

South Bay Model Shipwrights

Founded by Jean Eckert 1982

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



The Foghorn

June 2020



Future Course Headings...

- **Future meetings-Still cancelled until further notice**

(Ken Lum): As everyone knows, the issues with the Coronavirus (COVID-19) pandemic are continuing. As a result, the **Los Altos Public Library** still remains closed until further notice. That makes the **The Foghorn** the principle means by which our group can continue to communicate with each other and see each other's work. I hope everyone is making progress on a favorite project and are eager to share photos of their work. Please send me those photos so I can share them with everyone in the club through our newsletter. They can all be sent to my email at: lum40@comcast.net. Unfortunately, it looks like the **Foghorn** will be the only functioning part of the club for a while.

As this lockdown is dragging into the indeterminate future, **Clare Hess** has suggested temporarily switching to Zoom meetings. Let Jim R. and I know if this sounds like a good idea under the circumstances. We might need some help setting this up.



Maritime Matters of the Month

- **Pier 45 in San Francisco, next to the SS Jeremiah O' Brien, burns down (Ken Lum):** Fire broke out at Pier 45 in San Francisco starting in the early morning hours of May 23. The museum ships submarine **USS Pampanito** and Liberty ship **SS Jeremiah O' Brien** are

docked at this pier, but, fortunately, did not suffer any serious damage (Fig. 1).



Fig. 1. The **SS Jeremiah O' Brien** dramatically outlined by the fire at Pier 45 in San Francisco (Courtesy **SS Jeremiah O' Brien**)

The **O' Brien** may have lost some items in storage, however. Also, given the pandemic lockdown as well as the fire, there are now no visitors. So, I encourage everyone to donate to help these two fine reminders of our maritime heritage. This can be done at:

<https://www.ssjeremiahobrien.org>

<https://maritime.org/uss-pampanito/>

The fire destroyed the building on the pier and an estimated \$5 million of fishing equipment which included 7,000 crab traps, 2,000 shrimp traps and 500 cod traps devastating the local fishing industry. The cause of the fire is still under investigation.

• **Captain Patrick Anthony Moloney (1952-2020) (Ken Lum):**

I very sadly report the passing of one of our most interesting and famous former members, **Captain Patrick Moloney** (Fig.2 and 3) on May 10. Among his many accomplishments, he was known best to us as the commander of the **SS Jeremiah O' Brien** museum ship in San Francisco as well as a superb model builder of modern US Navy ships in 1/350 scale.



Left: Fig. 2. Captain Patrick Anthony Moloney. Right: Fig. 3 With an awestruck SBMS member, Vikas Kapur, on board **SS Jeremiah O' Brien** in 2014.

Patrick was raised in San Bernardino, CA where he became interested in boats while on family water skiing vacations. He attended the **United States Merchant Marine Academy**, Kings Point, New York where he authored the book “**Submarine Tanker Concepts and Problems**”, which was part of the Kings Point scholar series.

Following graduation, he joined the US Navy and served in Vietnam and Cambodia where he participated in the rescue of some 211 refugee “boat people” while serving aboard the **USNS Hassayampa**. For this, he was awarded the prestigious **Council of American Master Mariners Lalond Award**. While serving in Japan, he met his first wife, Shoko and together had two daughters, Christina and Jennifer.

After leaving the Navy, he joined the **Merchant Marine** where he became the youngest person to make Captain at that time. He subsequently became the **Marine Superintendent for Military Sealift Command Pacific (MSCPAC)** and served several relief master tours including with the hospital ship **USNS Mercy** during the San Francisco Fleet Week of 1989.

Upon leaving MSCPAC, he became **Executive Director of the State Board of Pilot Commissioners** for San Francisco, San Pablo, and Suisun Bays. It was at this time that he joined the volunteer crew of the **SS Jeremiah O' Brien** where he spent 25 years and recruited brother Greg and daughter Christina to join him.

Patrick also became a member of the SBMS at this time and attended our meetings almost every month. Ever ebulliently cheerful, he always said he learned something new every time he came. Likewise, our membership was enthralled by his sea stories, ship models, and accounts about how the Navy and Merchant Marine operated.

