

South Bay Model Shipwrights

Founded by Jean Eckert 1982

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



The Foghorn

April 2020



Future Course Headings...

- **Friday, April 10, 2020-Cancelled:** Unfortunately, now that the **Coronavirus (COVID-19)** pandemic has fully taken hold, and that most of us are under orders to shelter in place, essentially all of our social events and meetings are now cancelled until further notice including our next meeting on April 10, and the IPMS convention on April 18.

Nonetheless, model building is mostly a stay-at-home activity so that should not stop us from enjoying our craft. Should you have any photos of your latest project, do send them to me by email at: **lum40@comcast.net** in order to include them in subsequent newsletters in some way to show everyone that we still have an active club.

In particular, **Jim Rhetta** is taking on the restoration of the broken **HMS Beagle** model written about in the **February Foghorn**, and **Jacob Cohn** appears finished with his restoration of **Peter Hurd's** sloop model written about in the **March Foghorn**.

Also, I have separated the resource listings from the back of the **Foghorn** and placed all of that material and expanded on it into a separate resource guide for ship modelers, mostly in the Bay Area, which I am sending out with this and subsequent newsletters. I hope you all find it useful. I also invite everyone to send me any relevant new information for updating this guide as needed. My thanks to **Mary Van Dahm** and the **Nautical Research Guild (NRG)** for much of this material.

In looking at these lists, it is apparent that there are many small businesses that supply our hobby. How many will survive this crisis remains to be seen, but, for sure, this will be a difficult time for them. Do support them if you are thinking of starting a new project or continuing an

old one. Remember, our courageous post office snail mail and other delivery operators are still working as essential services.

- **Thurs.-Sat., October 15-17, 2020:**

The **Nautical Research Guild (NRG)** will be coming back to our turf here in California at the **Channel Islands Maritime Museum** in **Oxnard, CA** (<https://cimmvc.org>) on the beautiful coast between Santa Barbara and LA for this year's **NRG Conference**. Excellent choice! More details at the **NRG website** (<https://thenrg.org>).

Our late fellow member, Ed Von der Porten and I (Ken Lum) visited there while returning from Encinada, Mexico in 2013 and found numerous very expertly done ship models to enjoy looking at, along with a remarkable collection of marine art, some being originals by the **Van de Veldes** in the 17th Century. This one might be worth a **SBMS** caravan to come down together! Below are some photos from our previous visit (Fig. 1 and 2).

Mary Van Dahm tells me that they are going ahead with planning for this conference despite the pandemic for now, but we will see how events develop in October. In the meantime, happy modeling!



Fig. 1. **Channel Islands Maritime Museum**



Fig. 2. Model of **HMS Mars**



Maritime Matters of the Month

- **COVID-19 Sea Stories (Ken Lum):** Most have heard or read about the many maritime stories relating to the Conovavirus (COVID-19) outbreak. So I thought I might summarize some of the more prominent ones to provide details.

Many cruise ships have found themselves stranded at sea as a result of having passengers and crew who had become infected with the COVID-19 virus. Among those include:

- 1) The ***Grand Princess*** cruise ship had taken a voyage from San Francisco to Mexico February 11-21 with around 3500 passengers (Voyage A). Another cruise (Voyage B) on the same ship which included most of the 1,111 crew along with 68 passengers from Voyage A was undertaken February 21 from San Francisco to Hawaii with stops on February 26-29 and an estimated return date of March 7.



Fig. 3. ***Grand Princess*** cruise ship

By March 4, a disembarked elderly passenger from Voyage A had died in Placer Co., CA and was diagnosed as having COVID-19. This was the first death from COVID-19 in California. Another debarked passenger from Voyage A was also diagnosed with COVID-19 on March 2.

With these reports, the returning ***Grand Princess*** was ordered held off shore of the Golden Gate on March 4 and was finally allowed to dock in Oakland March 9. Test kits flown out to the ship March 5 were used on

45 passengers and crew with symptoms suggestive of COVID-19 infection and showed 21(46.7%) to be positive.

