

South Bay Model Shipwrights

Founded by Jean Eckert 1982

Website : <http://www.sbmodelships.com>

The Foghorn

June 2023



Fig.1. **The Battle of Midway, June 4-7, 1942** was the decisive battle of the Pacific War between the US and Imperial Japan in WW2. Japan suffered the loss of four fleet carriers *Akagi*, *Kaga*, *Sōryū*, and *Hiryū* along with their air arms while the US lost the *USS Yorktown (CV-5)*. The Japanese also lost the heavy cruiser, *Mikuma*, and the US additionally lost the destroyer *USS Hammann*. This defeat put the Imperial Japanese in a mostly permanent defensive state for the rest of the war. Some historians rank this battle in strategic importance with **Salamis (480 BCE)**, **Trafalgar (1805)**, and **Tsushima (1905)**.

Dramatic painting by R.G. Smith with the *Akagi* and other ships on fire after being attacked by US Navy SBD Dauntless dive bombers.





Future Course Headings...

- **Upcoming SBMS meetings for July. In-person mtg. Saturday, July 8, 2 PM at the Game Kastle; Zoom mtg. Thursday, July 20, 7PM.** At this meeting, a gentleman named **Fred Fisher** brought an old semi-scale model of the *Pinta* of Christopher Columbus fame which had been in the family for over 60 years for restoration after suffering damage to its rigging. Below is a photo of the model on the fireplace mantel of the family home when Mr. Fisher was a child. The model clearly has sentimental value. It will need much cleaning as well as restoration (Fig.2).



Fig. 2. Model of the *Pinta* atop the fireplace mantel in the home of the young Mr. Fred Fisher from about 60 years ago. Jim Rhetta and Walt Hlavacek will take on the repair task. (Fred Fisher)

Walt Hlavacek. also said he was contemplating a smooth bore cannon station model as a quick and easy project to do next. He is also making progress on his paper model of the 17th Century Dutch merchant vessel, *Duyfken*.

Clare Hess has made remarkable progress on his **Venetian gondola** model by **Amati**. And he is making progress on his diorama of a fishing boat that was used by Japanese immigrants in Monterey. Photo illustrations of these models are shown below.

Our next in-person meeting at the **Game Kastle** in **Santa Clara** will be **Saturday, July 8, 2PM-4PM** at:

The Game Kastle
1350 Coleman Ave.
Santa Clara, CA 95050
Phone: (408) 243-4263

And our Zoom meeting will be **Thursday, July 20 at 7 PM**. As usual, the Zoom specs will be sent out by email the day before the meeting so keep an eye on your inbox!

- **Upcoming Online NRG Workshops**



The Nautical Research Guild

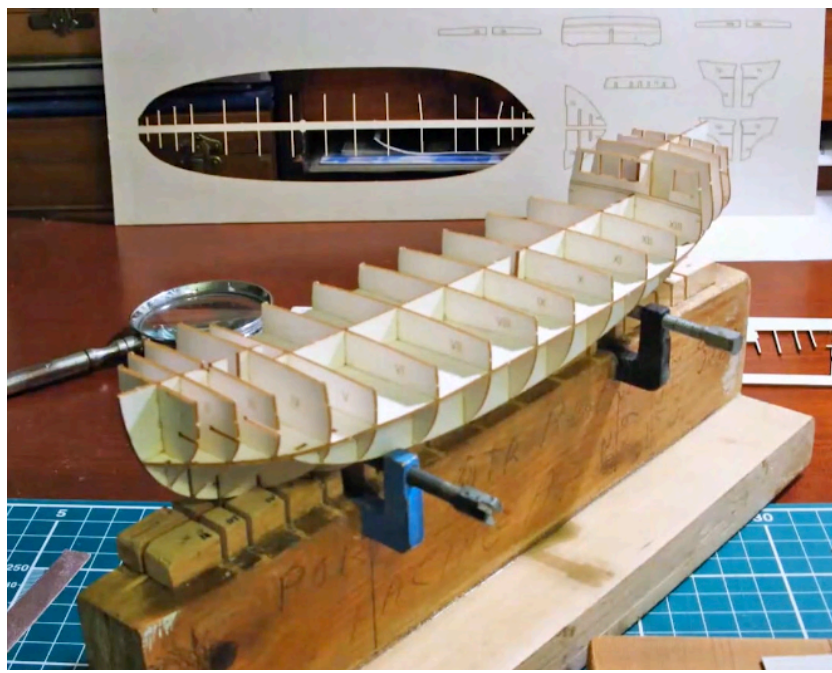


Fig. 3. Card ship model under construction. (NRG).

