

South Bay Model Shipwrights

Founded by Jean Eckert 1982

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



The Foghorn

May 2020



Future Course Headings...

- **Future meetings-Cancelled through June (Ken**

Lum): It would seem that the Coronavirus (COVID-19) pandemic is going to continue to compromise our ability to meet at social events related to our hobby **at least through the end of June**. As a result, not only are our monthly meetings going to be **postponed until further notice** due to cancellations of public events by the Los Altos Public Library, but we have also seen the cancellation of the annual **IPMS Silicon Valley Scale Modelers Classic** convention last month as well.

The **Nautical Research Guild's 2020 conference**, originally scheduled for October in Oxnard, CA, has also been cancelled out of concern that attendance will be down as the country and state continue to debate how to reopen in the aftermath of the pandemic. For the time being, the NRG is planning to reschedule in the same location (Fig. 1) for the fall of 2021.



Fig. 1. Channel Islands Maritime Museum

I think this is a wise decision given that many ship modelers are in their advanced years and have health profiles of higher risk for complications. Nonetheless, this virus isn't just deadly to old folks. A significant number of younger people and children have also become very sick and some have died. My sense in looking at the epidemiologic data is that while the COVID-19 case load in the US rose very rapidly at first, any decline

will likely occur very slowly with sporadic spikes due to premature re-openings and other factors. And this is likely to continue into next year, at least. Places with steeper declines have been more effective in complying with social distancing. So, a wait and see with **shelter in place as much as possible and social distancing with facial mask use when out and about is still recommended by health authorities.**

In the meantime, look over the **SBMS Ship Modeling Resource Guide** that I started to distribute last month and see if any of these resources will be useful to you in your current or future projects. Remember that many of those listed are small businesses that will be under financial stress for the next year or two, at least. Patronizing them for your project needs will be most appreciated and help them to be still in business when we need them. Should you want to visit a place, call before going to check on their status. And finally, above all, **Keep Modeling!**

- **Future Meetings (Jim Rhetta):**

We are still wind-bound, but if restrictions lift for July we are trying to book the library room for Sat, 11 July from 10-2pm. This will allow for daylight driving and an extended meeting to discuss what the members are working on and future plans. We'll also try to get **Jerry Blair** out for an update on his construction projects.

If we get that day or another Saturday, we may be able to have lunch by sending out for some food so we can stay in and continue getting up-to-date with each other. Of course, social distancing and facial coverings will be maintained during the planned meeting in accordance with Santa Clara Co. Public Health regulations.



Maritime Matters of the Month

- **COVID-19 Sea Stories (Followup) (Ken Lum):** In last month's **Foghorn**, I summarized some of the effects of COVID-19 on the cruise ship industry with emphasis on two heavily affected cruise ships receiving much media attention. An account was also provided of a virus outbreak amongst the crew of the nuclear aircraft carrier, **USS Theodore Roosevelt (CVN-71)(TR)**. This month, followup is provided on these stories.

1) **Cruise Ships:** By now, the cruise ship industry has disembarked all of their passengers for repatriation to their homes. Still aboard these

ships, however, are some 80k crew on some 100 vessels in US waters on all coasts according to the CDC (Centers for Disease Control) (Fig. 2).



Fig. 2. Cruise ships clustered off Miami Beach (Maxar Tech)

Twenty-four of these ships now have known or suspected infected crew. They have been prevented from leaving their vessels as local public health officials at ports develop protocols with cruise companies for repatriating personnel in ways that prevent the on-shore spread of the virus. Other ships offshore of other countries are doing the same with crew from many other ships. In the meantime, the CDC has imposed no-sail orders for up to 100 days from April 9 on all cruise ships in US waters.



Fig. 3. **Ruby Princess** joins 17 other cruise ships in Manila Bay. (Philippines Coast Guard)

In Australia, the **Ruby Princess** became that country's largest single source of COVID-19 infections when she was allowed to disembark 2,700 passengers and crew in Sydney on March 19 before test results of those aboard were known. Nineteen COVID-19 deaths in Australia and two in the US of passengers who flew back to the US have been linked to the ship. This incident has sparked a

criminal investigation on possible breach of public health protocols. The ship left Australian waters on orders from Aussie police and has arrived in the Philippines to repatriate its mostly Filipino crew (Fig. 3).

2) **USS Theodore Roosevelt (CVN-71)(TR)**: As noted last month, a serious COVID-19 outbreak occurred on board the American nuclear aircraft carrier, **USS Theodore Roosevelt (CVN-71)(TR)**, starting in late March. The commanding officer, **Captain Brett Crozier** (Fig. 4), sent out a letter requesting assistance in finding on-shore quarantine housing for

his crew on Guam both inside and outside of his chain of command in an effort to get the infections under control.



Fig. 4. Capt. Brett Crozier addressing the crew of the **TR** in November, 2019 (US Navy).

