

South Bay Model Shipwrights

Founded by Jean Eckert 1982

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

The Foghorn

January 2023

Happy New Years!!



Fig. 1. New Year's over the *Queen Mary*
(Queen Mary)



Future Course Headings...

- **Upcoming SBMS meetings for February. In-person mtg. Saturday, February 11 at Dr. Kriegstein's house; Zoom mtg. Thursday February, 23 7PM.** It is time to renew your membership! We do especially need your money to help pay for our Game Kastle meeting venue and for our website! And so, please use the attached application

form at the end of the Foghorn to send a \$20 check, made out to the SBMS, to Jacob Cohn, our Treasurer, to help us continue our activities in advocating for ship model building and maritime history! Thank you to those who have already done so!

Last month I said we were grateful for any rain that we could get. Now we are saying “**Stop it already!**”. My goodness, we have really been clobbered. I hope everyone has passed through the deluge of the last month without significant damage. Our January 14 in-person meeting had to be transferred to a Zoom meeting as the rain posed too great a driving hazard. So, thank goodness for Zoom providing an alternative way to meet that was safe.

During the January 14 meeting, we saw great progress on George Sloup’s *Papegojan* wherein he has installed all three masts and is in the process of starting the rigging. Jacob Cohn has finished his model of the *HMS Pickle* which was the schooner that brought news of the British victory at Trafalgar in 1805 back to Britain. And Ken Lum finished the display case for his carronade model and is ready to finish the final installation-at last!

Our meetings for **February** include an in-person visit **Saturday, February 11** to the Mill Valley home of **Dr. Arnold Kriegstein** to look at his fabulous collection of antique **Admiralty Ship Models** as well as other valuable nautical collectables. More on this below.

Our **February Zoom** meeting will be on **Thursday, February 23 at 7 PM**. The Zoom specs will be sent out near the time just before the meeting. They are the same as we have used before.

•Visit to the Home of Dr. Arnold Kriegstein in Mill Valley to see their Admiralty Board Ship Model Collection, Saturday, February 11, 2023.

Many of us have gone to the home of Dr. Arnold Kriegstein to gawk at his world-famous collection of antique Admiralty Board ship models. The last time this was done was when the NRG had their annual convention in San Mateo, CA in 2011. This time, Clare Hess has arranged a tour of the Mill Valley collection on **Saturday, February 11, 2023**. So, save the date for what is one of the most extraordinary tour experiences for ship modelers!

These models have been collected by twin brothers, Drs. Arnold and Henry Kriegstein throughout their lives. While Arnold lives in Mill Valley, CA, Henry lives in Massachusetts. About half the collection is in Mill Valley while the other half is in Massachusetts.

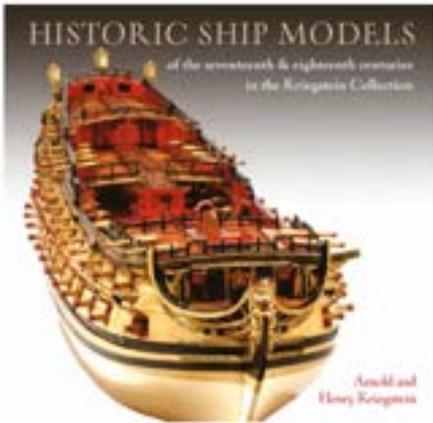


Fig. 2. Cover of **Historic Ship Models** by the Kriegstein brothers. (Naval Institute Press)

Fortunately, the Kriegsteins have provided a really first-class preview of this collection in a book with superb photographs titled “**Historic Ship Models**” published by the Naval Institute Press (2021) (Fig. 2) and available from online booksellers.

This is the 3rd edition of the book. Two prior editions were published by Seawatch books in 2007 and 2010.

They also have many other items in their collection not listed in their book. These include old nautical-themed paintings and other artifacts.



Fig. 3. Admiralty model of *HMS Diamond* (1708) in the Kriegstein house (Ken
T...)

