



SMA Newsletter

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Contacts

President: Mike DiCerbo: (714) 523-5218 – mike.dicerbo@att.net.
Vice President: Jean-Philippe Dal Gobbo – jeanpinou@gmail.com
Secretary: Paul Payne: (310) 544-1461
Treasurer: Larry Van Es: (714) 936-0839 – larry@uswheel.com
Editor: Don Dressel: (909) 949-6931 – roebuckdres4@gmail.com.
Web Manager: Doug Tolbert: (949) 644-5416

WEB PAGE

www.shipmodelersassociation.org.

Meeting – Wed., Jan. 17, 7 PM, Red Cross Building, 1207 N. Lemon,
Fullerton, CA. 92832



WORK IN PROGRESS

May 16 2018

Reporter: Dave Yotter

HMS *Bellona* 1760 – Chris Carl



HMS *Bellona* was a 74-gun Bellona-class third-rate ship-of-the-line of the Royal Navy. Designed by Sir Thomas Slade, she was a prototype for the iconic 74-gun ships of the latter part of the 18th century. Her particulars were: tons burthen: 1615 bm (British measurement); length: 168 ft. on the gundeck and 138 ft. keel; Beam: 47 ft.; Draught: 21 ft.; Depth of hold: 20 ft.; Complement: 650 officers and men; Armament: Lower gundeck: 28 X 32 pounders; Upper gundeck: 28 X 18 pounders; QD; 14 X 9 pounders; FC; 4 X 9 pounders.

Bellona took part in the Action of 18 June 1799, securing the surrender of the French Navy frigates *Junon* and *Alceste*, and helping HMS *Centaur* in capturing the frigate *Courageuse*. In 1801 she was in the Battle of Copenhagen, participating despite having grounded on a shoal. She continued to serve in the North Sea and Bay of Biscay until 1814, when she paid off for the last time and was broken up, having served in the navy for 50 years, an unusually long time for one of the old wooden ships.

Bellona in fiction: *Bellona* appears in the Patrick O'Brian novels *The Commodore* and *The Yellow Admiral* as the pennant ship of a squadron led by the character Jack Aubrey.

Chris is making progress on the HMS *Bellona*. It is being built from a plank On bulkhead Corel kit in 1:100 scale. The first layer of planking is now completed including the gun port openings for both decks. The area around both the bow and the stern are complete. Chris is now ready to tackle the final layer of planking and wants to have these planks laid down with no nails or mechanical fasteners needed and plans to pre-bend the planks particularly in the bow and stern areas to help accomplish this. He is waiting for some lighter wood, perhaps beech or lime for a band over the 32-pounder ports. The stern gallery railing is ready to install and he is working on the quarter galleries. The photo etch has been installed in the stern gallery. Chris is making great progress on the model of the HMS *Bellona* and he continues to display excellent work and methods on his efforts to build ship models as well as informing the SMA membership of his techniques.

USS *Mayrant* (DD-402) - Bob Penikas

The second USS *Mayrant* (DD-402) was the first of the new Benham-class destroyers in the United States Navy, the second ship named for Captain John Mayrant who as a midshipman, led the boarding party from John Paul Jones' *Bonhomme Richard* to the deck of the British frigate HMS *Serapis* in perhaps the most memorable action of the American Revolution. *Mayrant* was laid down on 15 April 1937 at the Boston Navy Yard, Boston, Massachusetts; launched 14 May 1938; sponsored by Mrs. E. Sheely, a descendant of Capt. John Mayrant; and commissioned 19 September 1939, LCDR E. A. Taylor in command.



Mayrant spent most of her time in the Atlantic and Mediterranean. One particularly important target escaped the U-boats because of *Mayrant's* efforts. In the fall of 1941, Prime Minister Winston Churchill traveled to Newfoundland to meet with President Roosevelt. Returning to Great Britain aboard the British battle ship HMS *Prince of Wales*, Churchill was escorted by a handpicked force of American destroyers including USS *Mayrant*.