His first wife, Shoko, passed away some years ago, and he remarried with Deborah Moloney whereupon he left the Bay Area and moved to Redding, CA. Deborah survives him along with daughter Christina; son-in-law, Ben; grandchildren, Leo and Naomi; brothers, Greg and Kevin. A memorial service is planned this summer in San Francisco whenever COVID-19 restrictions are eased. Those wishing to attend can contact brother Greg at gmoloney@mac.com. The family suggests donations be made in Patrick's name to the **National Liberty Ship Memorial** at: <https://www.ssjeremiahobrien.org>.

Fair winds and following seas, Patrick! Much thanks to Mrs. Deborah Moloney for this information and our condolences to her and the family.

- **RMS Titanic, Inc. to Attempt Retrieval of Marconi Radio on board *RMS Titanic Wreck* (Jim Rhetta):** A federal judge says *RMS Titanic Inc.*, the court-designated salvage firm for the Titanic, can go forward with its plan to cut into the shipwreck and try retrieving the **Marconi wireless telegraph machine** that sent out distress calls 108 years ago during its sinking (Fig. 4).



Fig. 4. Location of the "Silent Room" where the Marconi wireless telegraph is located (arrow). View looking towards bow. (Wreck Co. 1987)

In an order issued Monday, May 18, in Norfolk, VA., District Judge Rebecca Beach Smith said **RMS Titanic, Inc.** made its case that the radio had enough historic value to justify sending a specially equipped robot into the wreck. The remotely operated submersible would be equipped with tools to cut through the deckhouse if necessary.

The *Titanic* is arguably the world's most famous shipwreck — and a monument to the more than 1,500 people who died when the luxury liner struck an iceberg and sank in the North Atlantic, during its maiden voyage from Southampton to New York in 1912.

Researchers rediscovered the wreck in 1985 at a depth of about 12,500 ft, and since then, hundreds of artifacts have been recovered from the bottom of the ocean and put on exhibit. That's what **RMS Titanic, Inc.** is planning to do with the radio (Fig. 5 and 6).

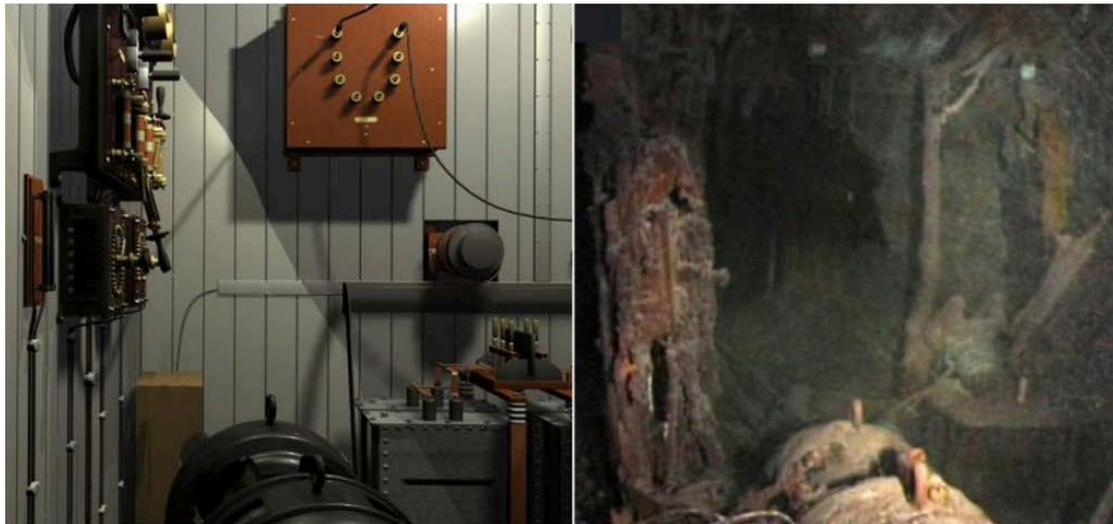


Fig. 5. **Left:** Reconstruction of some of the radio equipment sought by **RMS Titanic, Inc.** **Right:** Appearance of the actual equipment recently. (Court files from **RMS Titanic, Inc.**)



Fig. 6. Reconstruction of the "Silent Room" where the Marconi radio equipment is located. (Court files from **RMS Titanic, Inc.**)

The radio on the *Titanic* was one of the earliest shipborne radios developed after **Guglielmo Marconi** invented the radio in 1895 and subsequently spent several years solving a myriad of technical problems before arriving at a successful long-range device. For this, he shared the 1909 Nobel Prize in physics with **Karl Ferdinand Braun** who also worked on wireless communication.

