

South Bay Model Shipwrights

Founded by Jean Eckert 1982

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

The Foghorn

November 2024

Happy Thanksgiving!

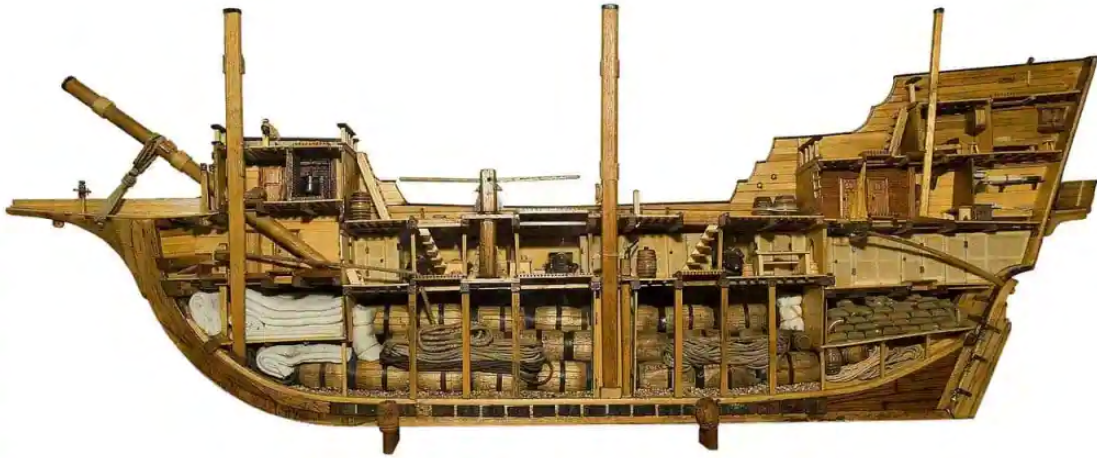


Fig. 1. Estimated appearance of the interior of the *Mayflower* which brought the Pilgrims to North America in 1620. 102 passengers and a crew of about 30 crammed into this small ship for the 66 days it took to cross the North Atlantic. About half the complement died in the first winter. (Wikimedia Commons)





Future Course Headings...

- Saturday, November 9, 2024, 8:30AM PDT. Livestream NRG Workshop. Researching and Building SS Naparima with Kevin Kenny.



The
Nautical Research Guild®

RESEARCHING & BUILDING SS NAPARIMA

By Kevin Kenny

The current Nautical Research Journal (69.3) features the article **SS Naparima**: Researching its history and building a model - Part 1, by NRG member, Kevin Kenny from Trinidad Tobago who will be our presenter for the next Virtual Workshop on Saturday, November 9, 2024. The program will cover the research into the vessel, drawing scale plans through the building of the 1/4 inch = 1 ft. scale model.



Fig. 2. Model of **SS Naparima** by Kevin Kenney. (NRG)

The vessel was ordered by the Crown Agents in Trinidad who operated the Trinidad Government Railway. She was designed in 1904 and built by J I Thornycroft and Co. Ltd. of Chiswick. She was purchased to run from the end of the railroad at San Fernando down to Cedros, a journey of some 40 miles. The program will cover the research into the vessel, drawing scale plans through the building of the 1/4 inch = 1 ft. scale model.

As with prior NRG workshops, it is open only to NRG members. Should you want to listen in on this and are not a member, I would suggest joining and supporting the best organization in the world advocating for the building of fine ship models. This can be done at their website at:

<https://www.thenrg.org>

Once a member, you can get the Zoom specs for the meeting by contacting Kurt Van Dahm at: nrgdirector1@gmail.com.

This meeting, unfortunately, does conflict with the **IPMS Silicon Valley Classic scale model convention** also on November 9 as listed below. But, like all the workshops, they are recorded and will be posted on the NRG website for NRG members to access.

