



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

January 1998 NEWSLETTER Volume 22 Number 1

January

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The arrow and circle above will help members not rich enough to own calendars to set aside the 21st for the January guild meeting.

Ed White issues his annual recommendation that the meeting offers a splendid opportunity for those who haven't done so to bring a checkbook and pay their 1998 dues. That's 15 big fat ones, please.

More than a few of those planning to attend the Third Western Ship Model Conference and Exhibit on the Queen Mary on March 27, 28 and 29 will be interested to know that the owner of Taubman Plan Service of New Jersey will attend with all his plans and books. "Tell your members," he writes in a postcard to Fred Fraas. "that if they are interested in getting certain plans or books, to drop



THE SIGN TELLS THE STORY as Margy Forbis and Fred Fraas sip theirs at the Christmas party on the Berkeley that took the place of a meeting in mid-December. After a moderate amount of the grog supplied by Doug MacFarland, the partygoers dined at Anthony's. The approximately four-fifths of the membership who weren't there missed a jolly occasion and should mend their ways next year. Meanwhile, the place shown in the photo will be the scene of the NEXT GUILD MEETING

me a note and I will try hard to make sure I bring them along." (11 College Drive, Box 4G, Jersey City NJ 07305.)

From Bob Crawford: Those interested in participating in any of the 1999 Research Guild committees should attend a

meeting to be held Jan. 28 on the Berkeley.

From K.C. Edwards: A subject for discussion at the Jan. 21 Guild meeting will be carpooling to Long Beach in March for the Queen Mary exhibit.

The Ships in "Amistad"

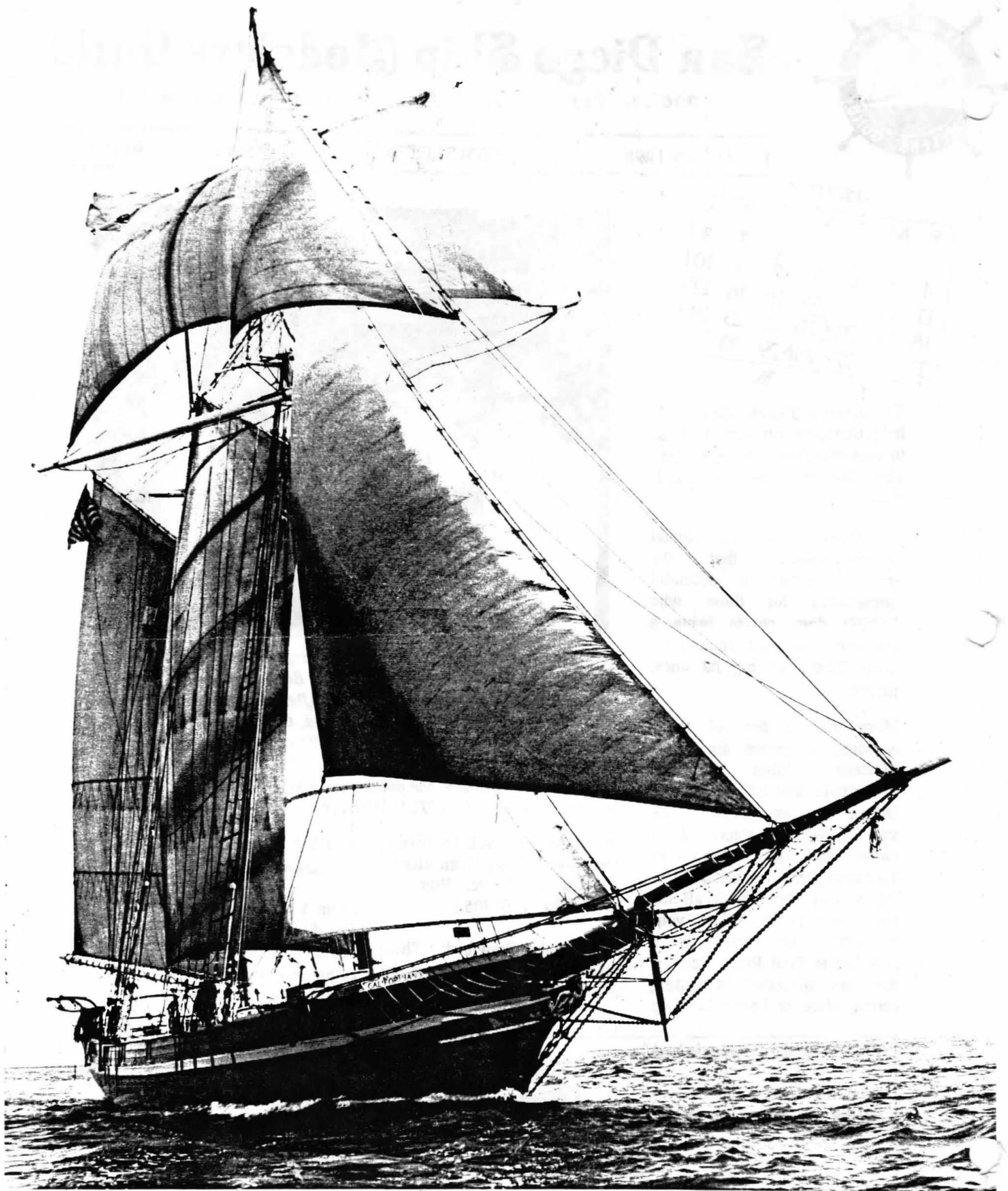
California had the title role, and Pilgrim played four other vessels P. 2