The allied invasion of Sicily in July 1943 found *Mayrant* given the task of protecting the anchorage of Palermo. Although the American and British secured nominal control of the seas, air supremacy was very much in contention. Three Junkers JU-88s hit the destroyer. The twin engine bombers each carried three tons of bombs and approached at speeds of over 300 miles per hour. The destroyer increased her speed to 25 knots and hard right rudder was ordered in an attempt to dodge the incoming strike, but the first aircraft dropped her stick of bombs along the starboard side. Almost immediately, aircraft swept in from the port quarter and the bow. A fourth plane, previously unsighted, straddled DD-402. Crewmen on the deck were knocked down by the resultant near misses. All steam power was lost and although the auxiliary Diesel generator briefly restored some power, that too, failed. The destroyer was filling rapidly; within minutes, water lapped to within 14 inches of the weather deck. With her after engine room and forward fire room flooded and no electric power for weapons or pumps the destroyer seemed doomed. The crew did not give up. Bulkheads held and the ship, listing and leaking refused to sink. Two nearby destroyers and two minesweepers helped to remove wounded, brought pumps and firehouses to bear and got the destroyer towed back to Palermo. One crewman was killed and thirteen wounded. Among the casualties was a wounded lieutenant Franklin Delano Roosevelt, Jr., son of the President of the United States. After operations in the Atlantic in 1944 and then the Pacific in 1945 she was designated as test ship for Operation Crossroads, the 1946 atomic bomb tests. As a result, she arrived at Bikini Atoll, Marshal Islands, on 31 May 1946 for the test. Surviving the tests, but too highly contaminated, *Mayrant* decommissioned at Bikini 28 August 1946. She was sunk 4 April 1948 off Kwajalein and struck from the Navy Register on 30 April.

Bob's model of USS *Mayrant* is done in cardstock at 1:600 scale. The kit was a free download from papermodelers.com. The model is about 6.5 inches long and the download was printed on 67 lb. Wausau exact vellum Bristol.

Continental Army Schooner *Hannah* – Don Dressel

There is a lot known about the history of *Hannah* and there is a wonderful book [The Colonial Schooners 1763-1775](#) by Harold Hahn that details the plans and construction of the model. As to the ship's history, to begin: Perhaps as early as 4 August 1775, more probably by 15 August, a small schooner had been taken up at Beverly, Massachusetts, for conversion to a cruiser. She was the *Hannah*, owned by Colonel John Glover, and was the first vessel of the Continental Army squadron in the Boston area. *Hannah's* charter was dated 24 August. She was a 78-ton schooner. Her charter rate was \$1.00 per ton per month, and she was in service for two months and twenty-one days, at a total cost of \$208.06 (or £32.8.0). *Hannah* had been built in 1765, was purchased by Glover in 1769 and had been used in the fishing and West Indies trade. *Hannah*, named after Colonel John Glover's wife or daughter, was then moored at Beverly.



Hannah had already had a run-in with the British. On 6 June 1775 *Hannah* (under master John Gale) was returning to Marblehead with a "white flag with a blue diamond" at her masthead, which was the house flag for Glover's vessels. HM sloop *Merlin* (Commander William Burnaby) was blockading the town to "prevent all kinds of illicit and contraband Trade. *Merlin* sent her barge to intercept the schooner for inspection. Glover himself, watching ashore, saw the barge and set out in his own boat and pulled for the *Hannah*. According to

Ashley Bowen: "John Glover went off and met her, and the *Merlin's* barge met her at the same time. The officer of the barge ordered her to bring to. Glover ordered her not, and the schooner ran under the ship's stern, paid no regard to her and run alongside the wharf. All is well that ends well."

This is just the beginning of her "adventures", which will be continued in future SMA Newsletters as progress is made on the model (slowly). The basic hull of the model was built by **Richard Simon** using apple wood for the frames. Don was given the model when Richard decided not to work on it any more. It has been residing in my workshop for some time.

