

# South Bay Model Shipwrights

Founded by Jean Eckert 1982

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

## The Foghorn

August-September 2024

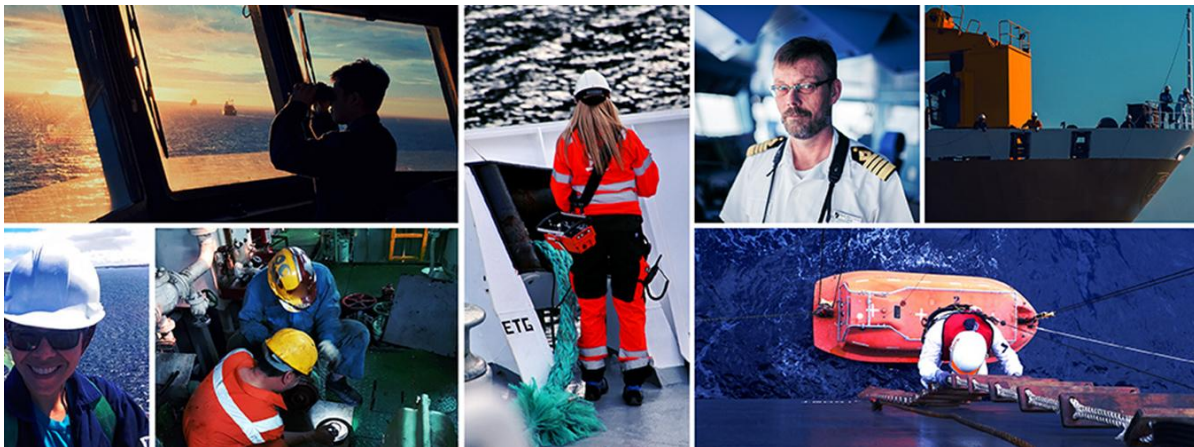


Fig.1. September 26, 2024 is the date of the annual **World Maritime Day**. The theme for this year is **Navigating the Future: Safety First!** It “reflects the **International Maritime Organization's (IMO)** work to enhance maritime safety and security, in tandem with the protection of the marine environment, whilst ensuring its regulatory development process safely anticipates the fast pace of technological change and innovation”. The **IMO** is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships. IMO's work supports the UN sustainable development goals. (IMO)



Fig.2. German Submarine U-505 Chronometer. Despite being a Nazi warship, the crew ironically likely continued using the **Greenwich, UK meridian** to determine longitude! I can hear the First Sea Lord wagging his finger saying “**Siehst du, du brauchst uns immer noch!!**”. (Naval History and Heritage Command)



## *Future Course Headings...*

I have made this issue one that straddles the two months of August and September so I can release future Foghorns at the beginning of each month instead of at the end. It is an easy way to reset this Foghorn to be released at the start of September.

- **Saturday, September 14, 2024, 2 PM: In-person SBMS meeting.** Our in-person meeting for next month will be on **Saturday, July 13** 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 September 26, 7PM: Monthly Zoom meeting.** And then our monthly Zoom meeting will be **Thursday, July 25** at **7 PM** so the Zoom specs will be sent out just before the meeting. Keep an eye on your inbox!

- **Sunday, September 15: San Francisco Model Yacht Club 2024 Model Boats Parade.** Our radio control brethren at the **San Francisco Model Yacht Club** will be hosting their **2024 Model Boats on Parade** on **Sunday, September 15, 2024** from **9AM-4PM** at **Spreckels Lake** in **Golden Gate Park** (Fig. 3). This year's production will be expanded to include:

- Craftsman Power Models
- RC Sailing Yachts
- Freesail Sailing Yachts
- Static Ship Models (That's for US!)
- Model Steam Engines



Fig. 3. SFMYC activities on Spreckels Lake in Golden Gate Park. (SFMYC)

We will also be featuring:

- Clubhouse Tours
- Power Boat Parade
- Sailing Demos

Model Boats On Parade Exhibitors click [here](#) to download the Registration Form. Pre-registration is important to plan lunch for all participants.