Launched. Fought. Sank.

And now the Monitor will rise from the graveyard of the Atlantic P. 5





The *Californian* was painted black for her role as the *Amistad*

PORTRAYING THE *AMISTAD*

California's *Californian* Finds Fame in Film

AND SO DOES THE *PILGRIM*

To thousands of San Diegans who have seen the movie "Amistad," the slave ship in the opening scenes had to look eerily familiar—a gaff-rigged schooner about 100 feet long, with square sails on the foremast and wheel tucked between small deckhouses on the quarter-deck. That's because the ship playing *Amistad* was the Nautical Heritage Society's *Californian*, which frequently visits San Diego and takes 60 or so paying passengers on a day sail around the Coronado Islands. (The next trip will be on Feb. 28; for reservations call 714-369-6773.)

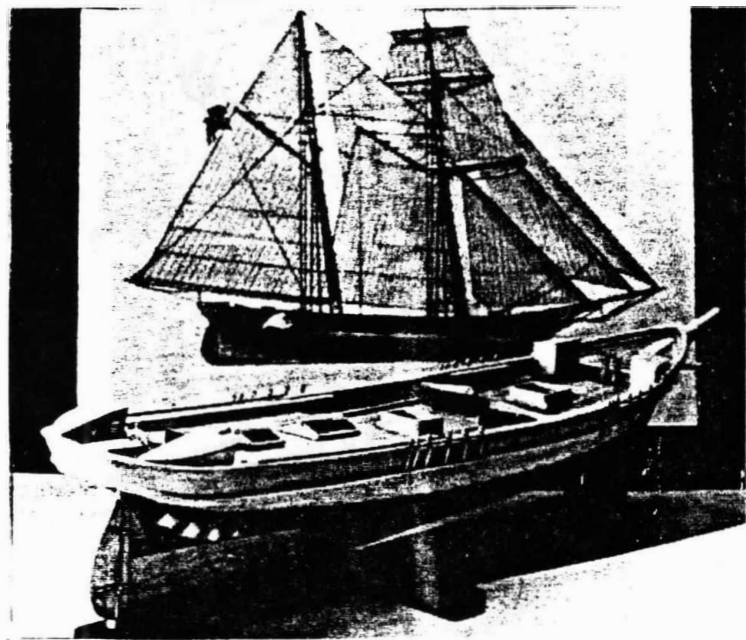
Probably most people think of slave ships as big square-riggers. But according to the Society's Eric Christman, schooners similar to the *Californian* were much in favor for this cruel trade, being fast and easy to handle. Only slight changes were needed to make the *Californian* into the *Amistad*: black paint, an eagle figurehead, and replacing a hatch with a grating

The *Californian* got the title role in the movie, which depicted a mutiny of slaves being transported from Havana to the U.S. But another Nautical Heritage Society tall ship, the *Pilgrim*, home-ported at Dana Point, played in no fewer than four other roles.