Our plan is to drive up and gather for lunch at 12 PM Noon at the:

Depot Café and Bookstore
87 Throckmorton Ave.
Mill Valley, CA

After lunch, we will car pool around 1:00 PM to Dr.Kriegstein’s house for the tour. Should you want to go up there on your own, please contact me at: lum40@comcast.net or Clare Hess at: catopower@mac.com for Dr. Kriegstein’s address.

Clare Hess is sending around a sign-up announcement so contact him to let him know you want to come. Also, local car-pooling arrangements for those living close to each other are encouraged. And let’s hope the atmospheric rivers are finally done with us!



Maritime Matters of the Month

• **The Charlie Parsons Ship Model Collection at the San Mateo Co. History Museum.** Last month, I gave an account of the ship model collection built by August and Winnifred Crabtree now at the Mariners Museum in Newport News, VA.

Less well known is another magnificent ship model collection, also built mostly by a single person, **Charlie Parsons**. Being located so much closer to us, at the **San Mateo Co. History Museum in Redwood City, CA** (Fig.3), it is much easier for us here to access. Its address is:

San Mateo County Historical Association
2200 Broadway
Redwood City, CA 94063
(650) 299-0104
Website: <https://historysmc.org>



Fig.4. The San Mateo Co. History Museum in downtown Redwood City.

And without a doubt, I think it is the finest collection of ship models in the Bay Area outside of the Kriegstein collection.

Charlie grew up on Long Island, NY and developed a lifelong love of the sea. He served in the US Navy during WW 2, and moved with his wife to the Bay Area following the war where he became an engineer at Chevron.

After retirement, he devoted his time to ship model building in

his home in San Carlos, and became an active member of the **South Bay Model Shipwrights**. Most of his models were built in the 1980s-1990s. Twenty-four of his models were acquired by the **San Mateo Co. History Museum** and placed in a dedicated room in 2000 where they became part of an exhibit titled "**Ships of the World**".

Charlie also built other ship models that are scattered around in private hands. Members of the SBMS last year restored a damaged model by Parsons of the British brigantine, **S. V. Lurline**, which was described in the **January, 2022** issue of the **Foghorn**.

Below are examples of some of the models in the collection. Aside from being models of unsurpassed excellence, they are also great

reference sources for those working on similar models. All photos by Ken Lum.



Fig. 5. Model of the *San Carlos*, the first European ship of Spanish origin to enter the Golden Gate into San Francisco Bay in August, 1775.



Fig. 6. *HMS Endeavour*, model of the ship commanded by **Capt. James Cook** during his first voyage of exploration in 1768-1771.



Fig. 7. Model of a **Chinese Junk**.



Fig. 8. Model of American Revolution-era gunboat, *USS Philadelphia*.



Fig. 9. US steam frigate model of the *USS Hartford*, commanded by **Capt. David Farragut** during the American Civil War.



Fig. 10. Model of the WW 2-era Fletcher-class destroyer, *The Sullivan*.

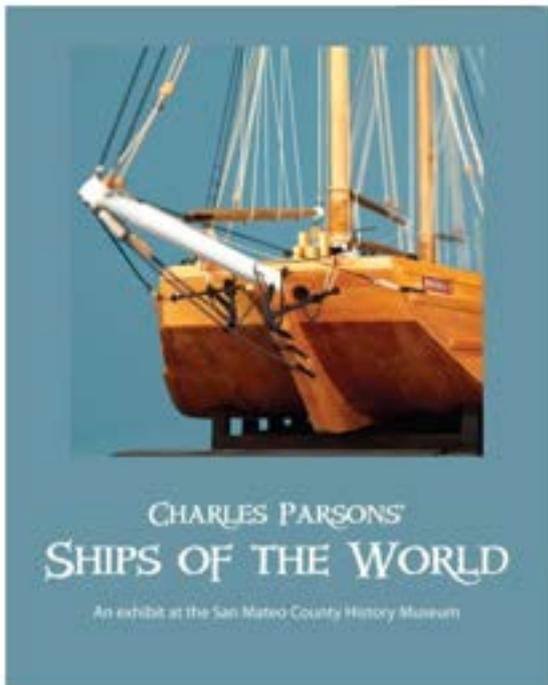


Fig.11. Color guide to all twenty-four of Charlie Parsons' ship models in the San Mateo Co. History Museum.