Event Questions?:

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- **October 7-14, 2024 Fleet Week.** The **US Navy** and their amazing **Blue Angels** (Fig. 4) flight demonstration team and others are back for their annual exhibitions over San Francisco Bay. A Parade of Ships will start the events on **Monday, October 7**. Then, the **Air Show**, including the **Blue Angels**, will fly the afternoons of **Friday, Saturday, and Sunday, October 11-13**. More on this at: <https://fleetweeksf.org>



Fig. 4. The **Blue Angels** flying over the Golden Gate Bridge. (US Navy)

- **Saturday and Sunday, October 12 and 13, Good Sam Showcase of Miniatures.**



Fig. 5. Sample items from the **Good Sam Showcase of Miniatures.** (Good Sam Showcase of Miniatures)

We will have our annual exhibition of SBMS ship models at the **Good Sam Showcase of Miniatures** (Fig. 5) on **October 12 and 13**. As previously, the convention will be held at the:

**Doubletree Hotel San Jose**  
**2050 Gateway Place**  
**San Jose, CA 95110-1047**

As usual, this will also be a great opportunity to examine and learn from the craftsmanship and products of doll house miniatures. Another time to bring your latest projects to show off. A free registration is required, and the form can be found at:

<https://goodsamshowcase.org/ExhibitPacketGoodSam-2024.pdf>

- **Saturday, November 9, 2024, 10AM-4PM: IPMS Silicon Valley Classic convention.**

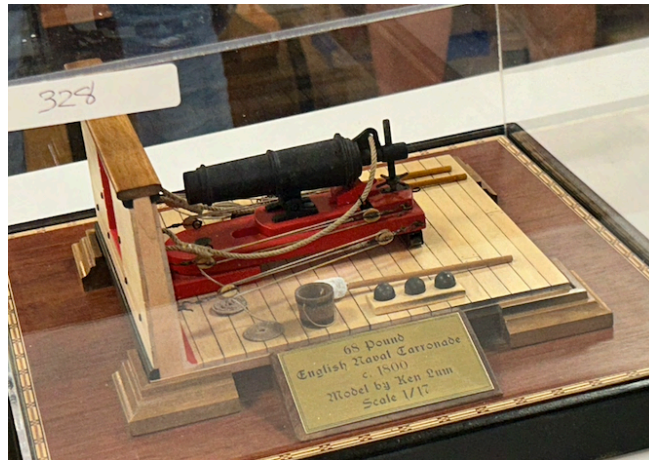


Fig. 6. Ken Lum's English Carronade model entered at the June 15, 2024 IPMS Silicon Valley Classic convention.

We had a great **IPMS Silicon Valley Classic** convention on June 15, but as if that was just not enough, the **Fremont Hornets** decided to schedule another convention and competition for **November 9**. As like before, this convention will be held at:

**Fremont Elks Lodge**

**38991 Farwell Dr.**

**Fremont, CA**

**Website:** <https://www.svsm.org/events/>

Bring a finished model to this convention. Last year, Jacob Cohn and Clare Hess won prizes for outstanding craftsmanship, and I won a prize for my English Carronade model (Fig. 4) most recently!



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

### *Apparently Doomed Hulks*

- **Impending Scrapping of the *Falls of Clyde* in Hawaii**



Fig. 7. The *Falls of Clyde* in her heyday in a painting by artist Lai Fong. (Wikimedia Commons)

The *Falls of Clyde* (Fig. 7) is an iron 4-masted square-rigged cargo ship that currently belongs to the **Bishop Museum** in Honolulu, Hawaii. It was built in 1878 in **Port Glasgow, Renfrewshire, Scotland** by **Russell and Company** ship builders and named for a group of waterfalls on the river Clyde. She was operated by **Wright and Breakenridge** for their **Falls Line** of cargo carriers, initially mostly for the India trade. Then she spent 21 years

carrying general cargo between Australia, California, India, New Zealand, and Britain.

In 1899, she was purchased by the American **Captain William Matson** of the **Matson Navigation Co.** and taken to Hawaii. Her full ship rig was cut down to that of a barque and used for carrying cargo and passengers between Hawaii and San Francisco.