She was the *Tecora*, the Portuguese ship that had taken the blacks to Cuba and was the setting for a horrifying scene in which dozens of them were thrown overboard and carried to the bottom by the weight of the chains that bound them together. She was also the naval vessel *Washington*, which captured the *Tecora*; the *Providence*, which bombarded a slave fort in Africa; and the *Gentleman*, which took the Africans home at the end. All of the sea

scenes were filmed last April off Long Beach

The *Californian* was built in 1983-4 in San Diego by the Nautical Heritage Society, using the plans of the *C.W. Lawrence*, a U.S. revenue cutter that sailed on the California coast in Gold Rush times. According to Bluejacket Shipcrafters, it was one of seven like it, and those were followed in 1853 by eleven others. One of them was the *Jefferson Davis*, which modelers can build from plans or a kit sold by Bluejacket. It, too, worked the California coast in the 1850's. In appearance, the model and the *Californian* are pretty much the same ship.



Model of the *Jefferson Davis*

Shop Talk

Mixing Dark Glue to Make Joints Visible in Frames and Decks

In building a plank-on-frame model, many small pieces of wood are carefully glued together. A dozen pieces of wood are often used to build a single frame. If the work is done well, the joints may be almost invisible. But you may not want the joints to be invisible – you may want to show how the frame is constructed. In laying decks, you may want to suggest dark caulking.

Traditionally, the color is provided by mixing black India ink in with the adhesive. Use of India ink in aliphatic carpenter's glue will result in a thin black line at the joints, and there will be little or no bleed. Nonetheless, there are problems with the use of India ink for the black color, primarily a major loss of strength and an extended drying time.

Lloyd Warner has shown that addition of a very small amount of aniline dye powder will impart a suitable dark color to the adhesive. The amount of the dye is so small that it will have no effect on the strength of the adhesive. Examination of sample joints under

magnification does not show any bleeding. The process is as follows:

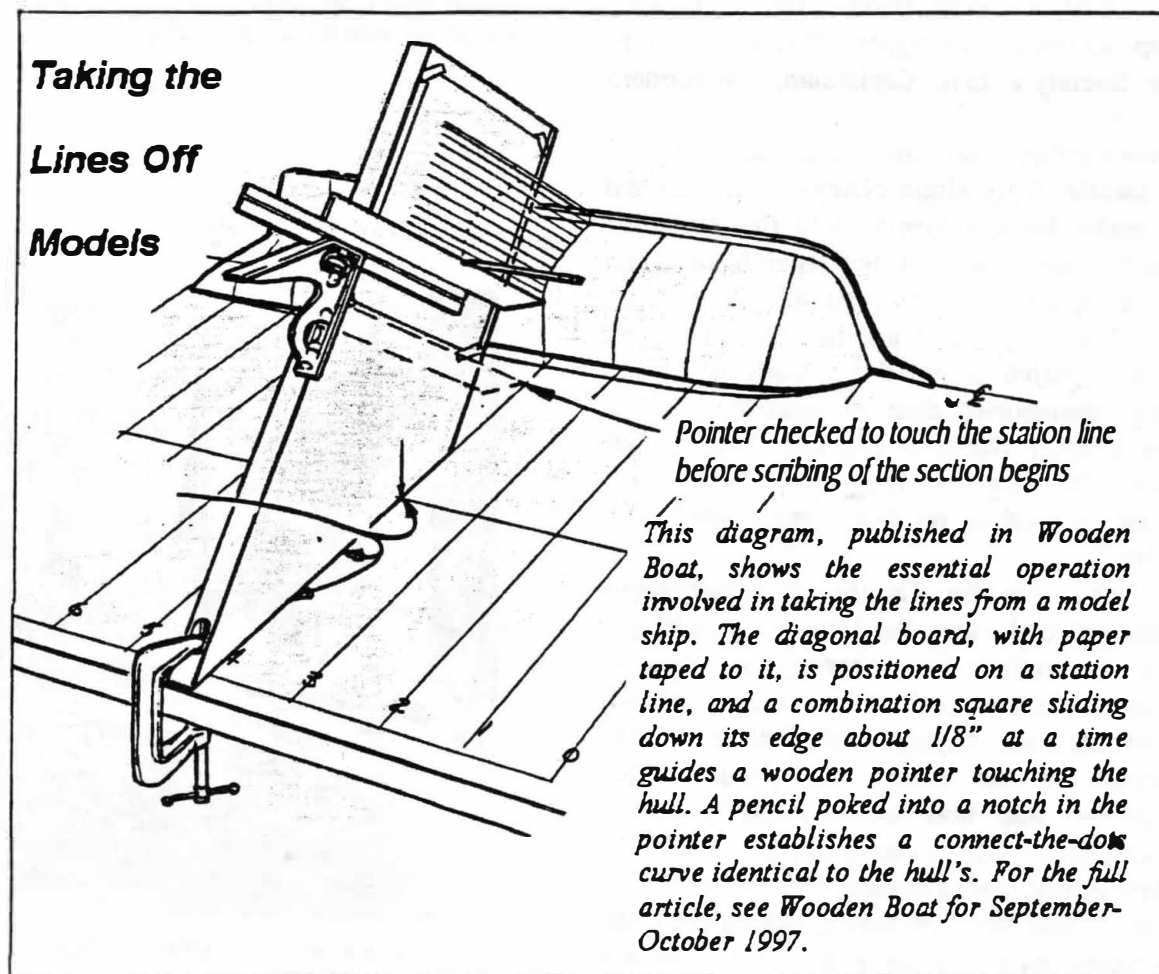
Pour the entire contents of the glue container into a mixing cup.