All passengers and crew from the ship were quarantined on land facilities for 14 days until they were shown to be free of symptoms since the incubation period of the virus is from 1 to 14 days. All passengers and crew were offered testing and 469 were tested. 78 (16.6%) of this group were found to be positive. Two passengers and one crew member who had been on this ship have died.

2) Another **Princess Cruise** ship, the ***Diamond Princess***, had an 80-year-old man from Hong Kong embark in Yokohama, Japan on January 20. He disembarked on January 25 in Hong Kong and then visited a local hospital where he was diagnosed with COVID-19 on February 1. Ten passengers were diagnosed positive February 4 while in Japanese waters and the ship was quarantined in Yokohama for two weeks.

Altogether, 712 out of the 3,711 passengers and crew ultimately test positive for the virus by March 24. Twelve have died.



Fig. 4. ***Diamond Princess*** cruise ship

To date, twenty cruise ships world-wide have had COVID-19 infections on board. Currently, the entire industry has ceased operations for an indeterminate period of time causing economic havoc. Most of the deaths were among passengers of advanced age.

3) The nuclear aircraft carrier, ***USS Theodore Roosevelt (CVN-71)(TR)***, departed San Diego on January 17 with 4,865 sailors aboard and **Capt. Brett Crozier** as the commanding officer(CO) for deployment in the western Pacific.

The ship arrives in Guam, February 7 and then sails to Danang, Vietnam, March 5. At this time, no active cases of COVID-19 are identified in that country but there were 16 earlier cases that had resolved. **TR** departs Danang March 9.



Fig. 5. USS Theodore Roosevelt (Christopher L Brown)

The first case of COVID-19 on **TR** occurs with a sailor on March 22. After that, more cases begin accumulating at an accelerating rate. **TR** returns to Guam March 27 and 8 sailors are debarked for treatment at the Naval Hospital Guam. The executive officers of the strike group have difficulty reaching a consensus about what to do with **Rear Admiral Stuart Baker**, strike group commander, and **Admiral John Aquilino**, commander of US Pacific Fleet, favoring smaller mitigation efforts than what Capt. Crozier desired out of wanting to avoid taking the strike group out of action, even though there is no active war in the region. Capt. Crozier wanted a faster evacuation of the ship. In the meantime, Capt. Crozier is also in communication with **Acting Navy Secretary, Thomas Modly** in Washington, D.C.

On March 30, Capt. Crozier sends out a 4-page memo on unclassified email to 20 or 30 Navy people which include persons inside and outside his chain of command. He proposes to evacuate about 90% of the crew leaving an uninfected skeleton crew to maintain the ship lest sailors die “unnecessarily”. The [San Francisco Chronicle](#) (see hyperlink) obtains a copy of this letter and publishes it March 31.

There is a shortage of space on Guam to house such a large number of sailors safely, so Capt. Crozier is asking for help from the government to find additional space. In the meantime, Modly briefs **Secretary of Defense, Mark Esper** on the situation. **Navy Admiral Michael Gilday**, CNO, advises all COs to take measures as recommended by the Centers for Disease Control (CDC).

Evacuation of the **TR** begins April 1 with the government helping to identify as many on-shore places as possible for the sailors to stay. Ultimately, about 3000 spaces are found on Guam for safe crew isolation. **TR** was the only US Navy ship of the 94 then at sea with active COVID-

19 cases probably having acquired the virus while docked in Danang, Vietnam. Some other ships at port, however, did have a few active cases.

There is concern at the Navy Dept. that Crozier's March 30 memo compromised the operational status of the **TR** by revealing the situation aboard ship outside the chain of command. Modly decides he is going to relieve Capt. Crozier of his command because of this. He comments that "Captain Crozier had allowed the complexity of his challenge with the COVID breakout on the ship to overwhelm his ability to act professionally". **Vice Chief of Naval Operations, Adm. Robert Burke** is tasked with conducting a formal investigation. Capt. Crozier is relieved of his command on April 2 to be succeeded by **Capt. Carlos Sardiello**.

