



San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101

SEPTEMBER 2002

NEWSLETTER

VOLUME 26, NO.9



ESSEX – Model Shipways, modeled by Royce Privett. Since the last showing in June, braces have been added and flags fitted. Ship has been mounted on permanent base. A nameplate and 16 and 24 lb cannons have been added for display. The case is made by Mark Hanna.

August Meeting Proves a Showcase for San Diego Ship Modeling Talent

By Bob McPhail

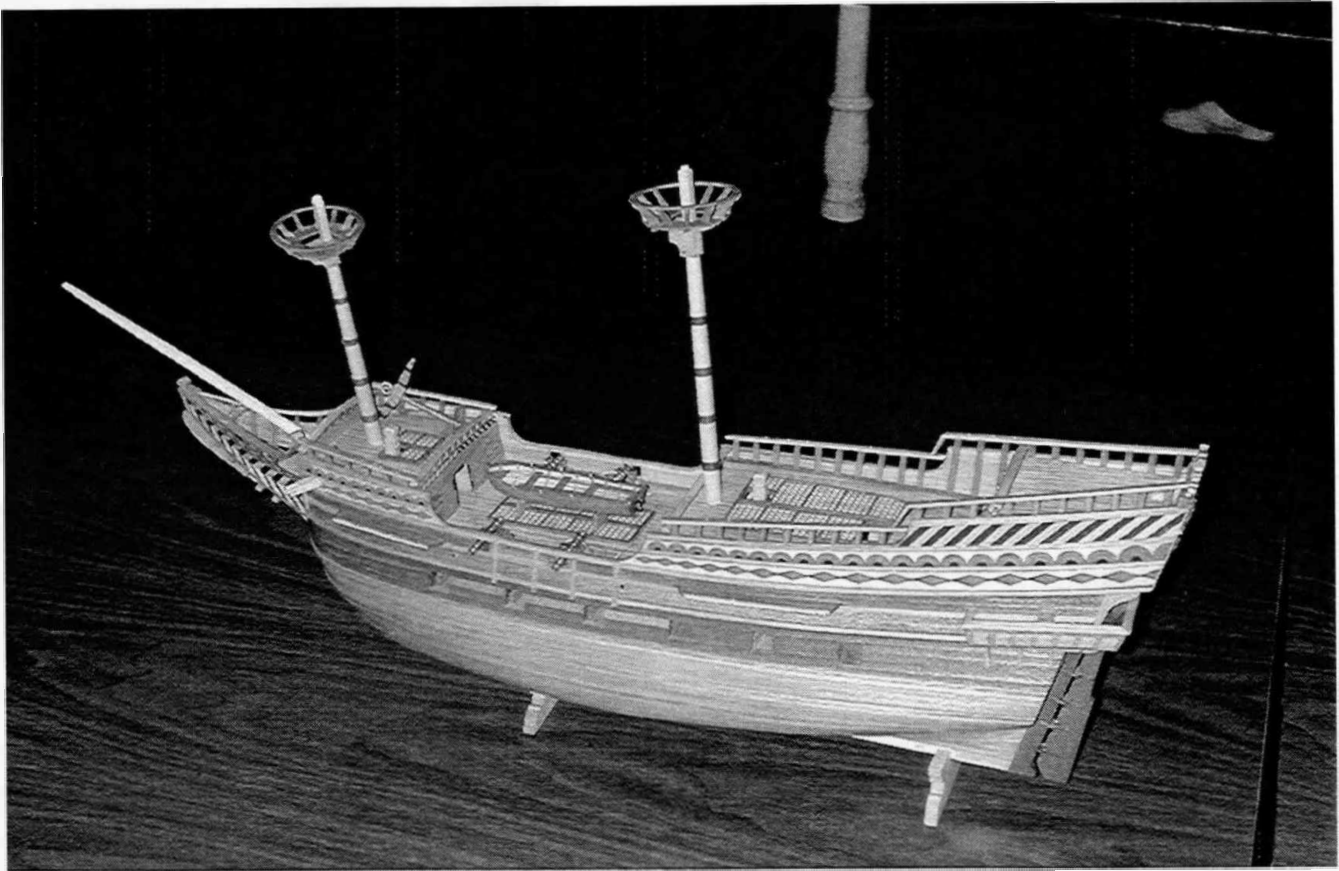
The guildmaster opened the meeting and visitors then introduced themselves. Mr. Ray Stringham is a retired wood worker and has just started in modeling. Mr. Bruce Enigenburg is a new member who introduced himself. The MEDEA cruise was discussed. It will be on Friday, 16 August and be underway about 1130. Jack Klien should be contacted if any changes need to be made in the passenger list.



OSEBURG VIKING SHIP – AMATI, modeled by Chari Wessel. Kit was customized by taking the sail design from the movie starring Kirk Douglas (THE VIKINGS) and choosing a fantasy dragon figurehead. The hardest part was planking but advice from other guildmembers facilitated the construction. The real ship was a ceremonial burial ship unearthed in Oseburg at the turn of the century. These ships served as cargo ships for coastal trading, long distance voyages and ceremonial/religious purposes.

Richard Strange discussed name tags. To date, thirteen members sent in the form with their money for name tags. There has been no work done on the artwork for the nametags and there is no other status. Richard reported that \$65 was needed for the start up and making of 100 blanks. He would like to get more response or request cancellation of the project. After some discussion a motion was made and passed to have the membership fee, after January 1, to include the cost of the nametag.

There was also discussion about how the membership fees will affect the bylaws and if the bylaws should be changed. The guildmaster will form a committee to review and evaluate the bylaws. A discussion was then held about the Coffee Mess. The mess will continue. Robert Hewitt and Dick Canfield volunteered to maintain it as required.