The NRG is continuing its series of very interesting **online workshops** relevant to ship modelling. They are **open only to NRG members** so if you are not now a member, I would take this as a good excuse to join this marvellous organization by registering at the NRG website (<https://thenrg.org>) and make a contribution to keeping it afloat(!).

All the workshops are broadcast on **Zoom** on **Saturday mornings** at 10:30 AM Central time (**8:30 AM Pacific time**). All of them are being recorded, and the recordings will be accessible on the NRG website to members only. The dates and topics of the upcoming workshops are below:

March 18 and April 15: Paper models (Fig. 3). This two-part workshop on paper models by the **Society of Model Shipwrights** in the U.K. has already been completed, and both have been recorded. The recordings can be found at:

<https://thenrg.org/events/workshops>

Our own **Clare Hess** has a brief presentation as part of the second session and definitely worth seeing.

June 17: The **Diorama Watercrafting** workshop has been presented by **Ron Neilson** (Fig. 4). Unfortunately, I did not have a chance to watch it, and so I await its video recording to be posted on the NRG website.



Fig. 4. Diorama of a model of *HMS Swan* by Ron Neilson while under sail displayed at the 2019 NRG convention at New Bedford, MA. (Ken Lum)

July 15: Online Resources in Nautical Research presented by **Paul Fontenoy**.-The last workshop of this series.

I was previously incorrect in saying that registration is not necessary. Actually, you do have to register to get the conference link at <https://thenrg.org/events/workshops>. The **NRG Secretary, J. D. Bondy** (jdbondy007@gmail.com), will send out the Zoom link to all members near the time of the event. Any further inquiries can be sent to Mr. Bondy or to the **Office manager, Mary Van Dahm** (nrghomeoffice@gmail.com). Other previous workshops have also been recorded and can be accessed by NRG members on the NRG website at: <https://thenrg.org/events/workshops>.



Maritime Matters of the Month

- **Manned Submersible with Pilot and Tourists to the Titanic Wreck has been destroyed killing its occupants.** I was contemplating what maritime topic to write about when this item came over the news. On **Monday, June 19** (Actually, Juneteenth), it was reported that a tourist submersible, named ***Titan*** (Fig.5), containing a pilot, a “content expert”, and three paying tourists titled “mission specialists” by **OceanGate Expeditions**, the company operating the submersible, went missing while descending to the wreck of the ***RMS Titanic***.