A comprehensive color picture guide to the collection of all twenty-four models is available for purchase in the Museum Gift Shop (Fig.11).



Aside from the Parsons exhibit, this museum also has a great many other wonderful items to see so it is well worth a visit. It is presently in the process of constructing a new building for the exhibition of beautifully restored **antique carriages and automobiles**.

https://www.smdailyjournal.com/news/local/san-mateo-county-history-museum-plans-for-expansion/article_e68d9750-8de7-11eb-add3-0f1a470e7fdd.html

• **Did you know that the last naval battle of World War II was fought by-sailing ships?**

This interesting historical tidbit comes from Vikas Kapur. This last naval battle of WW 2 was conducted between, of all things, Chinese sailing junks on August, 21, 1945, just a few days after the Imperial Japanese surrender was announced on August 15, 1945, but before the formal signing of the Instrument of Surrender on September 2, 1945.



Fig. 12. Undated photo of Chinese Junks (Navy General Board).

At the time, two Chinese sailing junks (Fig. 12) were making their way from Hainan Island to Shanghai. One was commanded by US Navy Lt. **Cmdr. Livingston Swentzel** and the other was led by Marine Corps **1st Lt. Steuart Pittman**. The crews consisted of seven Americans and 20 Chinese soldiers.

While on the cruise, they encountered a third junk which turned around and fired an artillery round from a 75 mm howitzer. This round hit Pittman's junk killing its machine gun crew and helmsman. Once alerted to the attacker's identity as being crewed by Japanese, the two American-commanded junks closed in on the enemy junk firing machine guns and a couple of bazookas which were their heaviest weapon.

One of the bazooka rounds knocked out the Japanese howitzer which allowed Swentzel's ship to pull alongside in preparation for boarding. The crews of both American/Chinese junks started to toss grenades which killed many of the 83 Japanese attackers.

Several of the surviving Japanese crew descended below decks where some fell victim to more grenades tossed down the hatches. The Japanese junk was eventually secured having suffered 44 dead and 35 wounded and captured in an approximately 45 minute engagement. A few may have gone overboard.

Swentzel was awarded a Navy Cross and Pittman was given a Silver Star for their roles in the battle. It was to be the last naval battle of WW2, the last involving sailing ships and the last involving capture by boarding.

This unusual story comes from Military.com at:

<https://www.military.com/history/last-naval-battle-of-world-war-ii-was-fought-sailing-ships.html>

• **How Fast were Oarsmen able to row Greek and Venetian Galleys and Viking ships?**

This topic came up at a couple of our meetings. If your experience with banks of oarsman was from watching Charlton Heston on a Roman galley set in the movie, **Ben Hur**, you would not know! A couple of notable full-size reconstructions of larger oared vessels have been done to help answer this question.



Fig. 13. The *Olympias* Trireme (G. E. Koronaio)

One is that of a reconstructed full-sized **Greek Trireme** named ***Olympias*** (Fig.13) built in 1987. Experiments with a crew of 170 rowers showed the ship could reach 8-9 knots in a sprint. Some have estimated a ramming speed of as much as 16 kts on the original triremes, but this was never achieved with the ***Olympias***.

The trials also showed that what looks like a poorly maneuverable vessel could literally twirl on a dime when each side of rowers rowed in opposite directions. These results suggest that ancient historians like **Thucydides** were not exaggerating when describing the capabilities of triremes.

This ship is now on display at the **Naval Tradition Park, Palaio Faliro** near Athens, Greece. A video of the rowing trials can be found at:

SeaTrials of the Trireme Olympias

<https://www.youtube.com/watch?v=ZcsrNrRkQis&t=20s>

And there are many other videos on the ***Olympias*** as well.



Fig. 14. *Sae Hrafn* under sail on a tributary of the Potomac River (The Longship Co.)