Two radio operators on the *Titanic*, **Jack Phillips** and **Harold Bride**, sent urgent Morse code messages for help as the ship was sinking. Unfortunately, Phillips died while Bride barely escaped as the room filled with water.

In her ruling, Judge Smith wrote that retrieving the radio “will contribute to the legacy left by the indelible loss of the Titanic, those who survived, and those who gave their lives in the sinking,”

The **National Oceanic and Atmospheric Administration (NOAA)** had argued that the expedition was prohibited under federal law and an international agreement, but the judge said a salvage agreement dating back to 2000 took precedence.

RMS Titanic, Inc. is planning to conduct its expedition in August.



Methods to Our Maritime Madness

- **A Method for Installing Brass Photoetch Parts to Models (Ken Lum):** Brass photoetched (PE) parts have now become a staple of super-detailing for many kinds of models, but most especially models of modern steel ships. These kinds of parts are extremely delicate and easily distorted when picking them up with fingers or tweezers. Plus, they have no ability to spring back to shape if accidentally bent. Because of this and their small size, they can be a challenge to install (Fig. 7).



Fig. 7. A set of PE rails on a fret.



Fig. 8. Black and White glass pieces used for cutting and manipulating PE.

Recently, I finished a model that required the installation of an extensive system of hand rails in 1/700 scale, a common scale for plastic steel ship models. Although what I worked on is not a ship model, the method I developed is completely applicable to small scale plastic ship models of mostly steel ships commonly found in 1/200, 1/350, and 1/700 scale especially.

I started by ordering some 1/700 PE hand rails from a variety of Internet hobby providers (Fig. 7). Then, I watched some YouTube videos of other model builders installing brass rails and other parts to their models to get some ideas. I found only one to be that helpful for ship models, by [TheMuseumModeler](#) (check hyperlink). But his rails seemed of an older vintage and thicker and more robust than the very thin, delicate, and more realistic rails available today and easier to install than the newer ones.

To cut the PE, I got a couple of black and white glass samples from a local glass supplier (Fig. 8). I found the black glass to enhance the visibility of unpainted PE whereas the white glass enhanced the visibility of painted PE. The glass also provides a hard surface on which to cut the PE using a #10 curved X-Acto blade or small curved edge surgical scalpel (Fig. 9). Be careful not to cause the cut piece to flick off into oblivion by gently holding it down or using a plastic dome to constrain where it goes.



Fig. 9. Cutting PE with a scalpel on black glass.



Fig. 10. Tacky glues

Most modelers glue PE in place using cyanoacrylate (CA) super glue. But this glue dries very fast often before one has an opportunity to maneuver the PE into its proper position. I imagined that if I could only make the plastic surface just slightly tacky without causing the PE to permanently bond, then I could have all the time needed to position the PE properly.

I initially considered using sugar water to make the plastic surface tacky. But I realized that could cause my model to become crewed by an army of ants! Instead, I found two glues that could make a surface tacky without making a permanent glue bond (Fig. 10). **Alene's Tack-it Over and Over** can be gotten from Amazon. **Detail Tack** is sold by Micro-Mark. Both work very well.

I placed a glue droplet on an index card and scooped up a bit on a disposable microbrush swab (Item #: 8317M) from Micro-Mark (Fig. 11). Then I painted a glue line on the place where I wanted to place the PE (Fig. 12).



Fig. 11. Picking up a bit of tacky glue on a disposable paint brush.

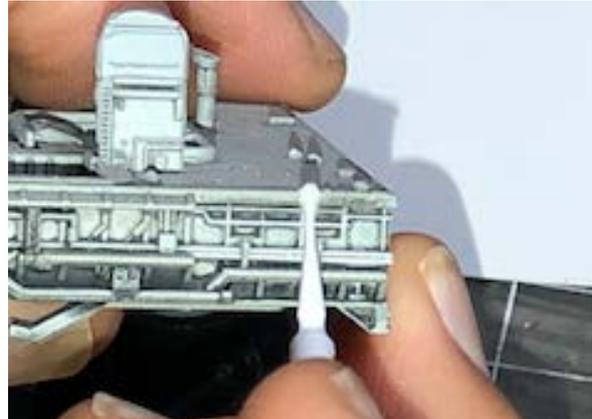


Fig. 12. Painting a line of tacky glue on the edge of a model.