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

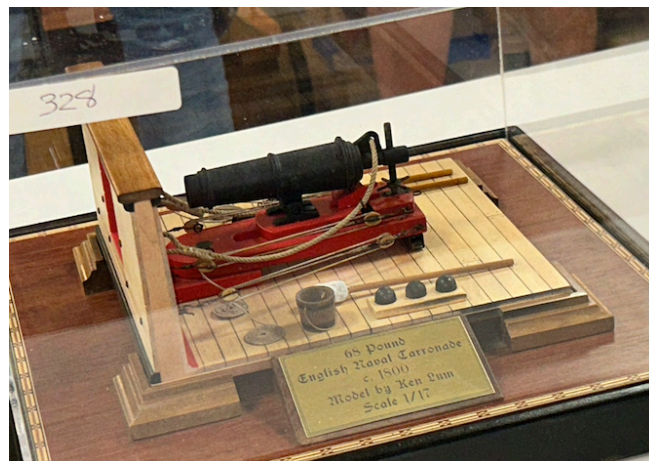


Fig. 3. Ken Lum's English Carronade model entered at the June 15, 2024 IPMS Silicon Valley Classic convention.

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. 2) most recently!

- **Saturday, November 16, 2024, 2 PM: In-person SBMS meeting.** Because our usual second Saturday schedule for our In-person Game Kastle meeting conflicts with the November 9 IPMS Silicon Valley Classic convention, it has been decided to move our In-person meeting down a week to **Saturday, November 16 at 2 PM**. As usual, it will be held at:

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

Bring your latest projects and other maritime goodies for discussion!

- **Thursday November 21, 7PM: Monthly Zoom meeting.** And then our monthly Zoom meeting will be **Thursday, November 21 at 7 PM** so the Zoom specs will be sent out just before the meeting. Keep an eye on your inbox!

• **Wednesday, December 11, 6 PM, SBMS**

Holiday Dinner! Our annual Holiday SBMS club banquet will be held at **Chef Chu's Chinese Restaurant** located at the intersection of San Antonio Rd. and El Camino Real in Los Altos at:

Chef Chu's Chinese Restaurant
1067 N San Antonio Rd
(Corner of El Camino Real and San Antonio Rd.)
Los Altos, CA 94022
Phone: (650) 948-2696



Great food at one of the best Chinese restaurants in the Bay Area! Let Ken Lum know at lum40@comcast.net if you are coming and how many people will come with you to enable reservations to be made.

Fig. 4. Front of **Chef Chu's Chinese Restaurant**



Maritime Matters of the Month (Ken Lum)

- **SS United States to be Sunk as Artificial Reef off Florida.** As noted in the **August-September Foghorn**, the famous post-war passenger liner, **SS United States**, has finally come to the end of attempts to preserve it as a tourist attraction. A court-ordered eviction of the ship from its storage berth in Philadelphia, where it has been since 1996, is currently being enforced.



Fig.5. *SS United States* berthed in Philadelphia. (US Naval Institute)

Okaloosa County, on Florida's Gulf Coast, has purchased the ship for \$1 million and has allocated \$9.1 million to tow the ship down to **Destin-Fort Walton Beach** (Fig.6) to be sunk as an artificial reef.

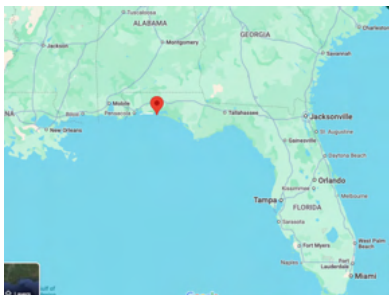


Fig. 6. Location of Destin-Fort Walton Beach, FL. (Google)

A museum dedicated to the ship will also be constructed on nearby shore. Selected artifacts, art work, and perhaps one of the ship's funnels, will be put on display at the museum.

- **USS Texas (BB-35) now Homeless.** Another drama of a troubled museum ship is now playing out down in Texas as the now century-old battleship, **USS Texas (BB-35)** (Fig. 7), is struggling to stabilize its circumstances. The **USS Texas** is the last surviving battleship built during the turn-of-the-20th-Century Dreadnought era and the only one around to have participated in both world wars of the 20th Century.



Fig. 7. Battleship **USS Texas** on display at **San Jacinto State Park** near Houston, TX. (Patrick Feller)

Commissioned in 1914, she was equipped with a main battery of ten 14" guns distributed in 5 two-gun turrets. She was quickly tasked that year with providing support for a landing force that responded to the detention of a US gunboat crew in Tampico, Mexico.

During WW1 she provided convoy support for the British and engaged in exercises with the British Grand Fleet, but did not participate in combat. After WW 1 ended, **USS Texas** became an experimental platform for the installation and use of antiaircraft weapons, the first flight of an aircraft launched from a battleship, trials of aircraft spotting for naval artillery, and received one of the first radars installed on a US ship of war.