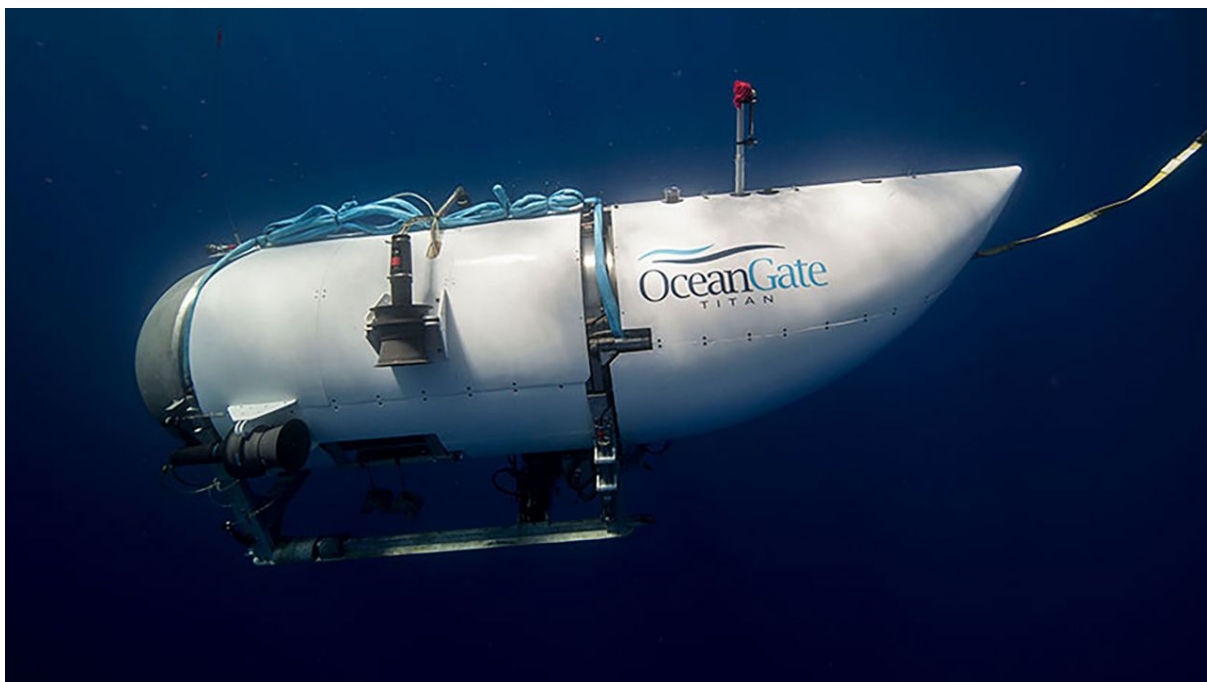


Fig. 5. Photo of **OceanGate's** deep sea submersible, ***Titan***. (OceanGate)

A large Search and Rescue response to find the submersible and its crew was launched by the US and Canadian Coast Guards joined by a number of commercial vessels in the area equipped with sonar. The Canadian research ship, ***Polar Prince*** (Fig. 6), which was the “mother” ship that launched the ***Titan***, reported they lost contact with the ***Titan*** about 1 hour and 45 minutes after the start of descent. The submersible had up to 96 hours of oxygen available assuming intact structural integrity of the hull. The wreck of the ***Titanic*** is located at a depth of about 12,500 ft.



Fig. 6. The ***Polar Prince***, the “mother ship” of the submersible, ***Titan***. (Jack Ronalds, MarineTraffic.com)

As the cost of a seat on this expedition was about \$250,000, it is fair to say that the “mission specialist” crew members were people of high net worth. One of the confirmed passengers was **Hamish Harding**, a British businessman CEO working in the United Arab Emirates with his company, **Action Aviation**. Other passengers included French diver **Paul-Henri Nargeolet**, and Pakistani billionaire **Shahzada Dawood** with his son **Sulaiman Dawood**. Finally, it appears OceanGate CEO and founder **Stockton Rush** was the fifth person to round out the tragic list.

As of **Thursday, June 22**, news came that a remotely operated vehicle (ROV) had found debris identifiable as being from the ***Titan*** submersible in a debris field about 1,600 ft from the bow of the ***Titanic*** wreckage. The conclusion from this discovery was that the ***Titan*** underwent catastrophic implosion and that the crew had all died.

I wrote last month, that the ***RMS Titanic*** continues to make news, sadly, even bad news, even into one hundred and eleven years after

its sinking. These cautionary tales, no doubt, will also follow pioneer space tourists once that industry ramps up. Such is sometimes the fate of pioneer adventurers-think Amelia Earhart.

At this point, the evidence from this incident will be gathered and an accident review will be conducted with recommendations for future regulatory oversight to be made of such vehicles. Perhaps the present oversight by NASA of commercial space travel companies will serve as a model.

- **Don't forget the continuing loss of refugees taking unsafe boats across the Mediterranean to Europe.**

While the news has been transfixed on the fate of five passengers in a submersible disaster, an accident during the preceding week, on June 14, with many more casualties occurred in the Mediterranean just offshore of the town of Pylos, Greece off the southwestern coast of the Peloponnese.



Fig. 6. Massively overloaded fishing boat transporting refugees mostly from Libya to Europe.. (Hellenic Coast Guard)

The ship had left Libya with as many as 750 people on the way to Italy when it capsized in the middle of the night after its engine broke down. While about 100 people were rescued, 80 were found dead and an estimated 500 were missing and maybe dead. This made it the second deadliest migrant disaster after another migrant boat sank off Libya in 2015 with almost 1,100 passengers.