Rowing trials have also been done with reconstructions of Viking ships. Here is one where various styles of rowing were tried for speed and endurance. The measured speeds ranged from 2.2-3.2 kts at a cruising rate.

A video of these trials from **The Longship Co.** aboard the replica Viking ship, ***Sae Hrafn*** (Fig.14), can be seen below:

Hurstwic: Rowing a Viking Ship

<https://www.youtube.com/watch?v=qhEX5oA6mWE>



Methods to Our Maritime Madness

• Making Scale Treenails



Fig. 15. From a video on how to apply scale treenails to a model ship (Modelship Builder).

Treenails (or Trunnels, Trenails, Trennels) are wooden pegs used to assemble the parts of wooden structures. They were the principle way that wooden ships were assembled until the later 18th Century when copper and iron nails and bolts became more commonly available.

Ship models have also been assembled using miniature treenails, especially for planking and bulkheads. They are often most esthetically appropriate for models of ships from

the 18th Century and before which have more archaic features such as bluff bows and heavily decorated fittings.

Scale treenails are easily made using wood stringers pulled through a **jeweler's draw plate** to get a right size. Then, they are coated with a bit of glue and inserted into pre-drilled holes and cut off and smoothed down. An excellent video, one of several, on how to do this can be found here (Fig.15).

Working on Treenails for the upper hull

<https://www.youtube.com/watch?v=xSVnfaYbDfY>



Fig. 16. Looks like this ship ran into an undersea cactus!
(Kevin Kenny)

And here is an ultimate treenailing project by Kevin Kenny involving thousands of treenails making his model look like a porcupine or a victim of an undersea cactus! A trifle tedious, it must be said. He even shows some remedies for that!



Video 99. HMS Thorn. Planking 101. Installing the treenails/trunnel
<https://www.youtube.com/watch?v=J4A5L-OuQqU>

And the necessary **draw plate** can be purchased from **Micro-Mark**:
<https://www.micromark.com/Jewelers-Draw-Plate>

or on **eBay**.

For smaller scales, one can consider just putting in shallow pin pricks with a pin mounted in a dowel handle and accentuating their appearance with some clear finish.



Under Construction at the Model Shipyard

- **Making a Display Case with a Locked Down Lid (Ken Lum)**. For those who feel a bit insecure with model display cases having lids that are not locked down to the base, I have developed a simple case design where the **lid** is screwed down to the **base** with the unsightly screws hidden with a **floating picture frame-base**. I have developed this kind of case for use with my Carronade model and intend to use variations of this type of construction for future models.

Cases with loose lids can be accidents waiting to happen should someone inadvertently pick up a model by the lid causing it to come loose and risk damaging the model. Movers and others without a good

knowledge of handling fine artifacts (which is most people, really, so it is not carelessness) are prone to doing this.

After thinking about how to prevent this, along with some false starts, I started by making a base from $\frac{3}{4}$ " thick scrap plywood. After cutting to a proper size I cut a shallow rabbet joint on the edges with an $\frac{1}{8}$ " lip at the bottom. Then, I glued down some decorative veneer on the top and applied a clear finish to it (Fig. 17). The edges were painted with black primer.

