

# South Bay Model Shipwrights

Founded by Jean Eckert 1982

Website : <https://sbmodelships.com/>

## The Foghorn

April 2024



Fig.1. The *April Fool*, is a 5' 11" long sail boat sailed solo by Hugo Vihlen (pictured) 4,100 miles across the Atlantic from Casablanca, Morocco to Miami, Florida in 1968 over 84 days setting a record for the smallest boat to ever cross the Atlantic. He beat that record in 1993 with an even smaller sail boat named *Father's Day* at 5' 4" length sailing from St. John's, Newfoundland to Falmouth, UK over 115 days. The *April Fool* is now displayed at the **Mariner's Museum, Newport News, VA.** (Wikimedia Commons). He's lucky to be still alive. No Fooling!





## *Future Course Headings...*

- **Saturday, May 4, 8:30AM PDT-NRG Basics of Airbrush Workshop.**

The NRG will hold a workshop (fig. 2) on the basics of using an airbrush on **Saturday, May 4, 8:30AM PDT**. This workshop is being livestreamed over the internet and is open only to NRG members. However, should you want to attend, and are not a member, this would be a great opportunity to join and support a really wonderful organization that is now the only nationwide, and maybe worldwide group offering educational support to ship modelers. You can join at their website at:

<https://thenrg.org>



Fig.2. Basics of the Air-Brush NRG Workshop.

The workshop will be hosted by **Kurt Van Dahm** of the NRG and will cover the following topics:

- Types of air-brushes
- How they work
- What else is needed?
- How to hold and use the air-brush
- Cleaning, disassembly and reassembly
- Paints
- Painting tips
- Masking tapes

The online link will be sent out to all registrants on Tuesday, April 30 so keep an eye out on your inbox. Even with experience modeling, I have always found these workshops worth the effort as there is always something new to learn from the masters!

- **Saturday, May 11, 2024, 2 PM: In-person SBMS meeting.** Our in-person meeting for next month will be on **Saturday,**

**May 11 at 2 PM** at the **Game Kastle** in Santa Clara at:

**Game Kastle**  
1350 Coleman Ave  
Santa Clara, CA  
(408) 243-4263

Bring your latest projects and other maritime goodies for discussion!

- **Thursday May 23, 7PM: Monthly Zoom meeting.** And then our monthly Zoom meeting will be **Thursday, May 23 at 7 PM** so the

Zoom specs will be sent out just before the meeting. Keep an eye on your inbox!

- **Sunday, May 19: Hermione Celebration.**



Fig. 3. **Gilbert du Motier, Marquis de Lafayette** (1757-1834) (Wikipedia)

Prez Jim Rhetta has announced that the celebration of the 1780 arrival of the French frigate, ***Hermione***, carrying **Gilbert du Motier, Marquis de Lafayette** to join George Washington's Continental Army during the American War of Independence will be on **Sunday of May 19**. The event will be held at:

**Emerson Montessori School**  
2800 W Bayshore Rd.  
Palo Alto, CA 94303

So, hopefully, we can finish some projects relevant to French Naval practice of the late 18<sup>th</sup> and early 19<sup>th</sup> Centuries for display at a club showcase table being arranged for the South Bay Model Shipwrights.

During the American Revolution, Lafayette was a French aristocrat who became convinced that it was a noble cause and lobbied the French government for aid to the Americans. Not hard as the French had mostly been adversaries of the English for centuries before. He also commanded Continental Army troops during the **Siege of Yorktown** in 1781 which led to the defeat of British troops under General Cornwallis during that last battle of the war.

Following his activities in America, Lafayette returned to France where he participated in the French Revolution and, fortunately, managed to escape the guillotine although he spent 5 years in an Austrian prison. Napoleon Bonaparte secured his release in 1797, and he afterwards served in the Chamber of Deputies in the French Parliament until his retirement. He died at age 76 in 1834 and is buried in Paris under soil from Bunker Hill. He is now regarded as a hero both in America and in France being called "The Hero of the Two Worlds".

- **Saturday, June 15, 2024: IPMS Silicon Valley Classic convention.**



Fig. 4. Models entered by SBMS members in the recent 2023 **IPMS Tri-City Classic** model convention in Fremont. Left to Right: Fishing cutter, *Dana*, American Gunboat, *Arrow*, HM Schooner, *Pickle*. Close up photos of these models in the **November Foghorn**. (Jacob Cohn)

This year's **IPMS Modeling Convention** (Fig. 4) will be held at an earlier date of **Saturday, June 15**. As like 2023, this convention will be held at:

**Fremont Elks Lodge  
38991 Farwell Dr.  
Fremont, CA**

Bring a finished model to this convention. Last year, Jacob Cohn and Clare Hess won prizes for outstanding craftsmanship!