The Greek Coast Guard and the EU have come in for some criticism for its handling of the rescue efforts although accounts of what happened are in dispute. There is little dispute, however, that the migrant rescue attempt was likely under-resourced compared to the efforts on behalf of the submersible.

In any event, the hazardous migration of asylum seekers to Europe and North America has become a chronic, long term problem that so outstrips available resources and attention spans that people in developed countries have pushed this topic into the distant background as unsolvable and managed only to the extent possible.

In the meantime, up to 110 million refugees world-wide are now wandering the world looking for a stable place to settle by any means at hand, often with tragic consequences, as their home countries descend into economic and political collapse rendering them uninhabitable for many.



Kit News (Ken Lum):

- **New Model kit of Baltimore Clipper, *Grecian*, Released by Vanguard Models.** Clare Hess has informed me of the release of a new 1/64 scale kit of a Baltimore clipper, the *Grecian* (1812)(Fig.7), by **Chris Watton** of **Vanguard Models**.



Fig.7. New model kit of the 1812 Baltimore clipper, *Grecian*, from **Vanguard Models**. (Vanguard Models)



Fig. 8. Detail pictures of the frame (top), bow (lower left), and midships (lower right). (Vanguard Models)

Like so many such ships, we know of its appearance only because of her capture by the British in 1814 wherein the Brits then took down her lines and made a large draught that has been preserved with the Admiralty to this day. A wider audience today know of her after being described by Howard I. Chapelle in his books, **The Baltimore Clipper** and **The Search for Speed Under Sail**.

According to Chapelle, the ***Grecian*** was built in Baltimore by **Thomas Kemp** in 1812 for a local merchant named Isaac McKim. She was captured by a British boarding party from ***HMS Jaseur*** May 2, 1814 while berthed in a creek off the Chesapeake. After passing through the hands of a Rear Admiral Durham in Carlyle Bay, Barbados of the Leeward Islands in the Caribbean, she was sent to England where she was surveyed at Portsmouth. Then she was brought into service in the Royal Navy and supplied with eight 18 lb. carronades, two 6 lb. guns and a crew of 60 making for a crowded ship.

Additional history on the vessel is found on the Vanguard Models website which I quote in full below.

Grecian was an American schooner launched in 1812. During the War of 1812 she received a letter of marque. The Royal Navy captured her on 5 February 1814 and took her into service as ***HMS Grecian***. She was sold in

1822. In 1823 she became a merchantman. In 1824 the Chilean Navy captured her, but she escaped, and thereafter may have served for a time as a Spanish privateer. After the end of the Peruvian War of Independence she apparently returned to more conventional pursuits and was probably lost in 1829 though she was still listed in 1830 as sailing between London and Lima.

Chapelle considered the arched tops of the gunports “unusual” and suggested they were closed from below by hinged washboards as portrayed on the model pictured above while the upper openings were closed by separate inserted boards. They superficially resemble the hinged upper and lower gunport doors on the current **USS Constitution**. Other than that, I know of no other such gunports designed this way on any other ship, and they seem weak for battle action or heavy seas and mechanically inefficient to operate.



Under Construction at the Model Shipyard



Fig. 9. A closeup of the current state of Mr. Fred Fisher's *Pinta* model shown above in Figure 2. It looks like it will need much cleaning and rigging restoration. . (Jim Rhetta)