Mix very small amounts of aniline powder in until the desired darkness is reached.

Return the dark-colored adhesive to the original container.

One source of aniline dye powder is the Woodworker's Supply at 1-800-645-9292. They have 75 colors. A one-ounce container, which is probably more than you need for a lifetime of modeling, costs \$4 to \$6, depending on the color.

Reprinted from the Ship Modelers Association newsletter.



**WHAT'S LEFT OF THE 'MONITOR,'
THE CIVIL WAR PROTOTYPE OF
MODERN WARSHIPS, IS ABOUT TO
BE RAISED FROM THE SEA OFF
CAPE HATTERAS**

In the Civil War Battle of the Monitor and the Merrimack on March 9, 1861, neither vessel (both just a few days out of the shipyards that built them) was able to sink or even damage the other. Nevertheless, it was clear to all that the North's entry, the Monitor, a small (172-foot), low-in-the-water warship with a midships turret, was a more menacing fighter than the Merrimack, the South's big wooden frigate that had been cut down to the waterline and fitted with what looked like a cast iron tent. So clumsy was it that it couldn't reverse course in less than half an hour.

In two months, the South, giving up its dream of breaking the Federal blockade, scuttled the Merrimack in the James River. The Monitor stayed afloat for six months, then turned turtle in high seas off Cape Hatteras and went down in 230 feet of water. As she sank, bottom up, her 120-ton cast iron turret, with its two nine-foot guns, broke loose and hit the floor of the sea first. The port side of the Monitor then settled on top of the turret near the stern, and divers report that the turret still holds up the ship at an angle to the sea bottom.

Over the next century, the oxygen-rich waters off Hatteras rusted the Monitor's five-inch iron armor and its one-inch deck. During World War II, the Navy apparently mistook the Monitor for a German submarine and depth-bombed it. The ship is a broken wreck, but historically it is an extremely significant broken wreck. Now, according to a recent article in The New York Times, the National Oceanic and Atmospheric Administration is preparing to raise at least some of it for museum display.

The propeller, for example, is one of the first ever used to drive a ship. (The

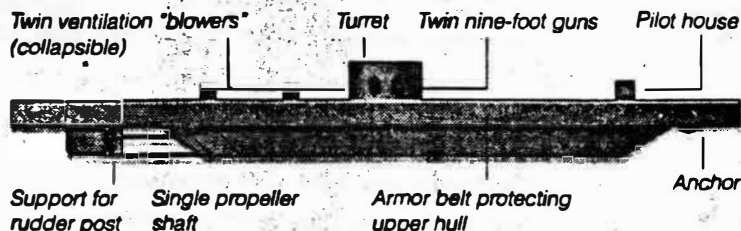
Monitor also carried one of the first shipboard flush toilets.) The ship's revolving gun turret became the model for most of the thousands of naval ships built all over the world after the Monitor. Tall sailing ships with up to 120 guns and crews of up to 1,200 men – the Monitor had 58 -- were totally supplanted. Wood went out and iron came in; sail went out and steam came in. Using engines gave ships maneuverability unachievable with wind, making coastal bombardment feasible – in fact, this is the basic meaning of "monitor" in naval usage.