I was building the *Halifax*, another one of Harold Hahn's fine schooner models. After having taken the hull to the ROPE in Tokyo, Japan (it would have been too large to take on the plane if I had installed her masts and rigged her), I now decided to mast and rig the *Halifax*. When going to my work shop, I grabbed a set of plans and proceeded to make the spars for the ship. After having turned all the masts and yards, I realized that I had the WRONG set of plans – I had made all the spars for the *Hannah*, not the *Halifax*. This required that I make a second set of spars for the *Halifax*, which I did and completed that model. Now it is the turn of the *Hannah*, but I also have to complete all the deck furniture, cannons, etc. Nevertheless, it was a lot of fun turning all the spars for both models – out of lemon wood. One day I will finish the *Hannah*! It is scratch built but comes with an excellent set of plans that I do have along with Harold Hahn's book on the model. The United States Naval Academy Museum has a diorama of *Hannah* as she was moored during her fitting out process.

Wappen von Hamburg – John Bakker

Wappen von Hamburg was started in 1667 and took service in 1669. She was used as an escort vessel on voyages to the Spitsbergen (a Norwegian archipelago in the Arctic Ocean then used as a whaling base). On October 10, 1683 while on the Cadiz rout fire broke out in the bow and spread throughout the ship. The ship exploded when fire reached the arsenal. The admiral lost 42 of 170 sailors and 22 of 50 soldiers.

What is known is that the ship was built on the model of leading Dutch design. Wolfgang Quinger, in *Wappen von Hamburg I* (1980), suggests that the pair (*Leopoldus Primus & Wappen von Hamburg*) may have been more or less replicas of the Dutch ship *Aemilia*. If this is so, *Wappen von Hamburg* would have had a length of about 130 feet and a width of almost 36 feet. To get over the shoals in the river Elbe, the hull was probably built after the “Rotterdam form”. The ship was elaborately decorated with Baroque carvings and sculptures. Armament: 54 guns: 26 X 18 pdr, 18 X 8 pdr, 4 X 6 pdr, 6 X 4 pdr.

John has a good start on his 1:40 Corel kit model of *Wappen von Hamburg*. The basic hull has been completed and the first layer of planking done. The walnut supplied in this 40-year-old kit was quite rough. He thought about adding the second layer of planking but since a lot of filler was required to get it to this point he plans to just sand it smooth and paint the hull. The fittings supplied with the kit are rough at best. Many are one sided and the gun carriages are pot metal and have oval wheels. John has developed a template to place the gun ports all at the same height above the deck.



Virginia Pilot Boat Swift 1805 – Hank Tober



Hank inherited this Artesania Latina kit after handing down from a couple of club members, partially constructed. The planking was sanded, liquid wood added and then planked over. A heat-bending tool was used to pre-bend the final planking. Many kit parts were missing so Hank scratch built the deckhouses, the channels and the rudder. The chains have been glued on and then the deadeyes added. He is using heavy thread for the shrouds and stays and light thread for other lines and deadeye lanyards. Other deck

furniture includes riding bits, the galley stack and a bilge pump. Both masts are in place with a collar and mast hoops ready for bending on the sails.

USS Constitution, ca. 1802 – Paul Payne

In 1785, Barbary pirates began to seize American merchant vessels in the Mediterranean Sea, most notably from Algiers. In 1793 along, 11 American ships were captured and their crews and stores held for ransom. To combat this problem, proposals were made for warships to protect American shipping, resulting in the Naval Act of 1794. The act provided funds to construct six frigates, but it included a clause that the construction of the ships would be halted if peace terms were agreed to with Algiers. Joshua Humphreys' design