ROTER LOWE (RED LION) – Mamoli, modeled by Dave Dana. Model selected because of his interest in the sea, exploration, trade, and treasure. The galleon design has a lot of character also. This is his first full rigged model. He added details and scratch built items which the kit did not have or not liked. This ship is similar to dutch trade ships built around 1597 which brought spices from the Indies and fought with Spanish and English ships.

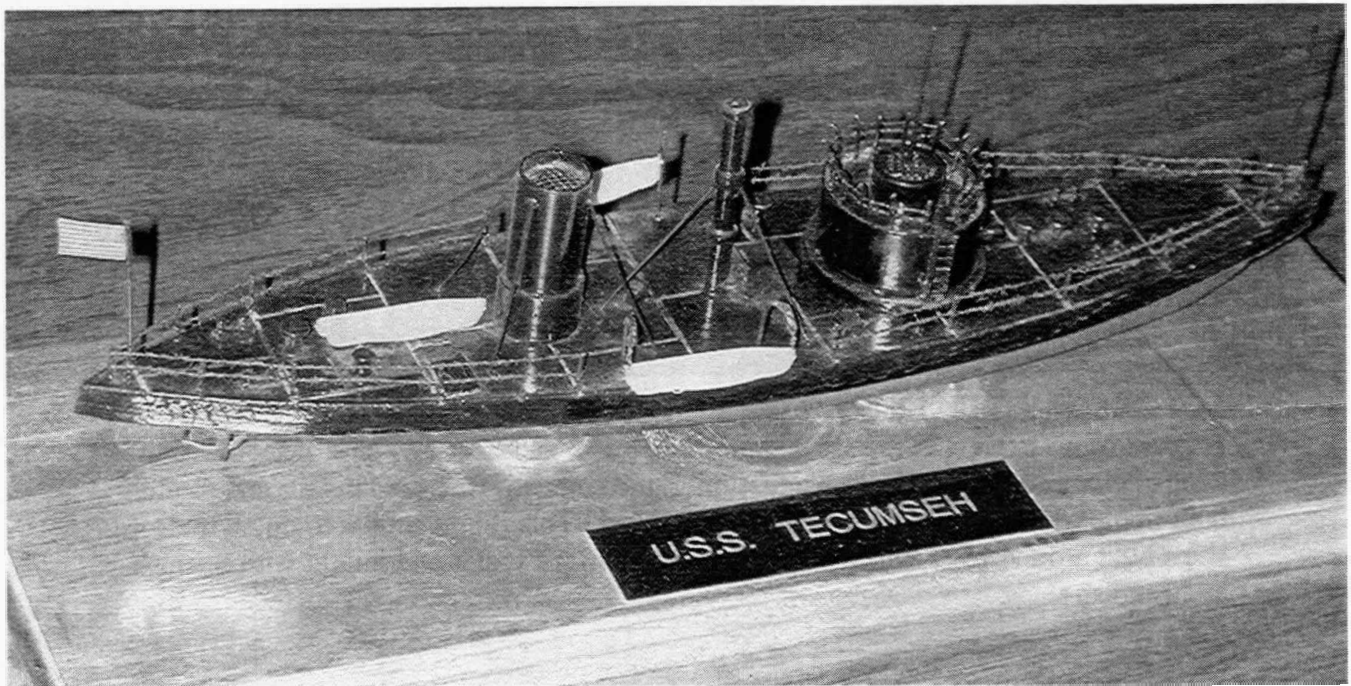
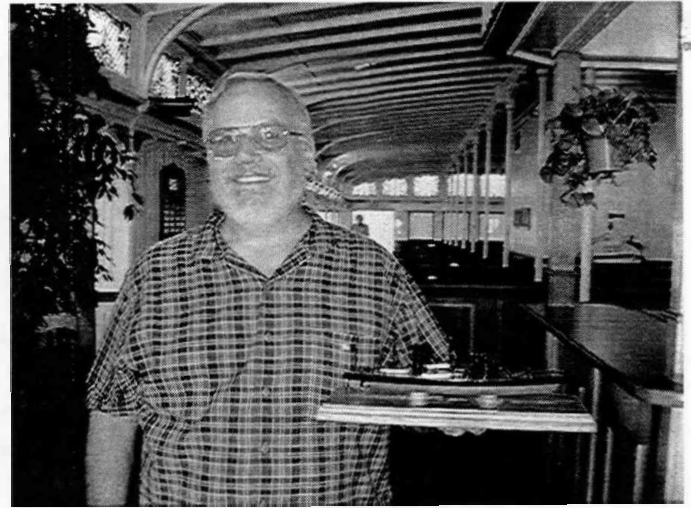
For new business, there was a general desire to have more demonstrations put on during meetings. Bill Luther would like to do a photo etch application demonstration next month. Robert Hewitt will show how to make gratings the following month. Bob Graham will demonstrate soldering techniques at the November meeting.

There was some discussion about meeting format. Since the best part of the meeting for model critiques, question and answer, ways to do things, etc. occur during this time frame, the guildmaster will monitor the break period and make a decision when to end it and start the show and tell period.

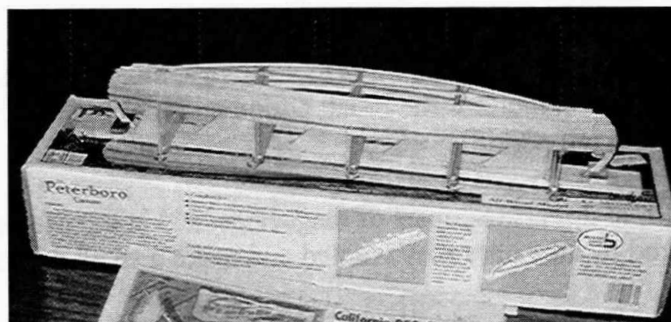
Bob Wright brought in duplicate copies of magazines held in the Modelers shop. Members were asked to take ones they wanted and make a small donation to the guild.