With the onset of WW2, the ship was fortunate enough for its crew to be undergoing rest and relaxation in Casco Bay, Maine when the Pearl Harbor attack happened. Once refitted for the anticipated conflict to come **USS Texas** participated in numerous convoy duties and shore bombardment combat engagements. Chief of these were support for landing forces during **Operation Torch** in North Africa in 1942, **Omaha Beach** during the D-Day landings of June 6, 1944, the **Battle of Cherbourg**, July, 1944, and **Operation Dragoon** which liberated **Saint-Tropez** on the French Mediterranean coast. She was subsequently transferred to the Pacific in 1945 to provide shore bombardment in support of landing forces at **Iwo Jima**

and **Okinawa**. During all these engagements she was hit a few times with enemy ordnance, but suffered little damage and relatively few casualties.

With the end of WW2, **USS Texas** was decommissioned in 1948 and towed to **San Jacinto State Park** near Houston, TX to be turned into a museum ship and war memorial under the administration of the **Battleship Texas Commission**. Unfortunately, the funds raised by the Commission proved insufficient to maintain the ship and, over time, she became increasingly corroded and leaky. Control of the ship was subsequently turned over to the **Texas Parks and Wildlife Department (TPWD)** in 1983. \$15 million dollars raised over 5 yrs allowed the ship to be towed from her berth, somewhat heroically, to the **Todd Shipyards** in Galveston where she underwent extensive repairs and restoration to her WW2 configuration. The ship was reopened to the public upon return to San Jacinto State Park in 1990.

Between 2010 and 2017, many leaks sprang in the hull of the ship necessitating the **USS Texas** to be towed to a dry dock at the **Gulf Copper Dry Dock & Rig Repair** in Galveston for assessment and repairs in 2022. Funds have been authorized from the State of Texas and the US Federal Government amounting to around \$70 million for repairs. About \$60 million of this money have already been spent over the last 2 years to restore the ship to being exhibitable.

However, difficulties have arisen as to where to berth the ship. The Battleship Texas Foundation wants to berth the ship in a different place than where she has been for the last 76 years. Top candidates have included **Sea Wolf Park** in **Galveston**, TX which has the **Galveston Naval Museum**, **Corpus Christi**, TX which has the retired **USS Lexington (CV-16)** Essex class aircraft carrier, and **Beaumont**, TX. However, all candidate venues have run aground on the cost of berthing and maintaining the ship as well as concerns of some businesses that the ship would block or spoil the waterfront views of their shorelines. And so, even with the ship having undergone an expensive restoration, there is no place willing to host this artifact as yet. Thus, the ship remains homeless while the Foundation keeps looking.

Model kits of the **USS Texas** are not numerous, and as with other less famous ships, the Chinese kit manufacturer, **Trumpeter**, has come to the rescue with kits in both 1/700 and 1/350 scales (Fig. 8). Photoetched supplemental detail kits are also available for both scales.



Fig. 8. Model kits of the *USS Texas* by Trumpeter in 1/700 (left) and 1/350 (right). (Trumpeter)



Methods to Our Maritime Madness

- **Kerf Bending Planks.** Here is an adaptation from conventional woodworking for bending planks called **Kerf Bending**. This involves cutting a series of kerfs across the grain of a plank that do not cut all the way through the plank thickness. This provides space for the plank to be bent to whatever angle is desired.

The kerfs can be filled with wood or polyurethane glue. The latter can expand to fill the kerf when mixed with water. The bending is finished using any conventional plank bender or clamping to a mold or ship model frame.



Fig. 9. Kerf bending a plank. The demo, I believe, courtesy of Clare Hess.

- **AK Interactive Paint Pens.** It has come to my attention that a company named **AK Interactive** has come out with a series of acrylic paint pens (Fig. 9) that dispense their colors via a sharp tip like that of Sharpies. Video reviews of these paints show them to dry fairly fast which makes them good for painting medium to large areas such as camouflage schemes and panels.



Fig. 10. AK Interactive paint pens. (AK Interactive)

They might be less good with weathering schemes where the paint needs to stay liquid for a longer time so they can be mixed around with brushes as a wash. And they do not work for situations where custom paint mixes are needed. It is also unknown how long they stay liquid while in storage. In any case, they represent another option for applying paint to models.

