_\_ Glass \_\_\_\_\_  
Display Model \_\_\_\_\_ Radio Control \_\_\_\_\_  
Comments: \_\_\_\_\_  
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SAN DIEGO SHIP MODEL GUILD  
MODEL CRITIQUE

Vessel Name \_\_\_\_\_ Type \_\_\_\_\_

Builders Name \_\_\_\_\_

Kit \_\_\_\_\_ Scratch \_\_\_\_\_ Solid Hull \_\_\_\_\_ Plank Hull \_\_\_\_\_ Glass \_\_\_\_\_

Kit Manufactured By \_\_\_\_\_

Fittings Manufactured By \_\_\_\_\_



Research:

Vessel History \_\_\_\_\_

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Plans:

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