A purser's report was received and it shows a balance of \$721.86 in the checking account as of 31 July. The purser is projecting expenses of \$240.00 for the rest of the year. Membership includes 6 life members, 63 regular members, and 10 organizations sharing newsletters.

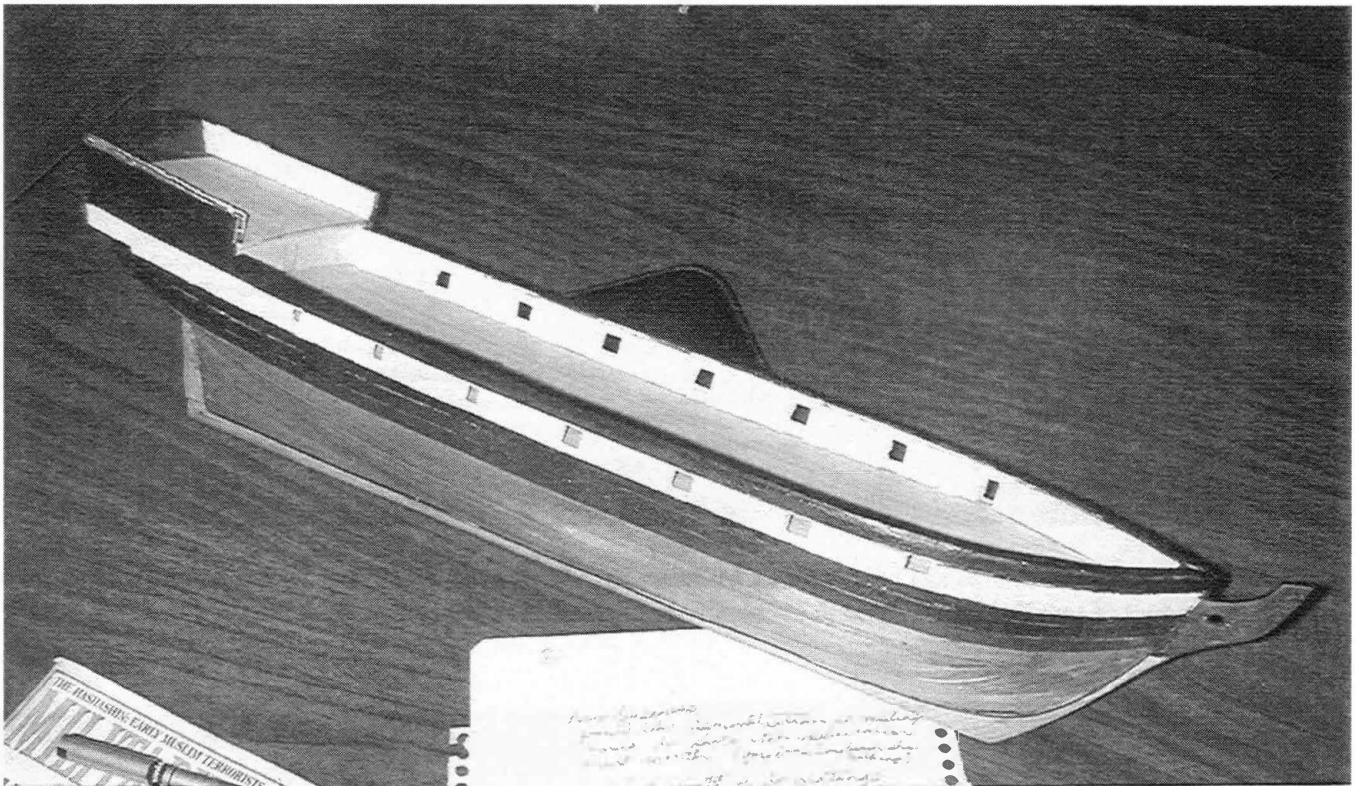
Next Meeting on the
Berkeley
Bring a ship Model!
Wednesday
September 11



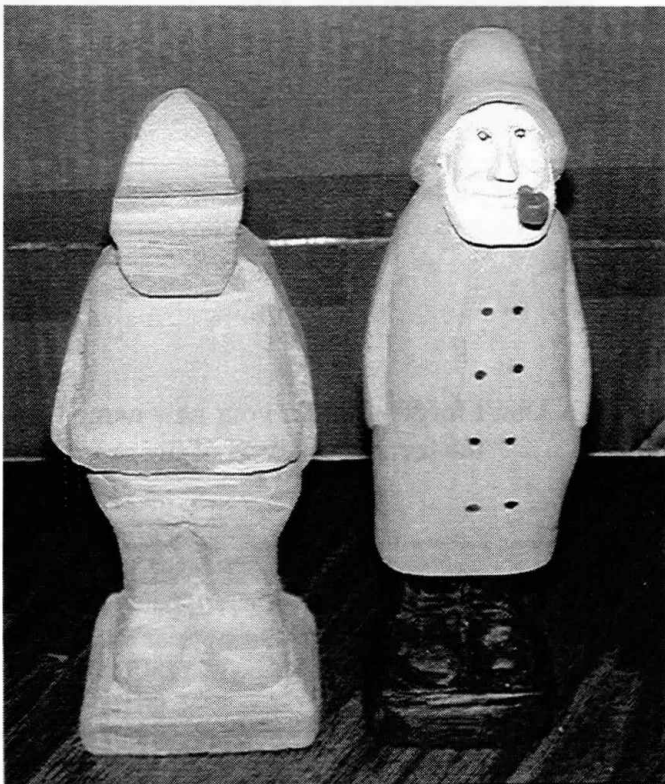
USS TECUMSEH modeled by Bob Hawkins. Bought 18 years ago and built to decorate his classroom. Made of solid wood and Britannia metal. Tecumseh was sunk during the battle of Mobile Bay in 1864. It is still under water today.