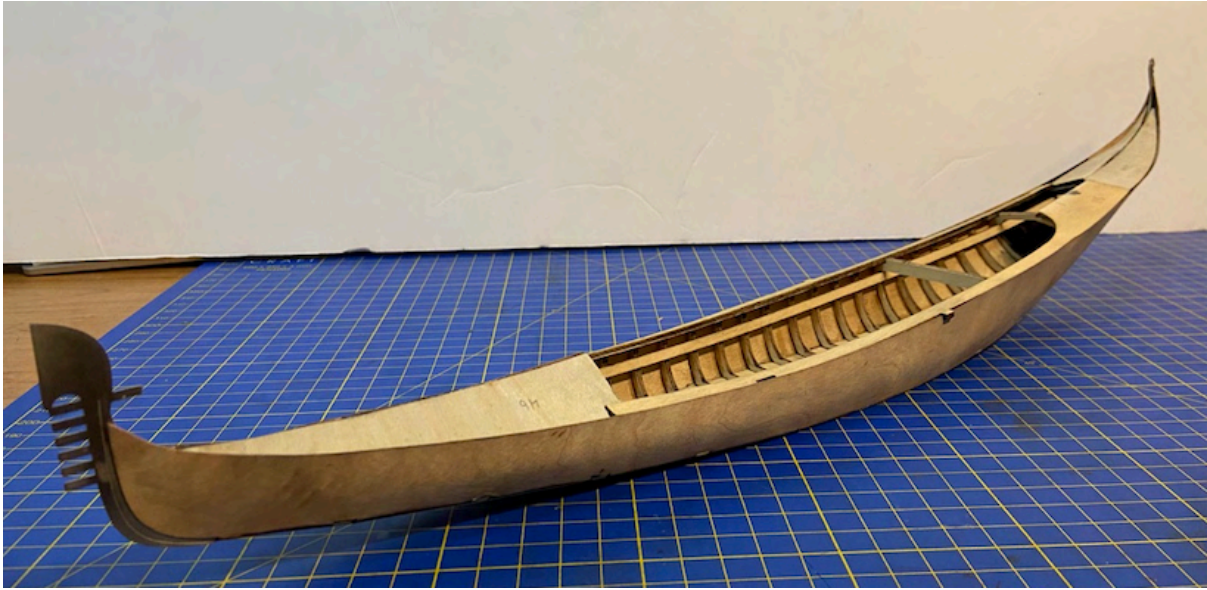


Fig. 10. Great progress on the *Venetian Gondola* by Clare Hess, (Clare Hess)



Fig. 11. *Venetian Gondola* **Left**-Close up of the partially completed bow. **Right**-The deliberate asymmetric form of the hull allowing the oarsman to row the boat only from the right side without having to switch the oar from side to side. . (Clare Hess)

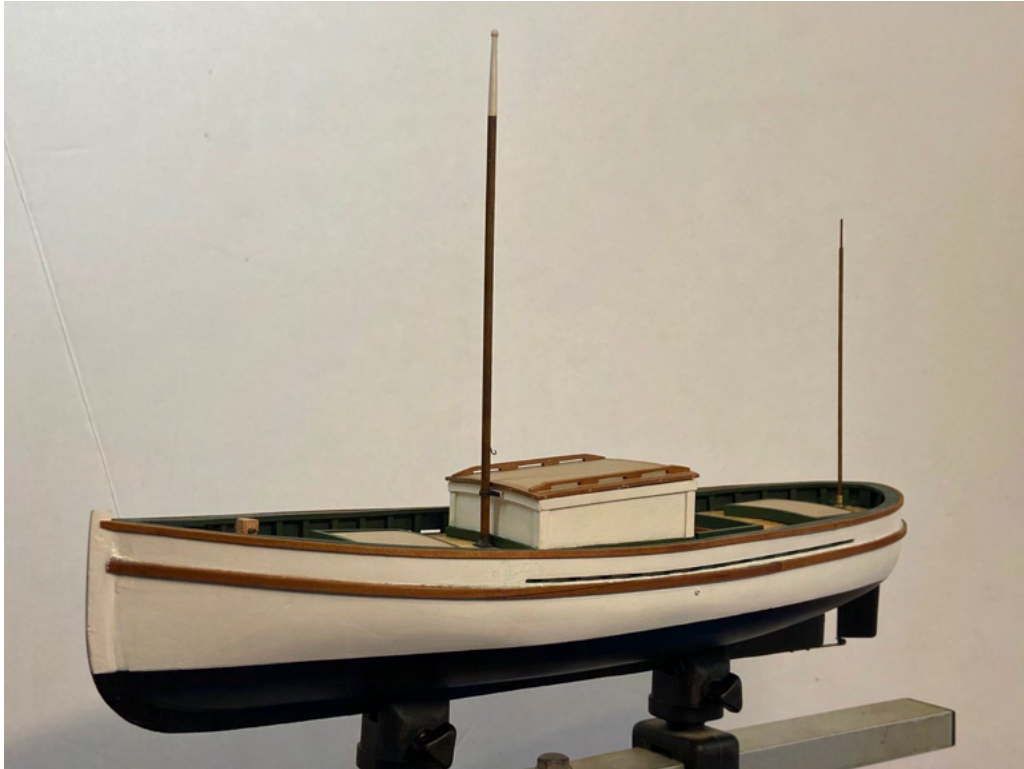


Fig. 12. Model of a fishing boat used by Japanese immigrants in Monterey. (Clare Hess)