As mentioned above, the current PE railing offerings are much more delicate than ones from prior years making them susceptible to damage by fingers or tweezers. To solve this problem, I got some **Pulpdent Pic-n-Stic** which are a sort of Q-tip with a sticky cotton tip (Fig. 13) allowing the PE to be picked up without having to squeeze it.



Fig. 13. Picking up a PE rail with a **Pic-n-Stic**.



Fig. 14. Precise placement of the PE rail where it belongs sticking via tacky glue.

The stickiness of the **Pic-n-Stic** can be reduced by rubbing skin oil into the cotton tip by rolling it between one's finger tips to make it easier to release the PE onto it's designated site. With this, there is plenty of time to maneuver the PE precisely into its desired location with tweezers or a needle on a dowel handle (Fig. 14).

Now the PE joint with the plastic base can be made permanent by applying a small amount of **super thin CA glue** with applicators made from sewing needles where the eyes of the needles have been half cut off (Fig. 15) allowing the glue to be taken up on the applicator via capillary action (Fig. 15) and then applied on the joint also via capillary action (Fig. 16).

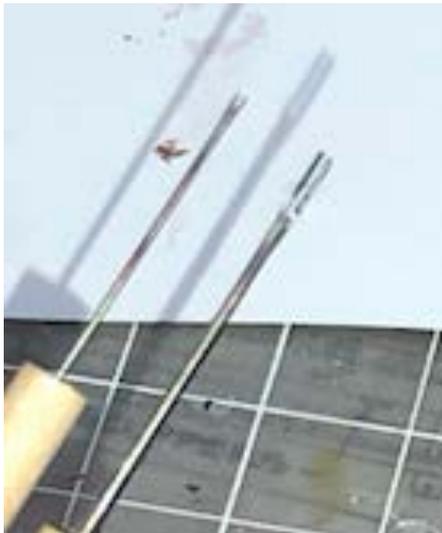


Fig. 15. CA glue applicators made from half clipping the eyes of sewing needles.



Fig. 16. Applying super thin CA glue to the PE rail joint with the plastic base. The glue gets into the joint via capillary action.

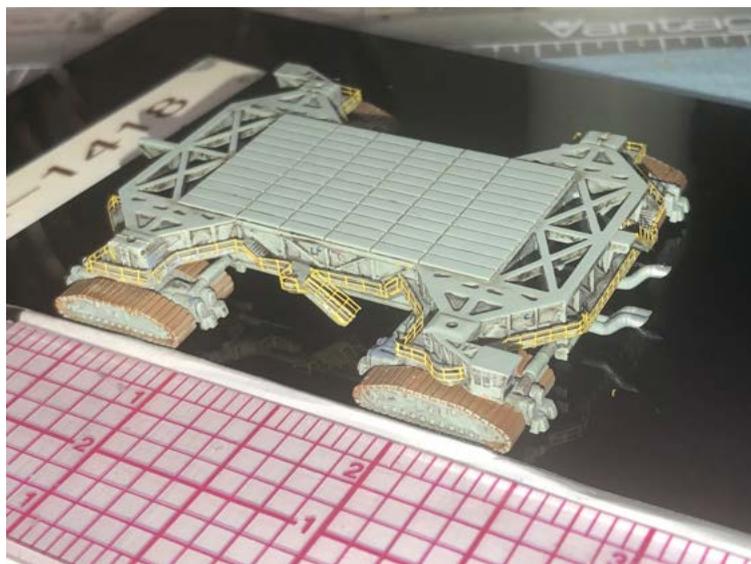


Fig. 17. An example of the near-perfect placement of 1/700 scale yellow hand rails on a circumferential catwalk of a space shuttle crawler-transporter using this method.