Raising the Monitor's nine-foot propeller, engine, turret and perhaps some of its armor out of the unfriendly sea off Hatteras will not be easy, but it is high time to do so, says historian James Fertius deKay, as quoted in The Times. "To my mind, [the Monitor] is on the level with the Wright brothers' airplane. It was certainly the most important naval technological development of the 19th century worldwide."

The American sea battle off Hampton Roads seems on the face of it both feeble and frustrating. But it taught the world a lesson. Wrote deKay, in his book "Monitor:" "Within two days of learning the news from Hampton Roads, the [British] Royal Navy, the world's pre-eminent naval force, cancelled the construction of all further wooden warships."

The Soul of a War Machine

Arguably the most advanced fighting ship of her day, the Monitor had the world's first revolving naval gun turret and one of the first propellers. The ironclad sat low in the water and her crew members were all quartered below the waterline, a naval first.



Source: Naval Historical Center, U.S. Navy

The New York Times

Many thanks to the San Diego Argonauts for this
1998 Model Yacht Pond Schedule

January	3 Ship Modelers Guild AM/Sail Practice PM 4 Power Practice AM/Sail Points PM 6 Schooner Practice 12:00 Noon 10 Midwinter Sail Regatta 11 Power Practice All Day 17 Ship Models Guild AM/Sail Practice PM 18 Power Practice All Day 24 Ship Modelers Guild AM/Sail Practice PM 25 Power Points All Day 31 Ship Modelers Guild AM/Sail Practice PM
February	1 Power Practice AM/Sail Points PM 3 Schooner Practice 12:00 Noon 7 Ship Modelers AM/Sail Practice PM 8 Power Practice AM/Sail Points PM 14 Ship Modelers Guild AM/ Sail Practice PM 15 Power Practice All Day 21 Ship Modelers Guild AM/Sail Practice PM 22 Power Points All Day 28 Ship Modelers AM/Sail Points PM
March	1 Power Practice AM/ Sail Points PM 3 Schooner Practice PM 12:00 noon 7 Ship Modelers Guild AM/Sail Practice PM 8 Power Practice All Day 14 Ship Modelers Guild AM/Sail Practice PM 15 Power Practice All Day 21 Ship Modelers Guild AM/Sail Practice PM 22 Power Practice All Day 28 Ship Modelers Guild AM/Sail Practice PM 29 Power Points All Day
April	4 Power Practice AM/America's Cup Schooner Regatta PM 5 Power Practice AM/Sail Points PM 7 Schooner Practice PM 12:00 noon 11 Ship Modelers Guild AM/Sail Practice PM 12 Power Practice All Day/Easter Sunday 18 Spring Sail Regatta All Day 19 Spring Sail Regatta All Day 25 Ship Modelers Guild AM/Sail Practice PM 26 Power Points All Day
May	2 "Ladies & Kids" Day Power Race 3 Power Practice AM/Sail Points PM 5 Schooner Practice PM 12:00 noon 9 So. Ca. Gas Boats Race All day 10 Power Practice All Day/Mothers Day 16 So. Ca. Gas Boats Race All day 17 Power Practice All Day 22 Setup Memorial Day Outboard Race 23 District 19 Outboard Race 24 District 19 Outboard Race 30 So. Ca. Gas Boats Race All day 31 Power Points All Day