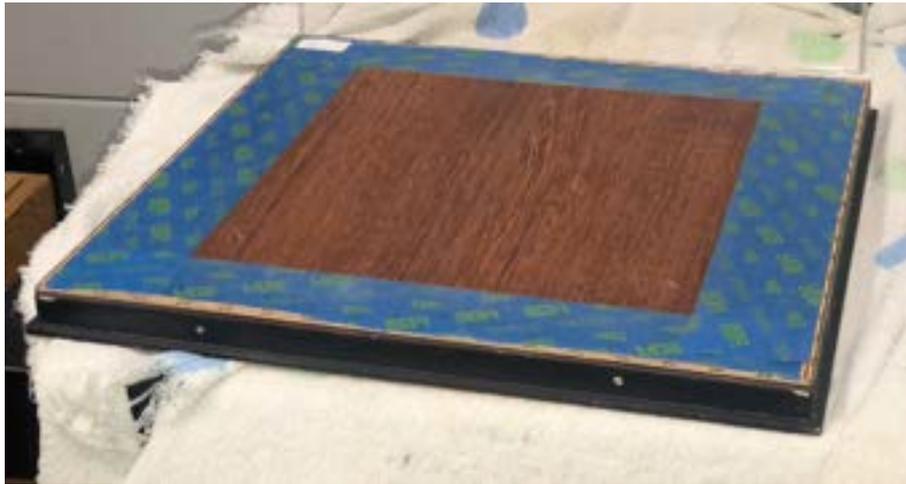


Fig. 17. Display case base covered with decorative veneer and having rabbet joints cut into the edges with $\frac{1}{8}$ " lips at the bottom.

For the sake of simplicity, I had **TAP Plastics** make a custom-sized plastic lid using $\frac{1}{8}$ " plastic sheet that is **Abrasion-Resistant on both sides (AR-2-see March, 2022 Foghorn)**. I found that without this feature, the plastic is very easily prone to scratching, especially while being cleaned. In Figure 18, one can see how the lid fits snugly onto the base. And then a series of black-anodized flat-head screws are used to secure the lid to the base at the bottom via countersunk holes. The black screws are not as visible thereby improving the cosmetics.

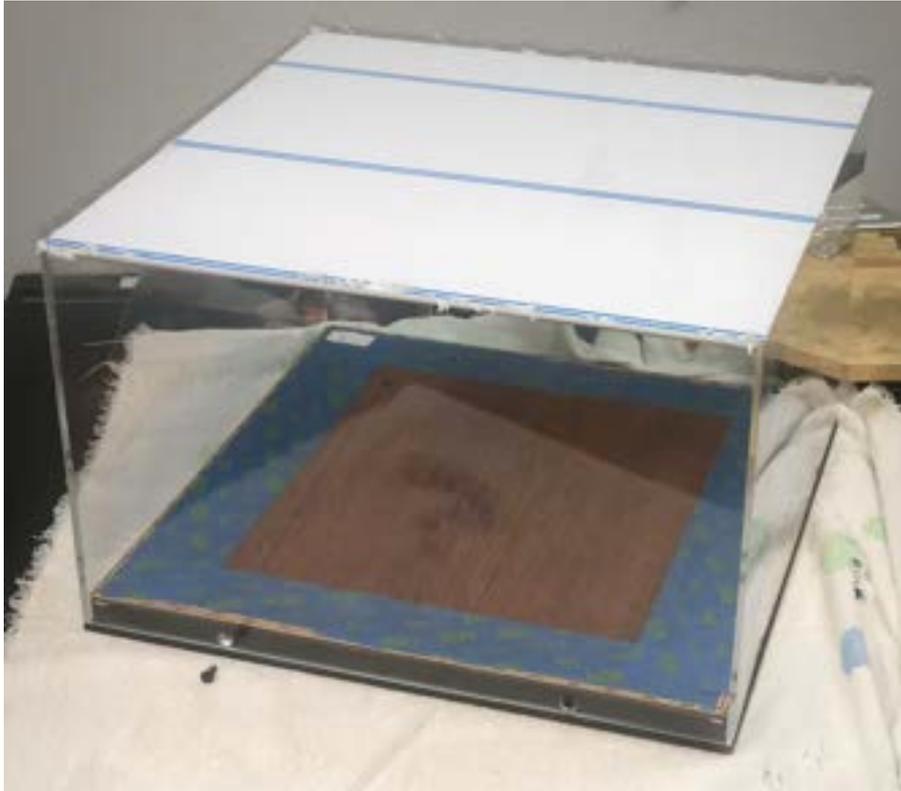


Fig. 18. Fitting the lid over the base and securing it with blackened flat-head wood screws at the bottom.

Finally, a floating-type picture frame was made by a local picture frame maker that has wide bottom shelves that allow the frame to be screwed onto the base as a **frame-base**.. This is done to hide the lid fasteners at the bottom. I also added metal corner protectors to protect the frame-base corners from abrasion (Fig.19).