The pens can be purchased individually or in boxed sets. More about these can be found at:

<https://ak-interactive.com/product-category/paints/rc-markers/>

And various reviews of these pens can be found on YouTube. Here is one example:

<https://www.youtube.com/watch?v=5nWuyUbMVHg>



Under Construction at the Model Shipyard



Fig. 11. 1/350 scale hull of model of the pre-dreadnought Imperial Japanese Naval ship, *Mikasa* (1900), flagship of Admiral Heihachirō Tōgō at the **Battle of Tsushima** on 27 May 1905 where the Japanese definitively defeated a Russian Navy flotilla. Model by Jacob Cohn who has also completed a model of the same ship in 1/700 scale. Miraculously, the original ship survived through the 20th Century and is now restored as a museum ship in the city of Yokosuka.



Fig. 12. Progress on *Lady Nelson* cutter by Clare Hess, I believe.

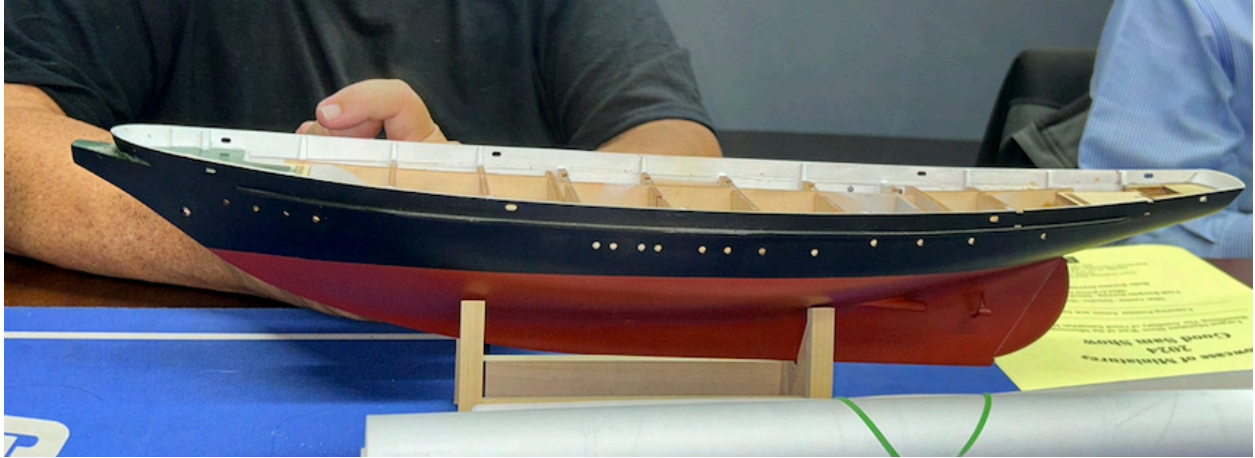


Fig. 13. Model of the yacht, *Sir Winston Churchill*, from Woody Joe kit by Clare Hess. Built in 1966 under the patronage of **Prince Philip, Duke of Edinburgh**, she is now a private yacht.



Fig. 14. Two canal boats from Japan's Edo Period (1603- 1860) by Clare Hess as exhibited at Good Sam's Showcase of Miniatures.



Fig. 15. Running down the Hozu River Diorama by Clare Hess.



Fig. 16. Completed *Charles Royal Yacht* model from Woody Joe kit built by Clare Hess as exhibited at Good Sam's Showcase of Miniatures.