She was sold in 1907 to the **Associated Oil Company** where she was converted to a bulk oil tanker with a capacity of 19,000 barrels bringing kerosene to Hawaii and molasses for cattle feed to California. In 1927, the **General Petroleum Company** purchased the ship to use as a floating fuel depot in Alaska.



Fig. 8. The *Falls of Clyde* in her restored museum display state. (Ho'okuleana LLC)

Her career as a museum ship (Fig.8) began in 1959 when William Mitchell bought her for a preservation group in Seattle. Unfortunately, that plan fell through and with much effort, **Karl Kortum** of the **San Francisco Maritime Museum** and **Fred Klebingat**, who sailed aboard her in 1915, acquired her with the intention of placing the ship either in Long Beach or Los Angeles as a tourist attraction. However, those plans also failed.

Ultimately, money was raised in Hawaii where she was then towed to Honolulu in 1963 and given to the Bishop Museum where she was restored for public display to her original full ship-rig at the newly opened **Hawaii Maritime Center** and opened to the public in 1968. In 1973 the ship was entered into the **National Register of Historic Places** and declared a U.S. **National Historic Landmark** in 1989.

Unfortunately, the *Falls of Clyde* was badly damaged by **Hurricane Iwa** in 1982, and the Bishop Museum did not fund the restoration of the ship



sufficiently to make for a full repair. Over the years the ship suffered more deterioration and by 2008 she became regarded as not restorable. Nonetheless, the Museum transferred ownership to a restoration non-profit named the **Friends of Falls of Clyde**. This organization raised some money to attempt a restoration, but it was not enough. By 2016, the Harbors Division of the Hawaii Department of Transportation (HDOT) revoked her docking permit due to security and safety risks.



Fig. 9. The *Falls of Clyde* in 2012 on my last visit to Hawaii.

Another group, based in Scotland, called the **Save Falls of Clyde – International (FOCI) Campaign** was formed to help restore the ship and have her brought back to Scotland. However, the HDOT has canceled this plan and is now soliciting bids for scrapping. It is now delisted from the National Register of Historic Places so the epoch story of this remnant of late 19<sup>th</sup> Century seafaring is sadly coming to an end. Recoverable artifacts still aboard the ship are being inventoried for future disposition. In addition, the Hawaii Maritime Center was closed in 2009. Below is a very nice video from YouTube about this ship.

<https://www.youtube.com/watch?v=1w2bwL6rj2Y>

- **Pending Eviction of SS United States** Another failing ship restoration attempt is playing out on the other side of the world in Philadelphia, PA. In this case, it is the passenger liner, **SS United States** (Fig. 10).



Fig. 10. *SS United States* sailing past New York City in her heyday. (Alexandre Deblois)

The **SS United States** is a large ocean liner designed by American naval architect, **William Francis Gibbs** with a capacity of 1,928 passengers and 1,044 crew. She was built between 1950 and 1952 by the **Newport News Shipbuilding and Drydock Company** in Newport News, Virginia. Due to some recent maritime fire disasters, especially involving the loss of the **SS Morro Castle** and **SS Normandie**, Gibbs specified that almost no wood be used in the ship's construction. The US Government funded 70% of the \$79.4 million construction cost (\$748 million in 2023) as the US Navy wanted it designed so it could be quickly converted into a troop transport in wartime based on similar experiences with commandeered commercial ocean liners in the recently concluded WW2. However, the ship was never actually used in this role.

The initial operator was **United States Lines (USL)** which operated the ship from 1952 to 1969. The **United States** broke the transatlantic speed record on her maiden voyage July 3-7, 1952 from New York City to the UK. She also broke the speed record on the return trip averaging around 34.5 kn

(40 mph). Both trips were faster than previous crossings by other ships by more than 10 hrs. This earned her the coveted **Blue Riband** and the **Hales Trophy**.

After this triumphal voyage, the **United States** became an exceedingly popular ship often carrying some of the most famous celebrities of the time such as Marilyn Monroe, Judy Garland, Cary Grant, Salvador Dalí, Duke Ellington, and Walt Disney, However, by the 1960s, much faster air travel across the Atlantic began to eat into the ridership of all ocean liners. Worse yet, USL suffered much labor unrest and strikes causing many trip cancellations. The **United States's** last passenger-carrying voyage was November 14, 1969, and USL was liquidated in 1992.