PETERBORO CANOE – Midwest, modeled by Lew Johnson. Model is striplank construction, very easy to build. The name comes from the area around Peterborough Ontario, Canada. Fine quality basswood used in the model.



ENTERPRISE – CONSTRUCTO, modeled by Bob McPhail. Blank on bulkhead, kit rigged as hermaphrodite brig but will be re rigged as a true square rigged brig. Model to include minor modifications including use of Cocobolo wood. Ship was prominent in US Navy early part of 19th century. Used in war with Barbary Pirates.



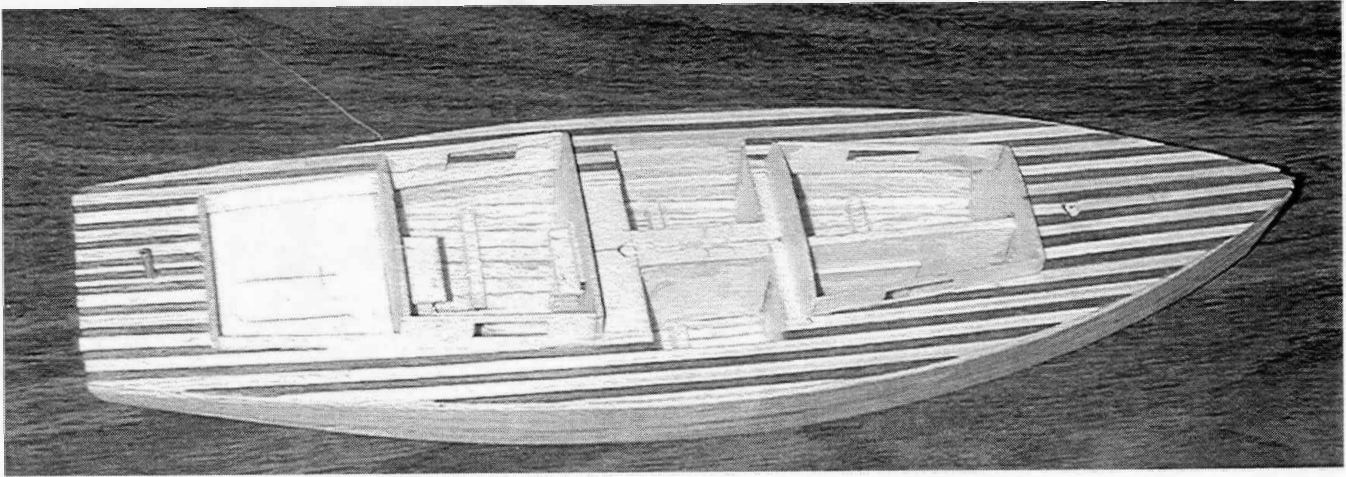
OLD SEA CAPTAIN, FIRST MATE Figures – Mike Shipley, modeled by Charles Peabody. Figures whittled out of basswood.

SHOW & TELL

by Nilson



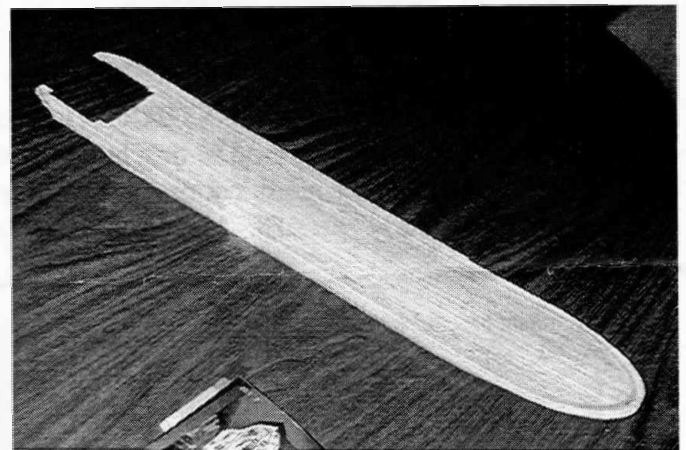
"THE MEMBERS ARE NOT INTERESTED IN HOW YOU BUILT YOUR SUBMARINE SANDWICH, HEADLEY"



Ernie Andrew brought in this model made from a Midwest Kit which he is modifying with a walnut and ash wood deck. This product of two Del Mar Fairs will eventually be 3-channel radio controlled.