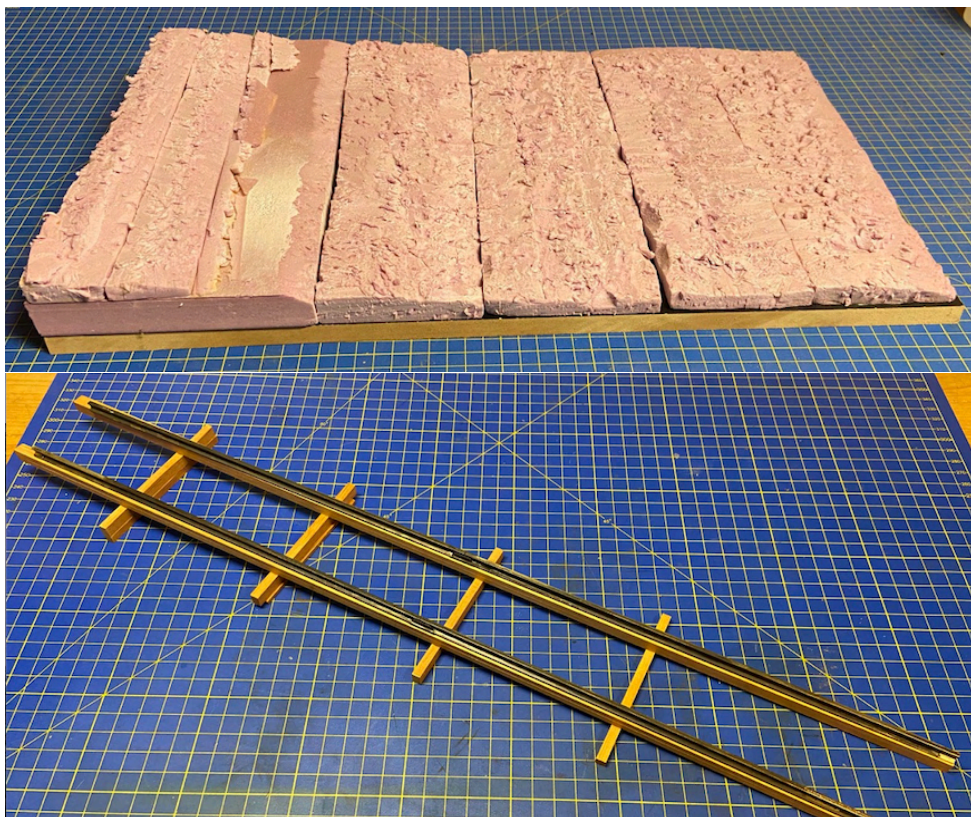


Fig. 13. **Above-** Beginnings of a diorama model of the beaching shoreline of Clare's fishing boat. **Below-**Beachng and launching rails of the fishing boat under construction. (Clare Hess)



SBMS Club Officers

President	Jim Rhetta	email: jmrhetta@aol.com
Vice President And Newsletter Editor	Ken Lum	email: lum40@comcast.net
Treasurer	Jacob Cohn	email: jcohnster@gmail.com
Harbor Master	George Sloup	email: george.p.sloup@outlook.com
Webmaster	Jim Tortorici	email: oday20@earthlink.net



Annual Club Membership

Send in your Club Membership fee with the attached renewal form. Submit a \$20 check made out to South Bay Model Shipwrights and mail to Jacob Cohn, 726 7th Ave, Redwood City, CA 94063. Mostly, we use the money to pay for our in-person meeting venues and hosting of our website.. Welcome Aboard!

Membership Form

Make check out for annual membership of \$20.00 to South Bay Model Shipwrights and mail to Jacob Cohn, 726 7th Ave, Redwood City, CA 94063

Print your name _____ Phone# _____

Address



Receive our Foghorn newsletter by email? Yes ___ No ___

Email address _____

To order a club name badge, add \$15.00 to your check and print your name exactly as it should appear on the badge