For sending some copies of his letter to people outside of his chain of command, then **Acting Navy Secretary, Thomas Modly** relieved Capt. Crozier of his command. Subsequent criticism of this decision forced Mr. Modly to apologize and resign as Acting Navy Secretary.

Capt. Crozier has also tested positive for COVID-19 and was quarantined on

Guam along with much of his crew. As of May 6, **1,102** out of a crew of over 4,800 have tested positive for the virus. Three are still being treated for symptoms and, sadly, one has died.

The Navy is now recommending Capt. Crozier be reinstated to the command of the **TR**. That decision is pending a deeper investigation requested by the current **Acting Navy Secretary, James McPherson** due May 27. In the meantime, Capt. Crozier has been transferred back to California where he is now special assistant to **Capt. Max McCoy**, the chief of staff for the commander of Naval Air Forces, U.S. Pacific Fleet.

Those crew passing a quarantine period and testing negative for the virus are slowly returning to active duty on **TR**, which is being disinfected while in port. The carrier will then return to active duty as soon as possible.

● **Viking ship in Southern Norway to be Urgently Excavated (Jim Rhetta):**

A Viking ship discovered in 2018 by ground penetrating radar in the southern Norwegian location of **Gjellestad** (Fig. 5 and 6) will be urgently excavated starting next month due to the threat of fungus destroying the artifact. The ship appears to be around 65 ft. long and buried less than two feet below the ground surface. It likely served as a burial for a prominent individual around the 8th to 9th Centuries AD (next page).



Fig. 5. Location of **Gjellestad** in southern Norway (Daily Mail).



Fig. 6. Radar image of ship (NIKU)

Staff from the **Norwegian Institute for Cultural Heritage Research (NIKU)** will supervise the excavation of the site. A 3D reconstruction of the burial has been made from the radar data by people from **Østfold University College** (Fig. 7).



Fig. 7. 3D reconstruction of the Viking ship burial (**Østfold University College**).



Fig. 8. Reconstruction of the burial site including the long houses (NIKU).

Along with the ship, remains of three long houses up to 150 ft. long have also been found (Fig.8). Prior Norwegian Viking ship excavations were done in 1868, 1880 and 1904 making this one the first in over a century.



Under (Re-)Construction and Construction at the Model Shipyard

- **Repair of *HMS Beagle* Model (cont.)(Jim Rhetta):**

Progress is continuing on the damaged *HMS Beagle* model described in last month's **Foghorn**. As of this writing, the rigging is almost completely restored. The key effort has been to retain as many original parts and rigging as possible and put them back to where they belonged. The following photos show the restoration process.



Fig. 9. Overall view and closeup of damage on *HMS Beagle* model



Fig. 10. The broken dolphin striker was pinned back together with a brass pin.



Fig. 11. Refitted Fore topmast (L) and Main topmast (R).

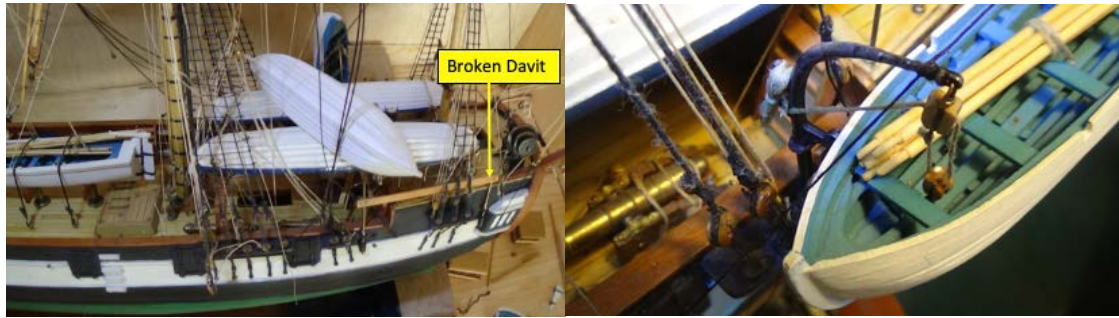


Fig. 12. (Left) Dislodged ship's boat and broken davit.
(Right) Reinstalled boat and davit.

The davit blocks were originally lacquered so the lines were glued into them. As a result, they had to be re-drilled to accommodate new lines.



Fig. 13. Current Status-about 80% done.

- **Black Falcon** pirate ship from Mantua (Doug Shenk):