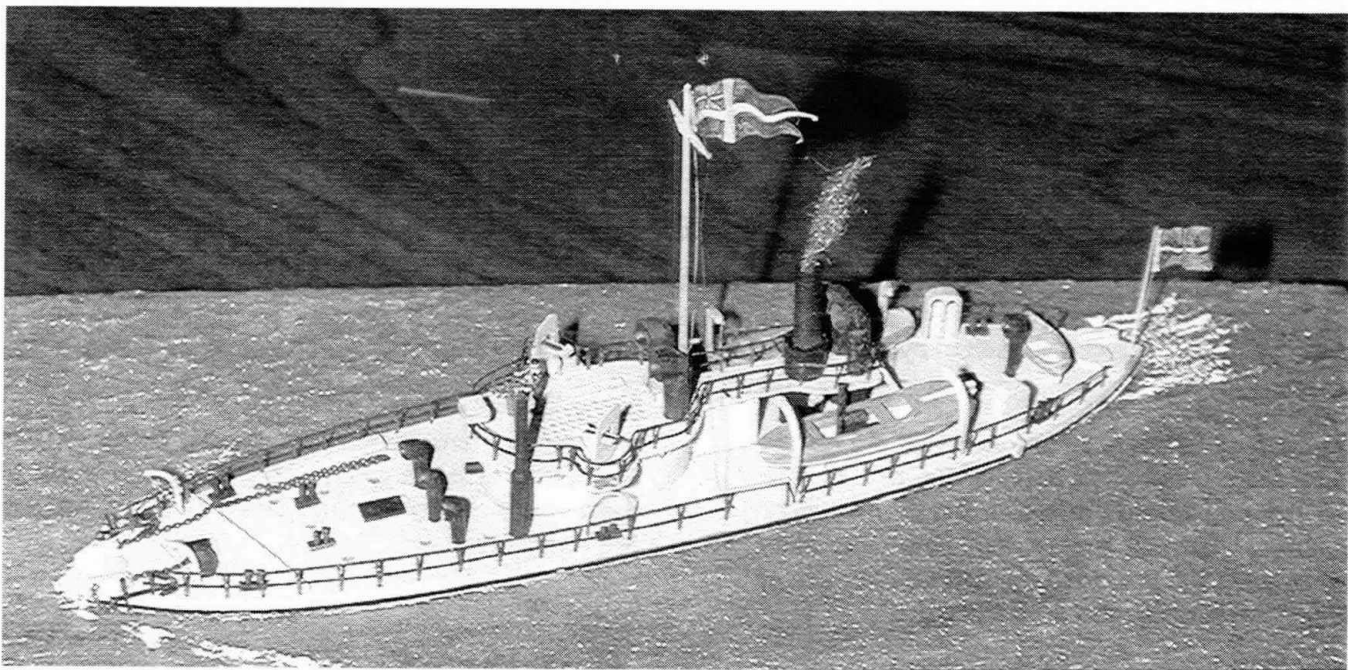
Chari Wessel shared her imaginative creations, these artistic representations of the hero and doctor characters of the famous Patrick O'Brien series of Sailing adventures. Her Viking ship is in the background.



Chuck Seiler is about to convert this "surfboard" into a fictitious 1988 Riverboat, the *General Hancock*.

Don't forget to order your new name tag — see the form at the back of the newsletter

SULTANA KIT FOR SALE
 Colonial Schooner length 17", Height 15", Scale 3/16"=1'
 Solid hull, fittings, plans etc...
 Model Shipways \$45.00
 Call Jacki Jones /redacted/



Robert Hewitt created the model of the *Solve* from the plans of a 1:250 Paper Shipwright model. He saw the model in paper at the SMA Long Beach Convention on the *Queen Mary*. The paper model was purchased for less than \$7 at the show. He copied the plans and made the model of wood. All of the black items, stacks, funnels, hatches, etc. were made from ebony. The hull and superstructure are of pear. The railing stanchions are of ebony with rails of black thread. The hull is split at the waterline painted gray above and black below the 2 pieces are doweled together and that glued onto a tupolo wood sea. His plan was to see if a paper model could be made of wood. You may obtain a catalog from Paper Models International, 9910 SW Bonnie Brae Dr., Beaverton OR 97008 or www.papermodels.net.

Pansarbåt/Monitor *Sölve*

Historical Information

Monitors are a type of early ironclad warships based on an original design (the USS Monitor) by the Swedish engineer John Ericsson for the US Confederate Navy during the American Civil War. They were relatively small ships with armoured turrets (containing the main weapons) mounted on a low flat hull.

The Swedish monitor *Sölve* was one of seven monitors built for to carry out a coastal defense role. The monitors were intended to provide flanking cover for the minefields in place round the coast. They were among the last monitors built.

Sölve was built at the Motal dockyard in Norrköping and delivered in 1875. She had a displacement of 460 tons and a length of 39.7 meters. She was armed with a single 24cm/10" muzzle-loaded, rifled gun and two multi-barrel machine guns.

Between 1899 and 1901 she was re-fitted and re-armed with a single 12cm quick-firing gun, mounted in the original turret, and two 57mm guns mounted on her upper deck.

Rendered obsolete by advancing technology, she was converted by the Navy in 1921 to a tanker barge. After a long service in this role she was sold to Mobil Oil in 1949 and was moored at the Gullbergs Quay in Gothenburg until 1984, when she was sold for scrapping.

Recognised as the last surviving Swedish monitor, an appeal was launched to save her and she was presented as a gift to the Göteborg Maritima Centrum (Gothenburg Maritime Museum) by the scrap merchant.

Sölve is currently moored at the Centrum and can be visited, though it should be noted that she has none of her original decking, superstructure or armament.

In common with other monitors, *Sölve* had a very low freeboard (50cm) and a heavily armoured turret. This design limited her sea-worthiness as any mildly rough sea would wash over the deck. Armour protection was provided by a combination of overlapping iron plates and wood backing.

Her main armament was fixed in the turret to fire straight ahead only. The weapon was aimed by turning the whole ship. To improve her steering she was fitted with two propellers and a bow rudder.

The model has been designed from plans supplied by the Göteborg Maritima Centrum, Göteborg (Gothenburg), Sweden. She is shown in her as-built configuration.

Diary of Ensign William Starr Dana Aboard Flagship "Hartford" at Mobile Bay

Edited by San Diego Ship Modelers' Guild Member
David T. Dana

My great-great uncle, twenty-one year old Ensign William Starr Dana, kept a diary for two months aboard Admiral David Farragut's flagship *Hartford* from June 21 through August 19, 1864. The diary describes navy life preparing for and fighting one of the American Navy's most famous battles.