By April 3 altogether 137 **TR** sailors had tested positive for COVID-19, and 95 are symptomatic. Capt. Crozier is cheered by his crew as he leaves the **TR**.

Shortly after, a number of former navy officers, including **Mike Mullen**, former Joint Chief chairman, and members of Congress begin questioning the wisdom of removing Capt. Crozier. Formal requests are made to investigate Modly's decision. **Tweed Roosevelt**, the great grandson of **Theodore Roosevelt**, the carrier's namesake, wrote a [New York Times editorial](#) (see hyperlink) April 3 calling Crozier a "**Hero**" for forcing the Navy to act more aggressively. He related how his great grandfather, in 1898, had also sent a similar letter (also outside his chain of command) to **Russell Alger**, then the **Secretary of War**, pleading with him to allow his troops to come home from Cuba following the Spanish-American War as they were threatened by Yellow Fever and Malaria.

Modly arrives at the **TR** April 5 after a long flight from Washington, D.C. He gives a 15-minute speech to the remaining crew calling Crozier "naïve" and "stupid" for sending his letter through unclassified channels and building a case that the public media should not be spoken to as it has an agenda of embarrassing the administration and the Navy and dividing the country. On the audio, one sailor can be heard saying "What the f... !?" and another is heard saying "'He was only trying to help us".

By April 6, 172 **TR** crew members test positive for COVID-19 including Capt. Crozier. After the contents of Modly's speech are made public, there are calls for him to resign. Secretary Esper instructs Modly to publicly apologize which he does and then resigns on April 7. His round trip to the **TR** on Guam is noted to have cost \$243,000.

As of April 8, a total of 286 **TR** crew test positive for COVID-19, 93% have been tested, and 2,329 are sequestered on shore with more than 2,500 still aboard the carrier to decontaminate the ship. Fortunately, there are no deaths thus far.

Capt. Crozier's disposition awaits the results of Vice Chief of Naval Operations, Adm. Robert Burke's investigation.

This is a digest of an article by:

Bradley Peniston, [The Battle of USS Theodore Roosevelt: a Timeline, Defense One](#), a defense community news website, April 7, 2020. Check [hyperlink](#) for the full article.

Note: The **Coronavirus or COVID-19 or SARS-CoV-2 virus** is highly contagious being a supreme hitchhiker that has spread world-wide only since the beginning of the year. Most infected people have few or no symptoms, but this asymptomatic group sheds a great deal of virus so they are considered the principle mechanism of spread because they are more geographically active.

Overall mortality is low at around 1%, but rises dramatically with age to 8% in the 70-79 yr. age range and up to 14-15% above age 80, which is most of the members of the SBMS. So, given all this, everyone needs to **restrict their movements and shelter in place** until given the clearance by local public health departments. This is especially true for those in **Santa Clara Co.** which is the epicenter in the Bay Area with the most cases.

If you have to go out, use some kind of **face mask**, preferably with an **N95 rating**, if you can find them. Otherwise, best to improvise a mask with a cloth. **Instructions on cloth masks** can be found at this [hyperlink](#).

Above all, **wash your hands frequently**, preferably lathering up with plenty of soap for **at least 20 seconds**. Soap destroys the virus by disrupting its lipid envelope. This is especially important when touching surfaces in publicly frequented areas such as table tops, door knobs, utensils, etc. The virus can [remain viable for hours to days on open surfaces](#) (see hyperlink) (called **fomites**). **Dr. Anthony Fauci, Chief of the National Institute of Allergy and Infectious Diseases** says he washes his hands perhaps 50 times or more per day and after touching most anything.



Under (Re-)Construction at the Model Shipyard

Restoration Projects (Jim Rhetta)

Our club website has brought us unexpected awareness of the demand for model ship restorations, and we now have received 6 requests in the past two years. The first was completed two years ago, complete with a new case. One of the requests did not accept our costs estimate for their 12' model of a container ship. Another project has been referred to another restoration specialist in So Cal.

