



# San Diego Ship Modelers Guild

1492 N. Harbor Drive San Diego, CA 92101

July 2016

NEWSLETTER

VOLUME 44, NO. VII

## OFFICERS

### Guild Master

Pete Jaquith  
[paddress redacted](#)

### First Mate

Jon Sanford  
[jaddress redacted](#)

### Purser

Gary Seaton  
[Gaddress redacted](#)

### Editor & Web Coordinator

Guy Lawrie  
[gaddress redacted](#)

### Log Keeper

Bob McPhail  
[paddress redacted](#)

## SPECIAL ASSISTANTS

### Webmaster

Barry Rishel-  
[address redacted](#)

### Presentations Coordinator

Pete Jaquith  
[address redacted](#)

Established in 1972 by  
Bob Wright and Russ  
Merrill

## MINUTES OF 14 JUNE 2016 GUILD MEETING

Guild Master **Pete Jaquith** was out of town and in his stead First Mate **Jon Sanford** opened the meeting on board the Steam Ferry *BERKELEY*. Twenty guild members and a guest from AZ joined us. **Russ Wildey**, who last built a wooden ship model of a Spanish galleon, rode his Indian motorcycle (see Show and Tell for a picture) from AZ and while visiting the museum, stayed to visit with us. New members **Deward (Dewey) Houck**, **Bob Kyle**, and **Ed Torrance** were in attendance. In addition to speaking of his navy background, **Ed** brought in his model in progress, the *USS MISSOURI (BB-63)*. **Dewey** spoke of his experience as a crew member on the Maritime Museum's top sail schooner *CALIFORNIAN*, the official tall ship of the State of California. **Dewey** and **Bob** talked about their interest in building sailing ships. Again, a hardy **Welcome Aboard, mates!**

**Editor's Report:** Editor **Guy Lawrie** again noted that the newsletter welcomes submissions and articles from members. Both the newsletter and the website have room to show the modeling skills and interests of its members. Guild members who have difficulty attending meetings can share their modeling experiences and stories by simply contacting **Guy** or any other Guild officer. See in this newsletter the presentation contribution that was so appropriate for the month of June by **John Sauvajot** and the story told in the scuttlebutt for July 4th by **Robert Hewitt**. If a member knows of or frequents a hobby shop or other place of business that they would like to post a "Join Our Guild" sheet, please contact any of the guild officers for current documentation.

**Web Coordinator Report:** **Guy Lawrie** reported steadily increasing activity on the site with 471 total visits in May. Google and Bing are the search engines used most to find us. 9% of the visits were from Delaware, with Connecticut, Mountain View, CA and Redmond, CA closely following. Visits are recorded from international locations and many other U.S. sites. **Guy** again requested pictures of your models for the website's "Joy in Modeling" link. Share your amazing work with the world!

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San Diego Ship Modelers' Guild is affiliated with and supports the Maritime  
Museum of San Diego



<http://sdshipmodelersguild.org/>

**MINUTES continued -**

**Purser's Report:** Gary Seaton gave a brief report indicating a positive balance as of June 1. In keeping with past practice, following a vote by present members, Gary was pleased to present on behalf of the Ship Modelers Guild, a check to the Maritime Museum in the care of **Maritime Museum Collection Manager Kevin Sheehan, PhD** for \$500. There was discussion about using some money for a monthly "door prize" or other incentives to increase meeting attendance. There was objection to this idea since it was felt that the meeting should be able to stand by itself with more program presentations, interesting topics, etc. This topic was tabled for discussion at another time.

**Presentations Report:** Jon Sanford reported there are no future presentations currently scheduled. However, Jon reported planning is in progress for future meetings including a presentation focused on **Bill Norris'** model of *SOVERIEGN OF THE SEAS*. Your ideas are welcome!

**Maritime Museum Collection Manager Kevin Sheehan, PhD** spoke about a new museum exhibit opening on July 2 called "Steering Small" that includes different types of models. (Ed note: **Jon Sanford** shared **Ted Walton's** professional photo of the mini ships built by guild members [see page 8] for the guild "Fair Give Away Contest" that will be

displayed in the "Steering Small" museum exhibit. The following members contributed a mini ship: **Jon Sanford; Mike Lonnecker; Bob Duncan; Howard Griffus; Jay MacMaster; John Sauvajot; Isaac Wills; Dave Yotter; and John Wickman**, [the contest winner!].)