Dana graduated from the U. S. Naval Academy at Newport, Rhode Island, on September 30, 1863. He served briefly aboard the *Niagara* in the North Atlantic, then, in the early summer of 1864, the Navy ordered him to report to Admiral David Farragut, who was in the Gulf of Mexico preparing to take Mobile, Alabama, the Confederacy's second most important port on the Gulf.

The story begins with a send-off at Philadelphia.

South to War

"Several young ladies came aboard about 1 o'clock to bid us good bye, and we had a very good time . . ." Then the "old beef boat" *Bermuda* steamed south to join the fighting.

Dana and fellow passengers "... would have to make ourselves as comfortable as we could at night on the chairs and floor of the cabin; pleasant, but it was all for our country, I suppose ... found that my bedfellows had almost eaten me up ... woke up covered with bites, but I am getting used to them ..."

On the way south *Bermuda* passed *Tioga* steaming north from Key West. "Three of her officers had died with the yellow fever and six of her crew were down with the same disease, very sick. They told us that the yellow fever was raging all about down there, and there had been many deaths. It was pleasant news for us, as we were going down there ..."

On June 28th *Bermuda* stopped briefly at Key West, "... a horrid dirty little hole ... [T]here is

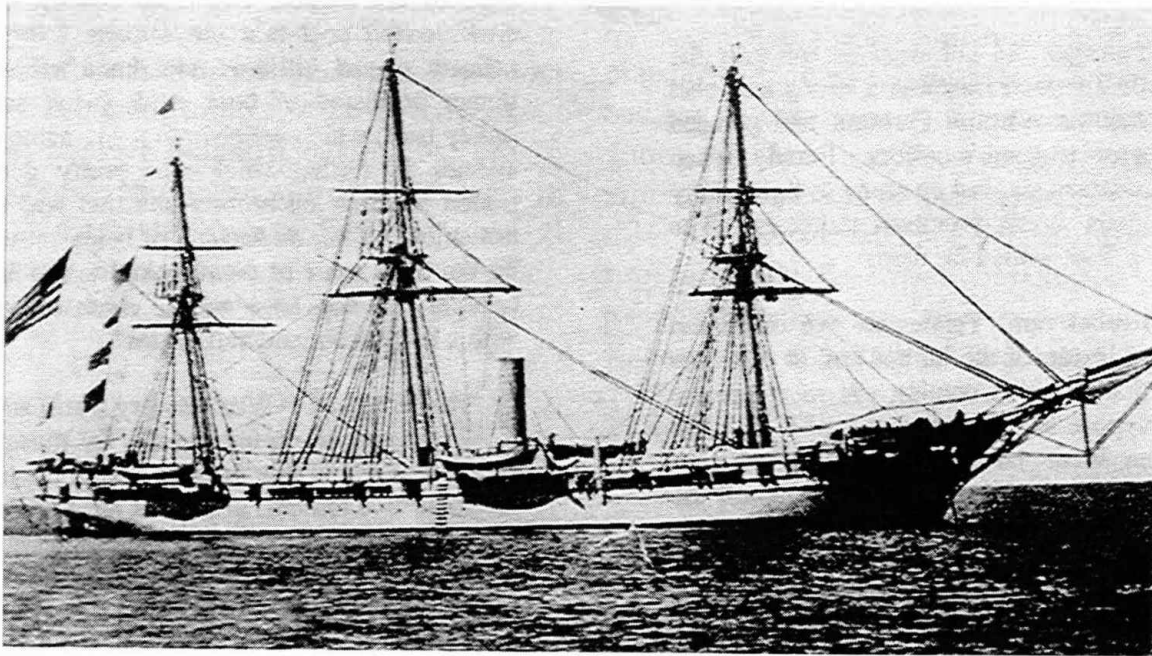
one family there, quite noted, named Gager ... had nine unmarried daughters, very pretty, most all of them, and a little fast. They know every officer that has ever been there ..."



David G. Farragut, U.S. Navy

On July 1st Dana reported to Admiral Farragut outside Mobile Bay, uncertain where he would be stationed. "... [T]he Admiral told me to remain aboard the "Hartford" for the present, but I am greatly in fear that I will be ordered to the "Galena", a very uncomfortable vessel now here and in want of an officer ... I only hope they order me to some of these large sloops ..."

While Dana waited for his orders, the steamer *Ivanhoe*, a blockade runner, was run ashore nearby. Dana offered his services to *Hartford's* Captain Percival Drayton.



Admiral Farragut's flagship, the *Hartford*.

"July 5th. This evening Lieut Watson¹ volunteered to go in the harbor with three armed boat crews and burn the steamer ashore, or at least not come back until he had lost most of his men. I asked and got permission to go with him. The Admiral made us take four boats instead of three and gave us all an immense quantity of orders to be careful &c but we forgot most of them before we got in.

"We started about half past eleven and pulled in towards the steamer. The gunboat "Meta-Comet" came in with us to take us home and cover our retreat, if we were obliged to run ...

"On getting along side we scrambled up on her decks, Lt. Watson got on board first and myself second. I had been ordered before that as soon as I got on board would go with two picked men into the Capt's cabin and with combustibles brought from the ship would set fire to her, then another officer would set fire to her forward in the most convenient place, and Lt. Watson would place a barrel of gunpowder in the hold. When we got all ready all the men were sent into the boats except Lt. Watson, the officer forward and myself. And then we, at the same moment started our fires, the powder being ignited with a slow match. As soon as done, we three started for our own boats and shoved off immediately; when about two boats' lengths from the ship we got it from the batteries ashore, in the

shape of musket balls and shell; the fire blazing up on the steamer put us in plain sight and allowed those ashore to see us; it was my first time for having musket balls flying around to close to my head, and was very glad to get out of fire. It was a grand success and we gave three cheers, which I think the rebs ashore did not like very much. We got back aboard the "Hartford" about half past two.