- As noted in last month's **Foghorn**, **Jacob Cohn** has completed a restoration of a sloop and returned it to its owner. This effort brought a donation to the club which eases our financial condition. The next two models underwent restoration by **Jim Rhetta**.

- ***Flying Cloud***: A nice model of the ***Flying Cloud*** was brought to the club for repair and cleaning by owner, **Robert Miguel**. The ship was found in an antique shop with some damage and dust but overall looks like a nice display ship. It has excellent woodwork with nice sails. The main damage was the broken fore topmast and the broken bowsprit (Fig. 6).



Fig. 6

The ship also had some glaring inaccuracies, including a flag stuck on the main topmast and the Flying Jib mounted high above the Jib. It also had large bundles of rope on deck that would have scaled to be 5 ft high. The first effort was cleaning the deck with a wet Q-tip and saliva. It worked just like I heard it would (Fig. 7).



Fig. 7

The fore topmast was reset and glued with tension on all standing rigging. The bowsprit had to be rebuilt as it had been repeatedly glued in place and was not strong enough to support the tension of standing rigging to the foremast. It was not stepped into the foc'sle but glued in place. I stepped the new one into the foc'sle and it provided the strength needed for the standing rigging. The Flying Jib was moved lower to be accurate.

The final touch was a figurehead as requested by the owner. It is not the real one for the Flying Cloud as I could not locate one, but it is a decorative touch. Walt Hlavacek has been in contact with the owner and is in the process of building a display case for this model. These photos and the display case can be added to a new section on our website for restoration projects.

- **HMS Beagle:** The next ship model arrived the same day, the damaged **HMS Beagle** was written about in the **February Foghorn**. This model was improperly packed for shipment from Georgia and sustained significant damage. The Fore and main masts were broken, the keel split from the hull, a davit and hull furniture broken, and rigging in a tangle (Fig. 8). This is more of a challenge as the mainmast has a section broken in two places and repairing it with the proper tension on all lines will be a considerable effort. This ship also has more delicate rigging of the .008 - .012 diameter.



Fig. 8

The keel was re-glued but will face further work and painting. The key success was in replacing and re-stepping the main mast. A shim on the base of the mast made the proper tension on the standing rigging to preclude it from having to be replaced, a time-saving achievement.



Fig. 9 Partially restored top hamper of **HMS Beagle**

The Fore Top Mast was replaced and refitted and will be finally secured when tension on all standing rigging is determined. A key aid to repairing this ship was receiving the book ***Anatomy of the Ship HMS Beagle*** from Ken Lum. It has details that match the rigging of the model and provided a guide for the chains securing the main yard. This is an arrangement not seen in previous models.

An order of 1mm chain, cleats, and other supplies was placed to ***Ages of Sail*** and received two days later. The chain was blackened with AK Photoetch Burnishing for proper color for installation (Fig. 10).



Fig. 10

The next effort will be to repair and replace the standing rigging on the fore and main masts and attempt to keep as much of the original rigging as possible. This is a real challenge in not damaging the existing rigging.

An added requirement for this model was a letter requested by the insurance company on Club Letterhead describing the damage and a repair estimate. An estimate of \$700 was sent as that amount was more likely to be settled and

not challenged by the insurer. The insurer did accept it and sent the check to the owner. Dimensions on the model were sent to Walt for construction of a case to the Owners request.



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



2020 Meeting Dates

Our meetings are usually held on the **Third Friday of each month**. Please note changes in the meeting schedule each month. The club does its best to schedule the 3rd Friday, but library priorities and competition for the conference room may require meeting dates to be rescheduled.

Los Altos Public Library
13 S. San Antonio Road
Los Altos at 7:00pm

*** April 10, 2020-Cancelled**
May 15, 2020

These dates are confirmed by the Los Altos Library. * Indicates date change



2020 Annual Club Membership

Send in your 2020 Club Membership with 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. Welcome Aboard!

2020 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