- **July 25-28 and August 1-4: Santa Clara Co. Fair.**



It has been a while since the SBMS participated in a County Fair, and Prez Jim Rhetta suggested we participate in an exhibition of our handiwork at the **Santa Clara Co. Fair** which is scheduled for **July 25-28 and August 1-4** at the:

**Santa Clara County Fairgrounds**  
**344 Tully Rd.**  
**San Jose, CA 95111**  
**Website:** <https://thefair.org>

A poster of our proposed exhibition is due for submission **May 15** and members are needed to staff our table. More on this closer to the date.



## *Maritime Matters of the Month (Ken Lum)*

- **Francis Scott Key Bridge in Baltimore Harbor Collapsed by Large Container Ship Collision March 26.**

As everyone has already heard by now, the biggest maritime disaster story of the year, so far, has been the collapse of the **Francis Scott Key Bridge** in **Baltimore Harbor, MD** after a big, fully loaded, container ship, named the **Dali** apparently lost power and drifted into a collision with one of the support piers of the bridge causing it to completely collapse onto the ship and into the **Patapsco River**. The incident happened around 1:28 AM the morning of March 26. Members of the mostly Indian crew of 28 issued a Mayday alert when the ship suddenly lost power and became uncontrollable while exiting Baltimore Harbor and just before steering to go under the bridge. The entire incident was captured on surveillance video (Fig. 5-10) showing how most of the lights on the ship suddenly went out suggesting an onboard



power outage as it was approaching the bridge, and then drifting towards the west pier of the bridge with the power apparently turning back on just before collision. But it was too late and the ship was unable to maneuver to avoid a collision with the west pier. This was followed by a comprehensive collapse of the entire bridge.

A replay of the collision video can be found on YouTube. Here is one of them:

<https://www.youtube.com/watch?v=OnInR56pXul&t=54s>



Fig. 5. The container ship, *Dali*, is approaching the west pier of the **Francis Scott Key** bridge on the left with all lights appearing to be working alright (StreamTeam Live)

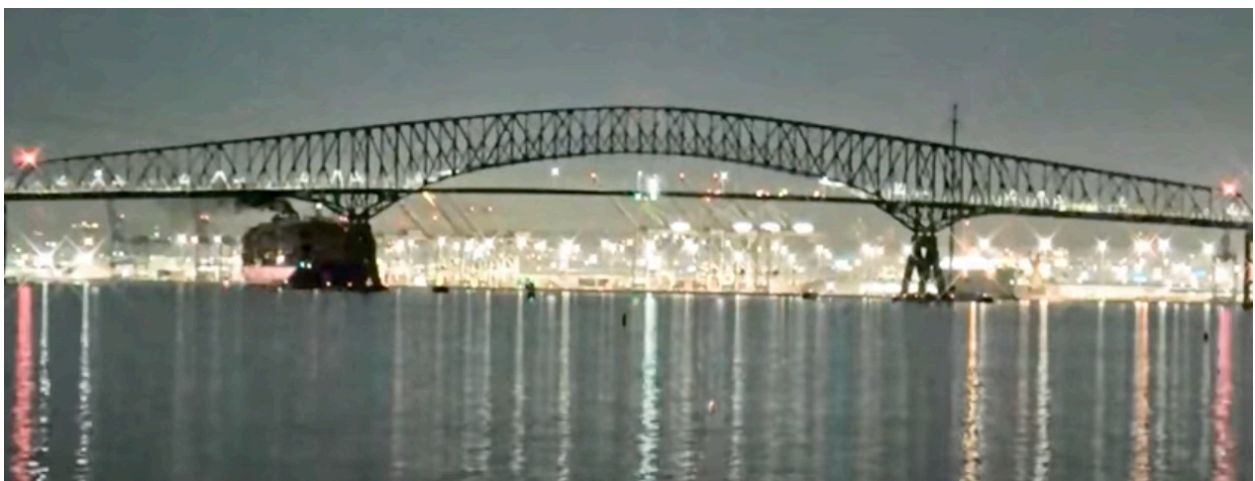


Fig. 6. Most of the lights on the *Dali* suddenly go out suggesting a power outage. However, apparently, the ship still had some power as some of the lights are still on, and the crew had sufficient power to radio a Mayday emergency alert. (StreamTeam Live)



Fig. 7. The *Dali* crashes into the western pier of the bridge raising a big splash of water between the pier and the ship's bow. The ship's lights appear to turn back on. (StreamTeam Live)



Fig. 8. The bridge begins to collapse after the western pier looks appearing to collapse removing its support of the bridge. (StreamTeam Live)





Fig. 9. The bridge completely collapses into the **Patapsco River** and onto the bow of the *Dali*. (StreamTeam Live)



Fig. 10. Daylight aerial view of the remnants of the **Francis Scott Key** bridge resting on the *Dali*'s bows'l. (Jim Watson/AFP via Getty Images)

Although the ship's Mayday alert apparently gave people working on the bridge a brief, but critical, amount of time to stop vehicle traffic from continuing to cross the bridge possibly preventing more casualties, six



maintenance workers were still dropped into the river all appearing to have died. Thus far, four bodies of the six missing have been recovered. There were no casualties from cross traffic or on the ship.