"Wed. July 6th This morning when I went up on deck after breakfast, the Admiral ... told me that he did not expect to see over half of us return alive ..."

Waiting for the Monitors.

Three well prepared forts guarded Mobile: the intimidating Fort Morgan at the bay's entrance and forts Gaines and Powell on the bay's west side. A powerful new rebel iron clad ram *Tennessee* lurked in the bay. *Tennessee* was 209 feet long, heavily armed with six Brooks 6 and 7-inch guns. Impenetrable 6-inch armored iron plate covered her forward hull, 4-inch thick iron plated her sides and stern. *Tennessee's* ram could fatally pierce wooden hulls. Three wooden gunboats also awaited the Federal attack.

¹ Flag Lieutenant John Crittenden Watson. Lt. Watson made several clandestine nighttime forays. After dealing with the grounded blockade runner he reconnoitered Mobile Bay locating buoys and searching for under water torpedoes (mines).

Admiral Farragut did not want to run past the forts and battle *Tennessee* without a strong iron clad force. For months Admiral Farragut had pleaded with Washington to send monitors. Finally, when the feared *Tennessee* showed up ready to fight, Navy Secretary Gideon Wells promised monitors. The wooden Union fleet waited for them.

“The rebel ram ‘Tennessee’ we could see sailing around inside of the harbor and at one time we thought that she was coming out to attack the fleet, but I suppose she thought better of it as in the afternoon she went back in again behind Fort Morgan ... I wish she would come out and all the gun boats they have there come with them for it is very stupid here with nothing to do, but we are only waiting for one of the monitors to come down here, to destroy the ram and then we will go in and see if we can’t get up to Mobile.”

Days went by. “Today is the grand 4th of July, yet we have not the wherewith to get a better dinner or a glass of wine to celebrate this day. At 12 n we fired a salute as also did all the other ships in the fleet. We made quite a noise for a little while. Fort Morgan had the bad taste to haul down its flag and fire minute guns, to celebrate, I suppose, the death of the freedom of the country. They fired their minute guns for over an hour, and we longed to pitch in and stop their fun.”

“... I think we will have a fight pretty soon ... Got news this morning of two more iron clads have arrived at New Orleans; they came down the river; we will have them around here pretty soon and with the Monitor at Pensacola, may be able to commence the attack on Mobile.”

On July 11 *Hartford's* Captain Percival Drayton assigned Dana to command the Powder Division. The Powder Division manned a gun on the forward berth deck, one level below. Dana’s 14-man crew included a master at arms, loaders, rammers, spongers, tacklemen and a powder boy.

“My own division is made up of some very good men and I know they will do their duty when the time comes.” Dana’s Division worked behind *Hartford's* worn wooden hull. At Pensacola, iron plates were fixed to the *Hartford* to protect her boilers. Dana wrote, “I wish they would get something around the sides of the berth deck as my division has no protection whatever against splinters², but I expect to loose many men on that account.”

The Union fleet began preparations. For eight days in the tropical Pensacola harbor, *Hartford's* crew loaded coal and the officers loitered. The officers played billiards and dined ashore. “Our dinner consisted of beef steak (what sailors call bulley beef) which we could not eat, some gopher, a species of turtle, which was pretty good; some boiled potatoes, cucumbers and that was all. I did not enjoy it a bit, on account of being most eaten up by the flies; some of them looked to me as big as a tumbler. A boy kept waving them off our plates with a half broom and half duster.”

Time dragged. “Weather very warm and sultry ... Most eaten up during the day by mosquitoes ... Had a rain squall this evening which cooled the air for about five minutes and that’s all, and then it was hotter than ever ... [R]eceived the pleasant news of the mail that we had been expecting had sunk to the bottom of the ocean off the Jersey coast somewhere ... [H]ad inspection at quarters, and we had to put on our good clothes for the occasion ... This evening a man fell overboard ... very heavy rain squalls ... a very disagreeable watch.”

Mobile Bay was shallow and obstructed. A narrow channel forced ships close to Fort Morgan. Hundreds of torpedoes filled the channel. On July 12, Admiral Farragut’s General Order No. 10 gave the plan: *Hartford* would lead 14 wooden ships in pairs past Fort Morgan, each ship lashed to another for mutual protection and assistance. *Tecumseh* leading, the iron-clad monitors would form a second line single file between the wooden ships and the fort. All were to fire when fired upon. Once inside the bay they would engage the outnumbered confederate fleet.

July 19th *Hartford*, accompanied by the monitor *Manhattan*, returned to Mobile Bay from Pensacola. [T]he life is so monotonous outside here doing nothing, but watch the ram and the rebel gunboats in the bay inside of the forts ... We are all anxious to go in by the forts, and long for the day to come and have it over. I am thinking that my hands are going to be very full, as I hear they will use red hot shot and all that sort of thing...

“The monitor ‘Manhattan’... fired off her two XV inch guns to try them, and I never saw so much smoke or heard such a report from any two guns before. I dare say the rebs in Fort Morgan did not like the looks of it either ... August 2nd. Made preparations this afternoon for going in by the forts, took down all the iron railing around the poop, and all the wooden stancions, to prevent splinters. Everything is beginning to look very warlike, and I do not think that we will be out here many more days doing nothing.”

² Wood shattered by shot. Flying “splinters” could be like sharp daggers or railroad ties.