Fig. 19. Left: Floating-type picture frame with wide shelves at the bottom. Right: Attaching the frame onto the base with flathead wood screws driven through the frame shelves into the base..

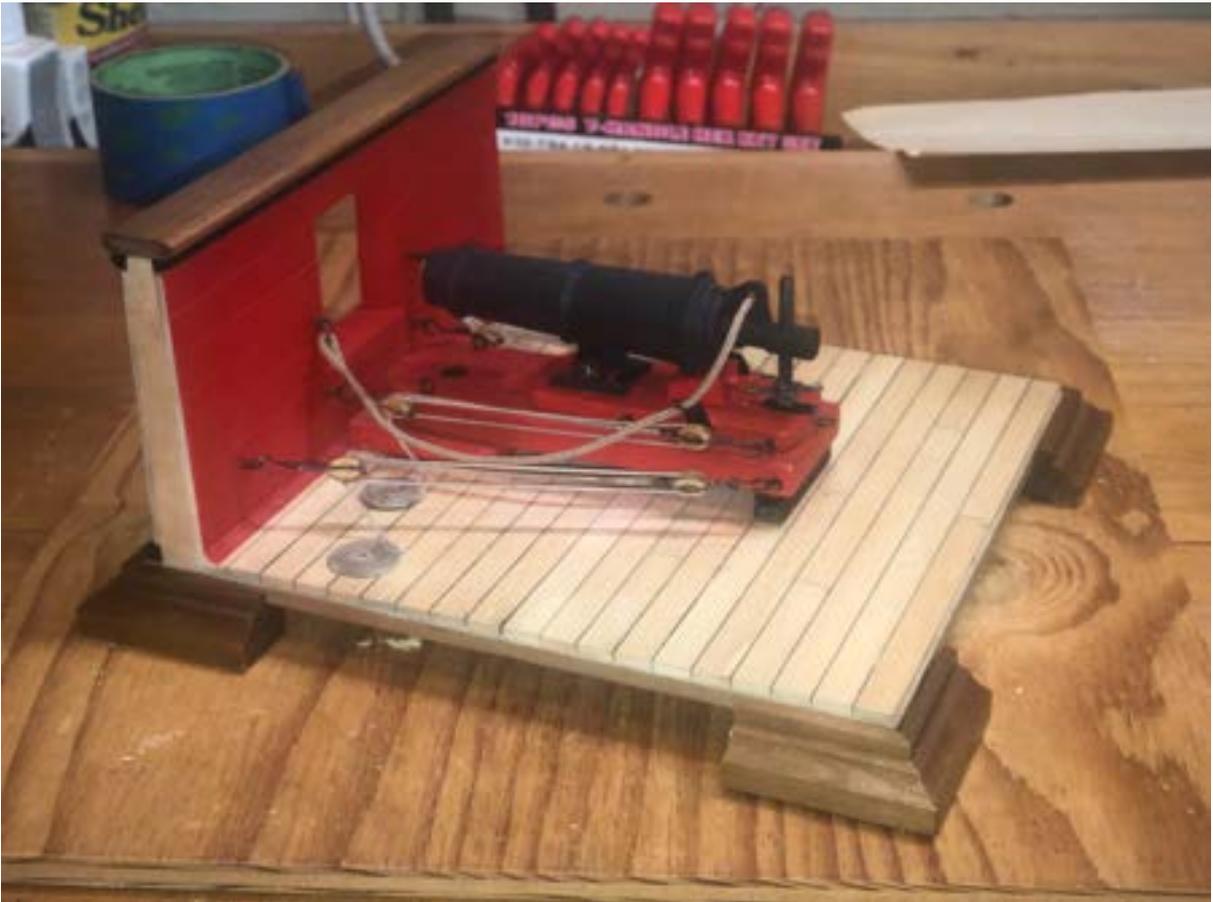


Fig. 20. The completed Carronade model.