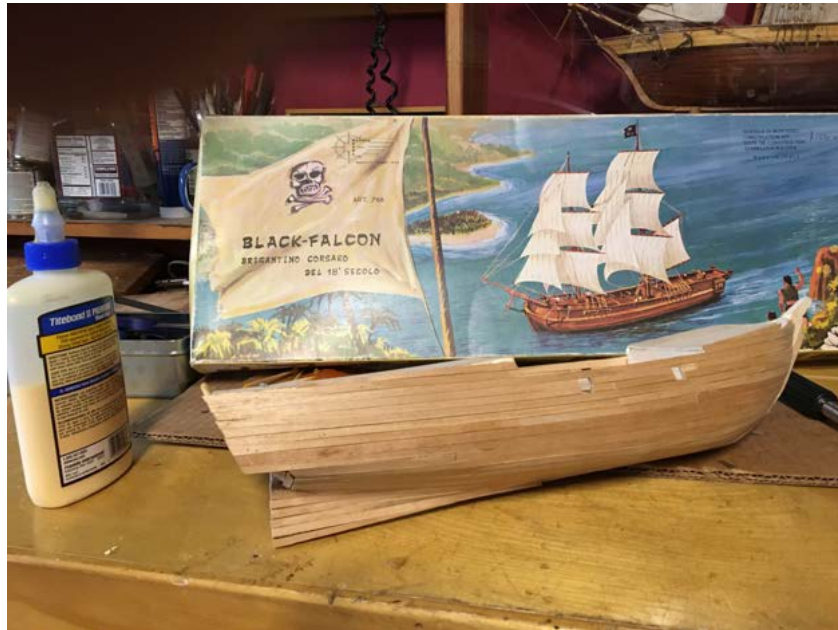


Fig. 14. **Black Falcon** pirate ship by Doug Shenk

This kit was from the estate of former SBMS member, the late Roberta Alpers. Doug's purchase of the kit benefited our treasury. Thanks, Doug! Don't forget there are other kits in the club inventory available to buy.

- **Progress on the Mikasa (Jacob Cohn):**



Fig. 15. 1/700 scale **Mikasa** by Jacob Cohn

- **SMS Markgraf (Jacob Cohn):** Photos of Jacob's model of a German battleship from the **Battle of Jutland (1916)**. See **December, 2019 Foghorn** for photos of the newly unboxed kit. Great progress!



Fig. 16. 1/350 scale model of **SMS Markgraf** by Jacob Cohn.

- **English Carronade from Mantua (Ken Lum):**

I purchased a Mantua kit of an **English Carronade** from **Ages of Sail** several years ago and finally got to building it during this shelter-in-place period. While I used the kit carronade barrel and some fittings, I found the kit base to not be an accurate reflection of what carronade mounting bases were like. So I made another base out of a spare board of maple from my scrap bin.

The kit is not dimensionally accurate with any particular carronade that I could find, but images from the internet showed carronades of many dimensional configurations. This is most likely due to carronades having been made of different sizes for a wide variety of shot weight, typically 12, 18, 24, and 32 pounds. 42 and 68 pound shot were used on the biggest carronades.

And so, I built this kit on the notion of making the parts to be functionally accurate in principle if not dimensionally.



Fig. 17. Box art and barrel of English carronade



Fig. 18. Making the new carronade base by rotating the end of a piece of maple around a pivot screw against a sanding disk. This gives a perfectly semicircular curve that also has a perfectly orthogonal edge.



Fig. 19. (Left) New mounting base with hardware on top of kit base parts which were not used. (Right) Dry fitting of carronade parts before painting which I hope to finish by next month.

Some History...

The carronade was a short light weight cannon to be used at short range (between point blank to less than 600 yds.) that could throw a heavier weight of shot with less powder and fewer gun crew. It was invented at the **Carron Ironworks** near the **Carron River** in **Scotland** starting with experimental castings in 1761. But the first guns were of inferior quality and tended to burst on firing. As a result, the British Board of Ordnance rejected their products in 1773.

Nonetheless, the company persisted and started selling improved production guns by 1776 to merchants to arm their commercial vessels for defense against mostly American privateers and commerce raiders. The guns proved effective in this role and orders came rolling in. In 1778, contributions by **Charles Gascoigne**, a partner in the company, **Patrick Miller**, a banker and merchant in Edinburgh, and **General Robert Melville**, a British infantry officer led to the development of a new gun to be later called a “**Carronade**”.

By 1779, the Board of Ordnance was finally convinced and some carronades were installed on Royal Navy ships. On August 10, 1780, **HMS Flora** engaged with the French frigate, **Nymphe** and handily defeated the **Nymphe** while a boatswain, assisted only by a boy, got off a number of devastating shots with an 18 pounder carronade mounted on the **Flora's** fo'c'sle. This was the first battle involving a carronade.

The lightness of the carronade along with the heaviness of their shot allowed these guns to be deployed on ships' fo'c'sles and poop decks where long guns would be too heavy. Carronades continued to be used throughout the American Revolutionary War, the Napoleonic Wars, and the War of 1812.

However, during the War of 1812, the limited range of carronades proved a liability as longer range long guns allowed attackers to stand at long range to pound an enemy at a distance where carronades were ineffective. As a result, carronades were withdrawn from service in most navies by the 1840s as long range guns became better.

Reference:

Tucker, Spencer, The Carronade, *Naut. Res. Jour.*, Vol. 43, No. 1, pgs. 18-23, March 1997.



SBMS Club Officers

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|---|----------------------|---|
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2020 Meeting Dates: All club meetings are cancelled by the Los Altos Public Library until further notice. Stay tuned for further news.



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