was unusual for the time, being long on keel and narrow of beam and mounting very heavy guns. The design called for a diagonal scantling scheme intended to restrict hogging and sagging while giving the ships extremely heavy planking. This design gave the hull a greater strength than a more lightly built frigate. Humphreys' design was based on his realization that the fledgling United States could not match the European states in the size of their navies. This being so, the frigates were designed to overpower any other frigate while escaping from a ship of the line. Her keel was laid down on 1 November 1794 at Edmund Hart's shipyard in Boston, Massachusetts under the supervision of Captain Samuel Nicholson and master shipwright Colonel George Claghorn. *Constitution's* hull was built 21 inches thick and her length between perpendiculars was 175 ft., with a 204 ft. length overall and a width of 43 ft. 6 in. In total, 60 acres of trees were needed for her construction. Primary materials used consisted of pine and oak, including southern live oak that was cut from Gascoigne Bluff and milled near St. Simons, Georgia.

A peace accord was announced between the United States and Algiers in March 1796, and construction was halted in accordance with the Naval Act of 1794. After some debate and prompting by President Washington, Congress agreed to continue funding the construction of the three ships nearest to completion: *United States*, *Constellation*, and *Constitution*. President John Adams and Massachusetts Governor Increase Sumner attended launching ceremony on 20 September 1797. Upon Launch, she slid down the ways only 27 feet before stopping; her weight had caused the ways to settle into the ground, preventing further movement. An attempt two days later resulted in only an additional 31 feet of travel before the ship again stopped. After a month of rebuilding the ways, *Constitution* finally slipped into Boston Harbor on 21 October 1797, with Captain James Sever breaking a bottle of Madeira wine on her bowsprit.

Paul is continuing work on his 1:96 scratch model of USS *Constitution* in its 1802-03 configuration. The basic hull is solid poplar with framing and planking added above the gundeck level. After rebuilding the head rails, he reports that the head is 90 to 95% complete with the tailboards still heeding some paint. The gratings have been completed in rough form but still need to be trimmed to size for fitting inside the hatchways. He is getting ready to install ringbolts for the spar deck 12-pounders. The 12-pounders were turned from box wood and then painted black. The stern decorations will be ready soon.

Members Models - April 2018

Chris Carl's HMS *Bellona* 1760



Don Dressel's Hannah



Bob Penikas's USS *Mayrant* (DD-402)



John Bakker's *Wappen von Hamburg*



Hank Tober's Virginia Pilot boat *Swift* 1805



Paul Payne's USS *Constitution* ca. 1802



Mayflower Group

By Don Dressel

Old Salts in Port: Steve Jones, John Bakker, Don Dressel, Tom Stellar, Guy Bell and David Okamura

Ships in Port: Le Real, Wappen von Hamburg, Liberty Ship (Bluejacket kit)



John Bakker started off the meeting talking about his efforts to build the old kit model of the Wappen von Hamburg, which used to be a Movo kit. Corel brought out the Movo kit and there seems to be a lot of problems with the transition, as the plans and the instruction booklet that comes with the kit do not match. John did prove to the group attending the Mayflower meeting that the gun ports are in fact lined up properly by inserting wooden skewers into each port – they lined up perfectly. The bulwarks have been completed and are ready to install. The quarter badge” tops supplied in

the kit proved to be TWO starboard sidepieces – no port sidepiece was supplied. John was wondering if maybe another kit had TWO port sidepieces. In any case, one has to be built from scratch to match the port side. Also, the metal gratings for the landing at the bowsprit supplied with the kit are apparently too small as they do not match the plans and fit the model. Some scratch work will be required here also. Nevertheless, John will complete an excellent model of this ship in the near future, although it will probably not be rigged.



Dave Okamura brought in a classic book on American flags. There was some discussion on this subject at the last SMA meeting and Dave thought it would be a good thing to bring to the Mayflower Group to show the many different types and styles of American flags that were flown on ships in the early days, particularly the American revolution, before the flag was standardized. There were different star patterns and different strips on flags – even the colors of the strips changed. A good book on early American flags.