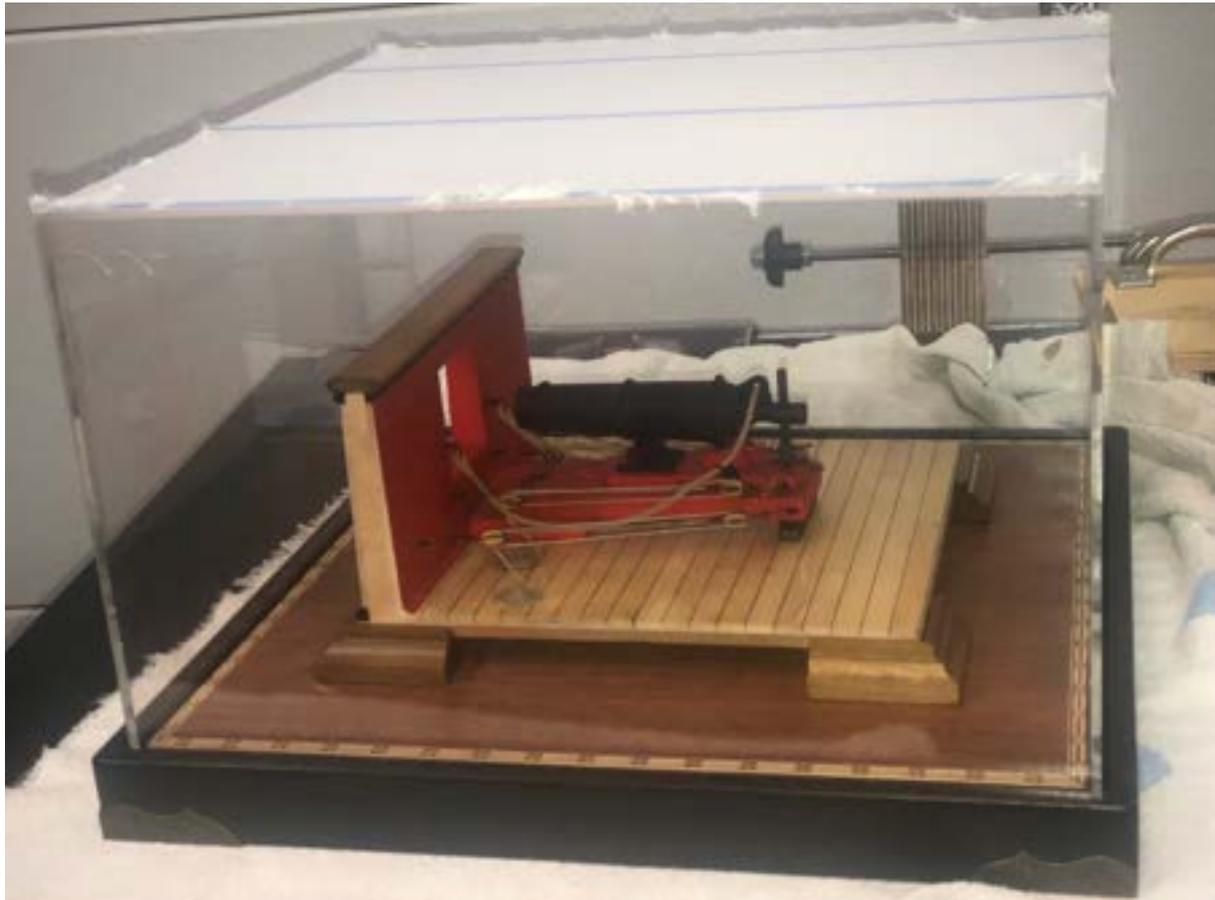


Fig.21. The completed Carronade model screwed down onto the base and enclosed by the lid that is attached to the base with screws. Then, the frame-base is attached to the base with additional screws.



Fig. 22. With everything firmly screwed down, the model can now even be safely displayed not only right side up (above), but sideways (left) and upside down!

Presently, the model awaits touch-up, addition of gunners' accessories, a label, and it will be definitively finished (Fig.21.22)! On to the next project!



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