Superficially, it would appear that the *Dali* lost power as it was approaching the **Francis Scott Key** bridge rendering it unmaneuverable. Shortly after, power may have been restored, but too late for the ship to avoid a collision. Then the west pier was knocked down by the momentum of the ship causing the bridge to completely collapse. The bases of the piers appeared not to have collision fenders. The bridge was built starting in 1972 and opened in 1977 and seemed to have been functioning without problems since that time.

The cause of the accident is now undergoing a comprehensive investigation by the **National Transportation Safety Board (NTSB)**. In the meantime, recovery crews are using large cranes to pull wreckage from the Patapsco River, lifting cargo containers from the *Dali*, in order to lighten it enough to allow the ship to be moved out of the ship channel, and reopening the river's ship channel so ship traffic from the Port of Baltimore can resume. Efforts will also continue to recover the bodies of the two remaining missing persons, now presumed dead. And, eventually, a new bridge will have to be built. President Biden has promised Federal aid to that end.

Estimation of insurance losses range from \$2-4 billion possibly making the Baltimore collision the most expensive civilian maritime disaster in history. As a matter of comparison, five of the most expensive civilian maritime disasters to date are listed below (Federica Cocco / The Washington Post).

Source:

Federica Cocco, Baltimore bridge collapse could yield the largest maritime insurance losses, The Washington Post, April 10, 2024

<https://www.washingtonpost.com/business/2024/04/10/baltimore-bridge-insurance-titanic/>

Baltimore collision: est. \$2-4 billion

Costa Concordia capsizing, Italy (2012): \$2 billion

Exon Valdez oil spill, Alaska (1989): \$1.3 billion

Sunshine Skyway Bridge collapse, Florida (1980): \$400 million

Titanic sinking (1912): \$31.7 million

Wow! The losses from the ***Titanic*** almost look miniscule! And the ***Titanic*** wreck is still killing people, no less, as illustrated tragically by the fatal implosion last year of the ***OceanGate Titan*** submersible. Ms. Cocco's article in ***The Washington Post*** has adjusted the losses to 2024 dollars. The Baltimore collision losses will include the bridge, damage to the ***Dali*** and its cargo, downstream losses to the economy of Baltimore, supply disruptions to many businesses affected by the blockading of Baltimore Harbor, lawsuits from the families of the six dead bridge maintenance workers, wreck removal and reconstruction costs and so forth. The new bridge will likely be rebuilt more robustly hopefully including collision fenders around the new piers.

Such fenders protected the San Francisco/Oakland Bay Bridge when the container ship, ***Cosco Busan***, collided with one of its towers in 2007. The towers of the Golden Gate Bridge are also said to be protected by collision fenders. Let's hope they hold up should there be another collision here!



## *Under Construction at the Model Shipyard*

The April 13 meeting was rained out forcing us to do the meeting via Zoom. As a result, no photos of ongoing projects were obtained. Hopefully, the May 11 in-person meeting will have good weather as we approach summer, and we will have a return of our FABULOUS Bay Area Mediterranean weather!



## SBMS Club Officers

<b>President</b>	<b>Jim Rhetta</b>	email: <a href="mailto:jmrhetta@aol.com">jmrhetta@aol.com</a>
<b>Vice President And Newsletter Editor</b>	<b>Ken Lum</b>	email: <a href="mailto:lum40@comcast.net">lum40@comcast.net</a>
<b>Treasurer</b>	<b>Jacob Cohn</b>	email: <a href="mailto:jcohnster@gmail.com">jcohnster@gmail.com</a>
<b>Harbor Master</b>	<b>George Sloup</b>	email: <a href="mailto:george.p.sloup@outlook.com">george.p.sloup@outlook.com</a>
<b>Webmaster</b>	<b>Clare Hess</b>	email: <a href="mailto:catopower@mac.com">catopower@mac.com</a>



## 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 7<sup>th</sup> Ave, Redwood City, CA 94063. Mostly, we use the money to pay for our in-person meeting venues and hosting of our website (<http://www.sbmodelships.com>). Welcome Aboard!

### Membership Form

Make check out for annual membership of \$20.00 to South Bay Model Shipwrights and mail to Jacob Cohn, 726 7<sup>th</sup> 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