After that, the ship suffered a revolving door of many owners, and grandiose plans that were never realized. By 1996, the ship was docked in Philadelphia (Fig. 11) and abandoned with no owner when its last one went bankrupt. A preservation foundation called the **SS Unites States Conservancy** was established in 2009 as an effort to raise money for the ship's restoration and repurposing. But all efforts to implement restoration plans over the years have come to naught despite raising millions of dollars from nostalgic former passengers and crew.



Fig. 11. Faded Queen. The deteriorated **SS United States** docked in Philadelphia. (Chuck Homler d/b/a FocusOnWildlife, CC BY-SA 4.0, via Wikimedia Commons)

In 2021, **Penn Warehouses**, the owner of the ship's dock in Philadelphia, doubled the daily rent from \$850 to \$1700. However, the Conservancy refused to pay and sued the company accusing it of trying to evict the ship. At trial, the judge ordered that the ship be removed to a new location by September 12 although she is open to negotiation given how impossibly short a time that is. Currently, the **SS United States** looks fated to be scrapped or sunk, likely off Florida, to be used as an artificial reef.

Perhaps the best-known model kit of the **SS United States** is a 1/600 scale plastic model from **Revell** which appears to be a waterline model. (Fig.12)



Fig. 12. 1/600 scale waterline **Revell** model kit of the **SS United States**. (Revell)

There is also a larger 1/400 scale full hull plastic model from **Glencoe** (Fig. 13) along with a 1/400 paper model from **Handcraft paper models** which can be found on eBay. I am not aware of any wooden model kit of this ship.



Fig. 13. **Glencoe** 1/400 full hull kit of **SS United States**. (Glencoe)

There are videos on YouTube showing unboxing of both plastic kits. Here is the URL of the latest posting on the **SS United States Conservancy** website.

<https://www.ssusc.org/news/2024/06/19/symbol-of-the-nation-evicted>

- **Tragedy Aboard a Superyacht** The final tale of woe in this series has to do with the sinking on the morning of August 19 of a superyacht, ***Bayesian***, named after a mathematical method in statistics having to do with decision-making. The yacht belonged to the British tech billionaire, **Michael Lynch**, who had just won a decade-long court case in San Francisco where he was accused of fraudulently overvaluing a software company that he had founded and then sold to Hewlett-Packard for \$11 billion.



Fig. 14. The yacht, ***Bayesian***. as seen earlier this year (Sfischer)

In order to celebrate his victory, he invited the members of his legal team and their families to an Italian Mediterranean cruise aboard the ***Bayesian***. On the early morning of August 19, while the ship was anchored off Porticello on the northern coast of Sicily, the yacht was hit by a sudden storm with very strong winds. The ***Bayesian***, containing 22 people, including Lynch, his daughter, and wife sank in minutes. Seven people, including Lynch and his daughter, went missing while 15 others, including a 1 year old girl, were rescued by a nearby passenger ship. Sadly, the seven missing people were all later found dead, including Lynch and his daughter, by

the Italian Coast Guard in the yacht which was sunk to a depth of 165 ft.

The **Bayesian**, was a large, 183 ft. long sloop-rigged ship with a very tall 246 ft. mast built in 2008. It was possible the storm hit the yacht so suddenly in the very early morning hours that those aboard did not have an opportunity to close all the doors and hatches in time to prevent taking on water. In any event, the sinking will be thoroughly investigated by the authorities in an effort to determine what happened, and there likely will be an attempt to raise the wreck.



## *Under Construction at the Model Shipyard*

Not too much to show for the last meeting as the attendance was down a bit. Hopefully, we will see more on September 14. But there is really good progress on what we had.



Fig. 15. George Sloup's *Avos* Russian tender is coming along very beautifully!



Fig. 16. The crew checking over Jim Rhetta's latest restoration of a *Charles W. Morgan* whaler model.







Fig. 17. The restored *Charles W. Morgan* model out of the box. Nicely done!



## 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