MODEL SHIP JOURNAL

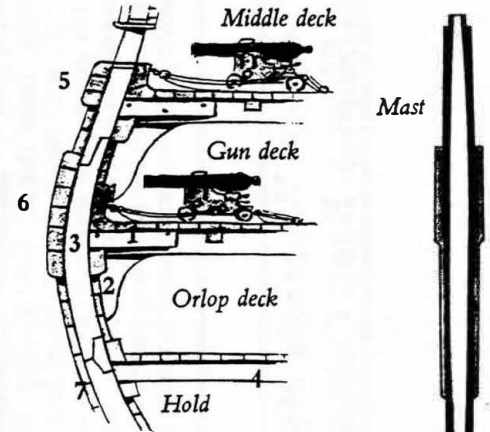
A QUARTERLY JOURNAL FOR SHIP MODELERS SPECIALIZING IN THE ENGINE POWERED VESSEL. FEATURING HIGH QUALITY MODELS WITH EXCELLENT NAVAL & MARITIME PHOTOGRAPHY. EACH ISSUE FEATURES DETAILED AND COMPLETE SHIP'S PLANS.

ANNUAL SUBSCRIPTIONS AVAILABLE:
 \$35.00 IN THE UNITED STATES & \$45.00 PER YEAR FOREIGN (SHIPPED SURFACE RATE)
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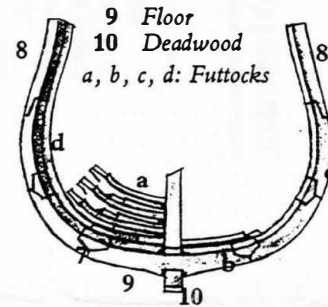
STEEL NAVY-REVENUE MARINE-COAST GUARD-MARITIME



P.O. BOX 28516, BELLINGHAM, WA 98228-0516
 Phone/Fax: (360) 371-0290 Toll Free: (877) 371-0290
 E-mail: modelships@earthlink.net Website: www.modelshipjournal.com

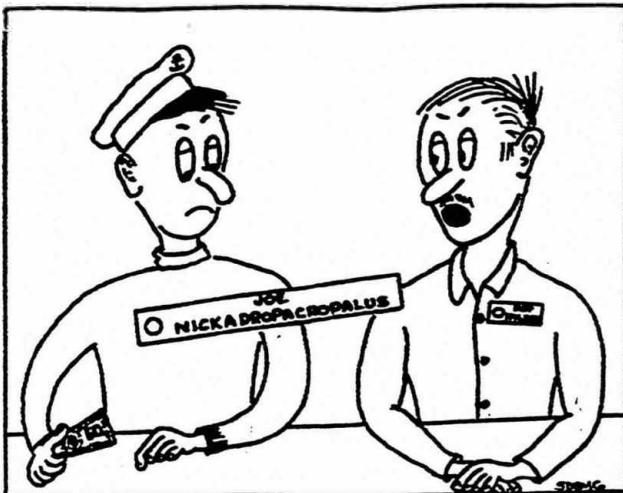


- | | |
|----------------|---------------------|
| 1 Lodging knee | 5 Middle wale |
| 2 Hanging knee | 6 Main wale |
| 3 Frame | 7 Scarph chock |
| 4 Deck beam | 8 Lengthening piece |



SHOW & TELL

by Nilson



"NORMALLY A CLUB NAME TAG ONLY COSTS SEVEN DOLLARS"

Ahoy Ship Modelers! Jack Klein sez....

If you would like to have a cool Official Name Tag
 (White on blue with our Guild Logo)

Please send a check for \$7 made out to
 "The San Diego Ship Modeler's Guild" to Richard Strange with:

Your name as you want it to appear on the badge:

Please mail to :

Richard Strange
 /redacted/
 /redacted/



August 2002

Newsletter of the Midwest Model Shipwrights

Scuttlebutt

The July meeting was not one of our better-attended get-togethers, but what we lacked in numbers was more than made up for in enthusiasm. One pleasant surprise was a visit from Shipwright, Charles Munana who actually lives in Madrid, Spain. Even though he can't make many meetings, Charles has been a member of our organization for a number of years. He is hoping to make the Tri-Club Conference this coming fall. We're counting on it, mate!

The 26th Annual Wisconsin Maritime Museum Model Ships and Boats Contest was held at Manitowoc on August 10th and 11th, and the Shipwrights were major contributors. Our own Gus Agustin and Tim Riggs were guest speakers for the Saturday Modeler's Symposium, and as usual they did an exemplary job. Gus presented his patented technique for making ship's flags. Tim demonstrated how to keep a fine edge on your cutting tools, and Nut Van Dairin did an outstanding job again as Contest Chairman. Other Shipwrights in attendance included Robert Hewitt, Art Kosar, Dave Bolton, Cole Seskind, Doc Williams, Jack Swain, John Pocius, Gary Desmidt, and Bob Filipowski.

The press gang was also active at Manitowoc, as new member Roger Lackore of Appleton, Wisconsin was piped aboard. Roger, we know you won't be able to make many meetings, but we look forward to seeing you at Tri-Club.

the 26th Annual Wisconsin Maritime Museum Model Ships & Boats Contest

San Diego Ship Modelers' Guild

1492 N. Harbor Drive

San Diego, CA 92101



Founded in 1971 by Bob Wright and th

errill

- Guild Master Don Bienvenue
- First Mate K.C. Edwards
- Purser Richard Strange
- Newsletter Editor Jacki Jones
- Logkeeper Bob McPhail

Meetings

Second Wednesday of every month.
6:30 p.m. social, 7 p.m. meeting
held on board the ferryboat BERKELEY.