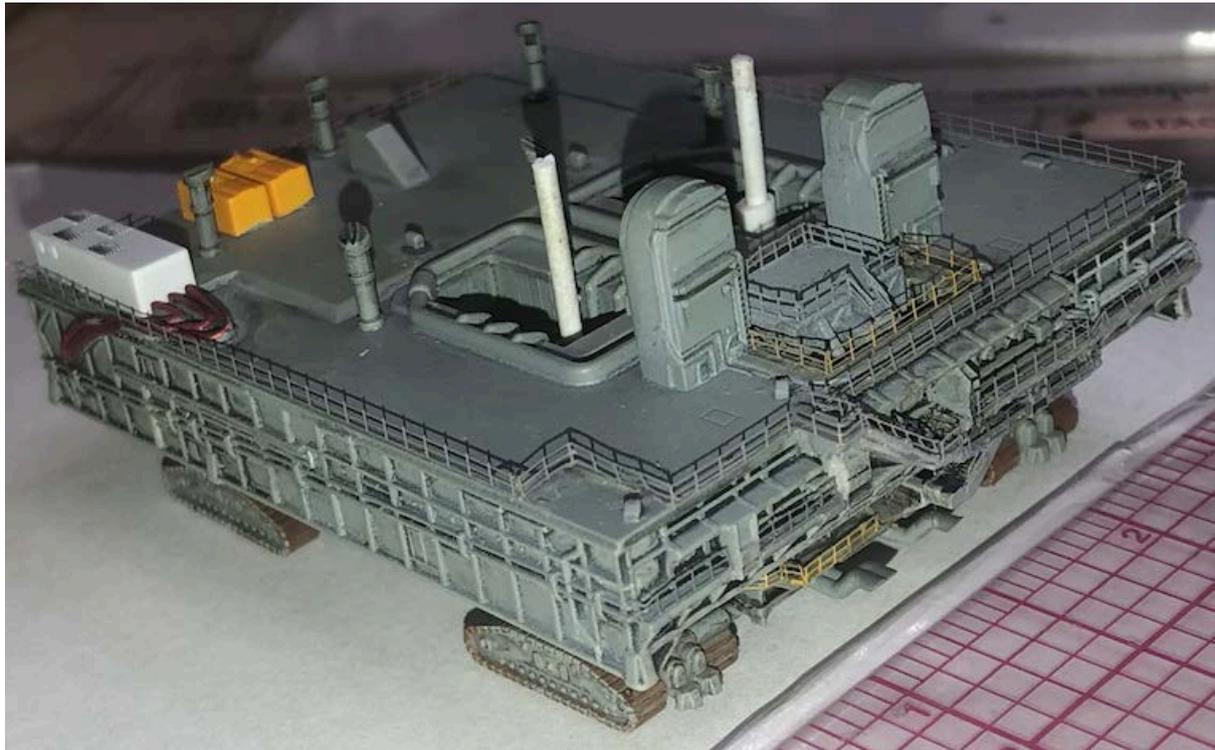


Fig. 18. Excellent example of placement of 1/700 handrails on a space shuttle launch platform.

Although these are not ship models, they do illustrate what can be done with this method of applying small scale handrails and any other PE detail to any model. Boy, 1/700 takes good eyes! With the carronade, I am moving up the scale ladder to an easier modeling life!



Under Construction at the Model Shipyard



Fig. 19. Progress on Jim Lunt's *HMS Terror* model by OcCre



Fig. 20. Topsail schooner, *HMS Pickle* model from Caldercraft by Jacob Cohn. This ship brought news back to England of Admiral Nelson's victory in 1805 at Trafalgar.



Fig. 21. Jim Rhetta's completed restoration of the *HMS Beagle* model.



Figs. 22, 23, 24. Closeups of the *HMS Beagle* model after restoration. It now awaits a case to be made by Walt Hlavacek. Great job!



Fig. 25. **Carronade** model from Mantua by Ken Lum with a scratch built sliding carriage mount. An elevator screw is also added to the breech knob or cascable.

Aside from the NRJ reference on the carronade by Spencer Tucker, cited last month and below, the following also offer a great deal of information on the development of the carronade.

Caruana, Adrian, **The History of English Sea Ordnance 1523-1875**, vol. 2, pgs. 161-214, 1997-Superb 2 volume set, but hard to get and expensive. My copy comes courtesy of Jean Eckert's old library and is available to borrow.

Tucker, Spencer, **Arming the Fleet, U.S. Navy Ordnance in the Muzzle-Loading Era**, 1989

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



SBMS Club Officers

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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