Don was next up to discuss his progress (very slow) on the *Le Real*. Don is starting to install the first layer of planking on the model, which is different from all other ship model plank-on-bulkhead kits Don has built in the past. The stem, keel and sternpost are installed AFTER both layers of planking are installed. It is double planked. The first layer of

planking is installed by eye, not following any pattern. The second layer of planking will follow a pattern, probably using proportional dividers and individual strakes. The “instructions” are, as usual with many kits from Europe, lacking in many details. The instructions simply say plank the first layer of planking – hull and deck – following the drawings provided. There is no indication of just how this is to be done outside of the drawings, which at least show you WHERE the planks are supposed to be laid (with a little study of the drawings). Don has learned over the years to soak the planks in a water/Downey softener solution in a PVC pipe (capped at both ends) for a number of hours to make the plank more “pliable” and then clamping the plank in place to dry before finally gluing the plank in place. Be sure and let the plank completely dry before gluing. It takes time. Din brought in one part of the plans to show the group.



Steve mentioned that he does not believe the stern can be planked with the second layer of planking – Don indicated it will be a challenge but he will try. Stay tuned for details in the next few months.



Guy Bell was the next presenter. Guy brought in his Bluejacket kit model of the liberty ship *Jeremiah O'Brien*. According to Bluejacket “Over 2,500 liberty ships were built in the three years following Pearl Harbor! Liberty Ships gave gallant service in all theaters of World War II. Many continued on and served the growing needs of the post-war world. Our model is based upon the S.S. *Jeremiah O'Brien*, one of the last surviving and functional Liberty Ships. “ Guy showed the group the kit contents with included a solid hull made from Sugar Pine with all the necessary parts

and pieces to complete the model including a great set of plans and instructions. Guy was fortunate enough to pick up the kit from the recent SMA meeting last Wednesday.

THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, *Nautical Research Journal*, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.





For more information contact us at: www.thenrg.org or call 585 968 8111

ANNOUNCEMENTS

SMA Membership dues are due!

It is that time of year again – the dues are due. For those who do not know, we do have to pay for the meeting location where our monthly meetings are held, so there is a cost involved for the privilege of being able to show our “Works in Progress” and enjoy the ambiance of our fellow SMA members. The regular dues cost for members is \$25.00. For those few members who still receive their newsletter by snail mail, the cost is \$40.00. For those members who live beyond 100 miles, the cost is \$20.00. All checks should be made out to the SMA or you may pay by cash to our treasurer, Larry Van Es. For long distance members, the address is: Ship Modelers Association, 21520 Yorba Linda Blvd., suite G234, Yorba Linda, CA. 92887.

International Convention of Model Ship Building

There will be a ship model convention in France this coming October 17 through October 21 in Rochefort, France. More details will be forthcoming in future issues of the SMA Newsletter and a separate “flyer” will be sent to all SMA members and associates at the same time as this newsletter. Stay tuned for more details.

NRG Conference in Las Vegas

The NRG Conference will be in Las Vegas, Nevada, October 26th & 27th and there is no conflict with the International Convention in France above, so any SMA member who desires will be able to attend both conferences.

SMA Treasurer’s Report

The latest notice from our esteemed collector and keeper of funds for the SMA has indicated last month that the current balance is \$5,493.23 with additional funds slowly coming in from the dues being paid by SMA members. There is some discussion now about what to do with the large balance of funds now in our account. There will be more to follow in the future. The board has suggested a picnic. Those attending the next SMA meeting will learn more.

San Diego Ship Modelers Guild

For those SMA members who may be interested, the San Diego Ship Modelers Guild now has their meetings on the *Berkley* on the second Tuesday of each month. Your editor and reporter routinely attend the meeting that is usually very informative and enlightening.



Dressel's Halifax



Donald C. Dressel
908 W. 22nd Street, Upland, CA. 91784-1229

NEXT MEETING WEDNESDAY, MAY 16, 7:30 PM, HILLCREST PARK RED CROSS BUILDING