**Kevin** talked about a model (which he brought to the meeting) of a gun boat that was originally built during the American Civil War. The gun boat was built to go against the Confederate ironclad *ALBERMARLE*. The model was scratch built from just photographs and pictures, no plans, by a prisoner serving time at Folsom Prison!

**Kevin** spoke about a current museum exhibit of the **William Brown Model Collection**. The collection has been shown at the Smithsonian, L.A. Museum of Art and highlighted in MAINSAIL HAUL Magazine.

**New Business:** **Mike Lonnecker** reported that planning for the NRG conference scheduled in San Diego October 6-8 is ongoing and urged members to register, especially for any additional program such as the day sail aboard *CALIFORNIAN*. (Ed note: registration is now online at [www.thenrg.org](http://www.thenrg.org) From the "Home" page, click "NRG Events", then click "NRG 2016 Annual Conference in San Diego".) **Mike** reported that model and vender rooms will be open to the public. If a person submits a model, the person does not need to pay for the conference.

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**Next meeting is  
12 JULY 2016**

**5:30 PM- Social  
5:30 Officer's Meeting  
6:00 PM Meeting  
Bring a Model!**

**Bring a Tale, Taller the  
Better!**

**July 2016**

S	M	T	W	T	F	S
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3	4	5	6	7	8	9
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31						

**MINUTES continued -**

**New Business Continued:** Mike Lonnecker further reported that the NRG is looking for a new secretary, a paid position. Mike should be contacted for more information.

**San Diego County Fair:** Jon Sanford reported that there is lots of enthusiasm for mini ship kits given to young people. Jon said more than 200 kits have been given away to youngsters visiting our fair booth! More than a few members signed up for multiple days manning the fair booth, very commendable!. However, the “Good Guy” of the month goes to **Howard Griffus** who signed up for SEVENTEEN DAYS with a **very honorable mention** to **Bill Grolz** who signed up for FOURTEEN DAYS and **also** volunteered as Fair Coordinator!!!. (Ed note: We hope for an after action report from **Bill** in a future newsletter. Following are just two pictures from the fair that show the Guild’s participation!)

Young Master Hudson displays his ship model next to the fair booth display models! Very Impressive!



**SOUVEREIGN OF THE SEA** by Bill Norris, Blue Ribbon! Quite spectacular!



**Scuttlebutt -** With July 4th and the composition of “The Star Spangled Banner” heard loud and clear on the near horizon, we are offered a tale from **Robert Hewitt** that takes us back to the War of 1812 with a bit of a twist!

**First Frigate Duel of 1812** as told by Robert Hewitt.

Shortly before the War of 1812, an American and a British frigate were riding anchor in Delaware Harbor. The English ship, the thirty-eight gun *GUERRIE' RE* was commanded by James Richard Dacres. Captain Isaac Hull skippered the American frigate, *CONSTITUTION*, that had forty-four guns. The two captains happened to meet ashore in one of the local taverns where they had a heated discussion on the relative merits of their navies. As Hull finished his last tankard of ale, he said to Dacres, “you better take good care of that ship of yours in case I ever catch up with her in the *CONSTITUTION*.” Dacres laughed and offered to bet a sum of money, that in the event of a conflict, Hull would come out second best. Hull replied, “I’ll not bet money on the outcome, but I’ll stake you to a hat that *CONSTITUTION* comes out the winner.” Both men shook hands on the wager and returned to their ships.

**Continued on Page 4**

### Scuttlebutt continued -

War between the U.S. and Great Britain was declared on June 18, 1812. The Royal Navy was at the peak of its power with two hundred and nineteen ships of the line and two hundred ninety-six frigates. The United States navy consisted of seventeen fighting ships and several gun boats and schooners. James Madison, President of the United States, was intimidated by the vast disparity of the two navies. Madison, along with his cabinet, prudently decided that all U.S. warships would remain in port.