General pond use

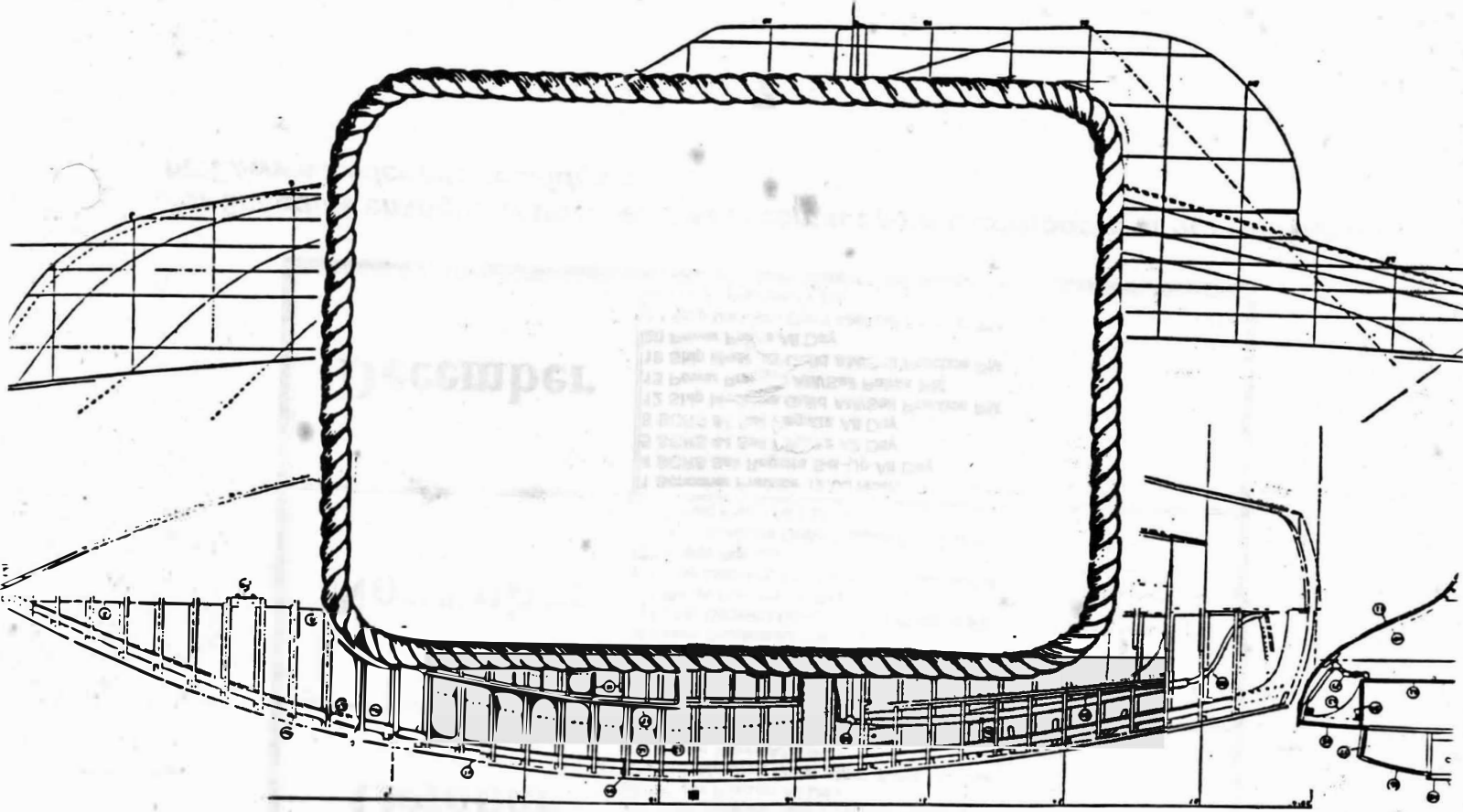
As a club we schedule events for the three organized users; Scale, Sail, and Power. Tradition has set a pattern for non-event use as follows:

- Wednesday afternoons are for the Sail Group
- Friday afternoons are for Power
- Saturday mornings for the Ship Modelers Guild
- Saturday afternoons for the Sail Group Practice
- All Day Sunday for Power practice
- Other days are on a first come first serve Basis

To minimize accidents, power boats are required to run a clockwise course after launching to the left. If the Pond is scheduled for Sail use, Power boaters must wait until the skippers clearly relinquish it. The same is for the reverse situation. Remember!..Maximum enjoyment for all depends on being courteous, cooperative and operating your model boat in a safe manner. Our host, the City of San Diego expects nothing less from us.