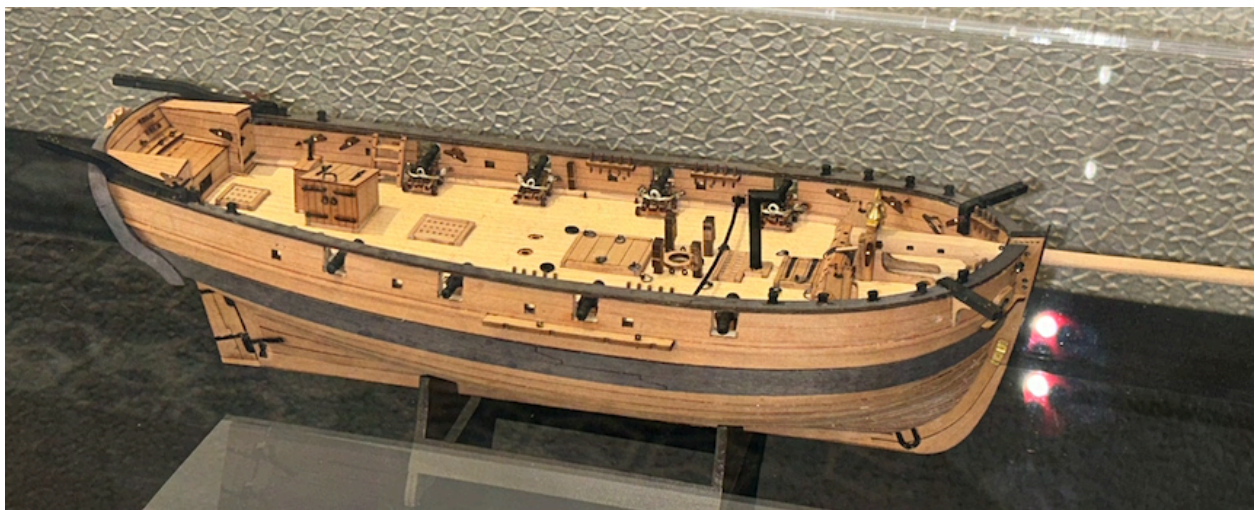


Fig. 17. Great progress on the Russian tender, *Avos*, kit from Master Korabel by George Sloup as exhibited at Good Sam's Showcase of Miniatures.

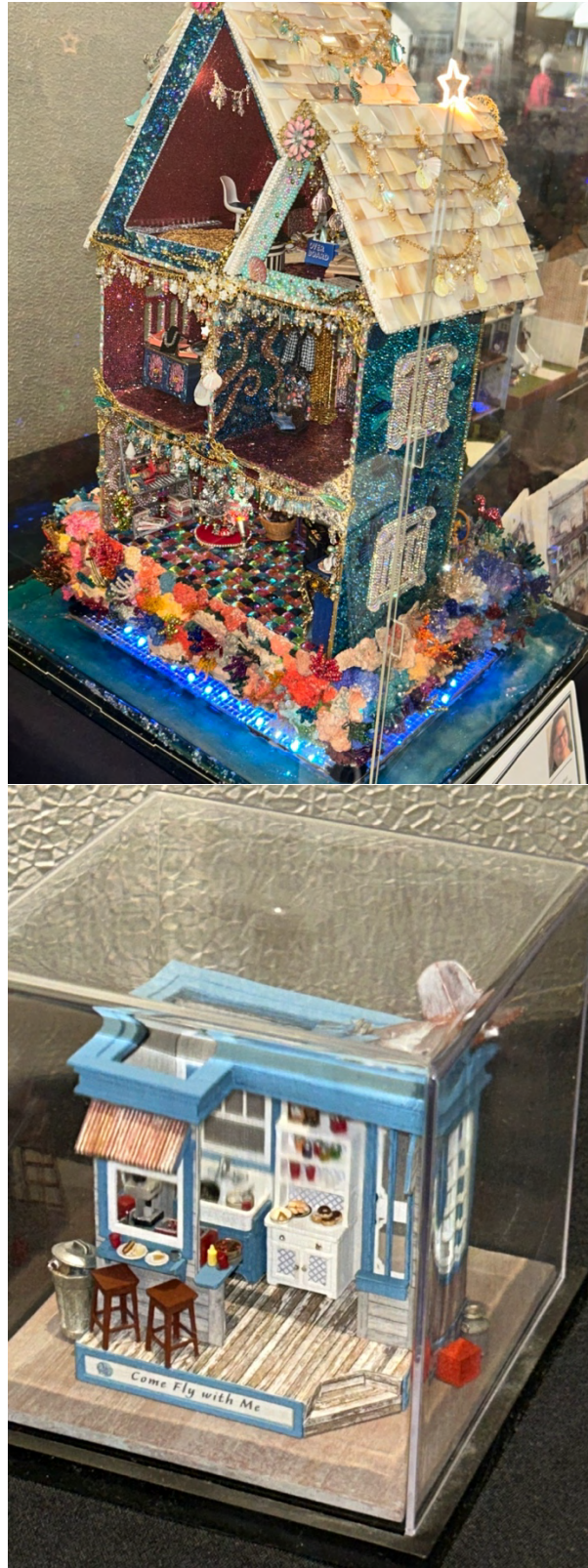


Fig. 18. Some samples of the extraordinary dollhouse creations at the Good Sam's Showcase of Miniatures show.



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	Clare Hess	email: catopower@mac.com



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 (<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 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