June	<p>2 Schooner Practice 12:00 Noon 6 Ship Modelers Guild AM/Sail Practice PM 7 Power Practice/ Sail Points PM 12 Setup Inboard Heat Race 13 Inboard Heat Racing 14 Inboard Heat Racing 20 Ship Modelers Regatta All Day 21 Inboard Heat Racing 27 Ship Modelers Guild AM/Sail Practice PM 28 Power Points All Day</p>
July	<p>4 Ship Modelers Guild 5 Power Practice All Day 7 Schooner Practice 12:00 Noon 11 Ship Modelers Guild AM/Sail PM 12 Power Practice AM/Sail Points PM 18 Summer Sail Regatta All Day 19 Summer Sail Regatta All Day 25 Ship Modelers Guild AM/Sail PM 26 Power Points All Day</p>
August	<p>1 Ship Modelers Guild AM/Sail Points PM 2 Power Practice AM/Sail Points PM 4 Schooner Practice 12:00 Noon 8 Ship Modelers Guild AM/Sail Practice PM 9 Power Practice All Day 15 Mid-Summer Sail Regatta All Day 16 Mid-Summer Sail Regatta All Day 22 Ship Modelers Guild AM/Sail Practice PM 23 Power Practice All Day 29 Ship Modelers Guild AM/Sail Practice PM 30 Power Points All Day</p>
September	<p>1 Schooner Practice 12:00 Noon 4 Labor Day Heat Race Set-up 5 Labor Day Heat Race 6 Labor Day Heat Race 12 Ship Modelers Guild AM/Sail Practice PM 13 Power Practice AM/Sail Points PM/Picnic 19 1/8 Scale Bill Muncsey Memorial Race 20 Unlimited Hydro Races (Paid Parking) 27 Power Points All Day</p>
October	<p>3 Ship Modelers Guild AM/Sail Practice PM 4 Power Practice AM/Sail Points PM 6 Schooner Practice 12:00 Noon 10 Fall Sail Regatta All Day 11 Fall Sail Regatta All Day 17 Ship Modelers Guild AM/Sail Practice PM 18 Power Practice All Day 24 Ship Modelers Guild AM/Sail Practice PM 25 Power Points All Day 31 Ship Modelers Guild AM/Sail Practice PM</p>
November	<p>1 Power Practice AM/Sail Points PM 3 Schooner Practice 12:00 Noon 7 Ship Modelers Guild AM/Sail Practice PM 8 Power Practice All Day 14 Ship Modelers Guild AM/Sail Practice PM 15 Power Practice All Day 21 Ship Modelers Guild AM/Sail Practice PM 22 Power Practice 28 Ship Modelers Guild AM/Sail Practice PM 29 Power Points All Day</p>
December	<p>1 Schooner Practice 12:00 Noon 4 SCRS Sail Regatta Set-Up All Day 5 SCRS #4 Sail Regatta All Day 6 SCRS #4 Sail Regatta All Day 12 Ship Modelers Guild AM/Sail Practice PM 13 Power Practice AM/Sail Points PM 19 Ship Modelers Guild AM/Sail Practice PM 20 Power Points All Day 26 Ship Modelers Guild AM/Sail Practice PM 28 Power Practice All Day</p>

For Schedule changes or updates please contact your Commodore or our website at <http://www.24dcomm.com/ldlyons>



San Diego Ship Modelers Guild
 c/o Maritime Museum Association of SD
 1306 N. Harbor Drive,
 San Diego, CA, 92101

San Diego Ship Modelers Guild

Officers for 1997

Guild Master	Tom Taylor	/redacted/
First Mate	Jack Klein	/redacted/
Purser	Ed White	/redacted/
Logkeeper	(open)	
N'letter Editors	Fred Fraas	/redacted/
	Gordon Jones	/redacted/
Regatta Commodore	Dave Manley	/redacted/

Schedule of Activities:

Meetings — Third WED. of the month. 7:00PM Social, 7:30PM Meeting, held on board the ferryboat "Berkeley."

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 1st)

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