Captain Hull was in Washington during the outbreak of war, and met with the Secretary of Navy, Paul Hamilton. He convinced Hamilton that in a fair fight, the Americans would stand a chance of victory. Hamilton and Hull arranged an audience with the president. Madison was convinced and went against the recommendations of his cabinet, authorizing a squadron of warships to leave port.

Hull took *CONSTITUTION* out of Annapolis on July 5, intending to meet United States Navy Commodore John Rogers' five-ship squadron out of New York. Rogers, however, was racing south to intercept a convoy of British merchantmen heading from the West Indies to England,

On the afternoon of July 16<sup>th</sup>, off Egg Harbor, Hull spotted four ships. All sail was made to see if they were Rogers' fleet or the British. The winds were light, and as night approached, Hull maneuvered close enough to flash signals. After receiving no return signal, he determined they were the enemy.

Just before daybreak, on the 18<sup>th</sup>, two English frigates were spotted about five miles astern. They were *BELVIDERA* and *AEOLUS* followed by a large man-of-war, *AFRICA*, and another frigate, *SHANNON*, about ten miles back. *SHANNON* was the flagship of Captain Philip Vere Broke, commander of the British Blockade of New York. When the wind died after sunrise, *CONSTITUTION* would not respond to the wheel and the bow swung towards the two British frigates. Hull ordered boats to be put into the water to swing *CONSTITUTION* around and pull them away from the enemy. The British did likewise and continued the chase.

Finding the British gaining, Hull ordered gangs of sailors with axes to chop out the aft cabin windows. He mounted two cannons in the openings, an 18 and 24 pounder. Two additional guns were added through the ports in the quarterdeck. By seven o'clock, a stern shot was fired, but fell short. During this time another frigate, *GUERRIE'RE* had taken a position between *BEVIDERA* and *SHANNON*. The English continued to close.

Lieutenant Richard Morris suggested they try kedging. Four hundred fathoms of rope were spliced and tied to small anchors. The anchors were towed by boats to the full extent of the line and dropped into the water. The cable became taut, and the crew grabbed the inboard end of the rope and ran aft with the tackle, pulling the ship forward. The British were surprised to see the American frigate dart forward. They quickly employed the same tactic and *BELVIDERA* stayed close. About nine p.m. on July 18<sup>th</sup>, the two ships fired on each other. In order to lighten his ship, Hull had the men pump out 2,300 gallons of drinking water. Additional kedging boats were added to *BELVIDERA* until at 10:30 a strong breeze came up and the boats were brought in. The English ship remained close.

At nine a.m. the next morning, an American merchantman was spotted on *CONSTITUTION'S* weather beam. As soon as the British spotted her, they hoisted United States flags, hoping to decoy her. Hull immediately raised the British colors and fired a salvo. The merchant ship decided she had no business in the area and swung about, making her escape.

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*Scuttlebutt continued -*

On July 19<sup>th</sup>, the winds gradually increased and *CONSTITUTION* widened the gap. At 6:30 p.m. a rain squall blew in dead ahead of *CONSTITUTION*. Hull was able to determine it was only a thin gust of rain. Since the British had matched every move, Hull resorted to a bit of cleaver showmanship. He sent all hands aloft to cast loose all the light sails. The British, noting the frantic haste of the Americans, promptly cut down all their own sails except storm canvas and prepared for a heavy gale.

As soon as *CONSTITUTION* entered the concealing sheet of rain, all sails were run up and the frigate raced ahead at full speed. By the time the English were aware of what was happening, *CONSTITUTION* was over twelve miles ahead. At about 8 p.m. captain Broke called off the chase and headed north to resume the blockade of New York. *GUERRIE'RE*, however, pulled into Halifax for repairs. The pursuit lasted for three nights and two days, sixty-six hours in all, and had to be one of the slowest chases in naval history.

Since the blockading English fleet surrounded New York, Hull set a course for Boston. After fitting out, he headed north for the Saint Lawrence River, where he seized two prizes on August 10<sup>th</sup> and 11<sup>th</sup>. On August 15<sup>th</sup> he recaptured the U.S. brig *ADELIN*, taken by the British earlier that year. On August 17<sup>th</sup>, Hull overtook the U.S. privateer, *DECATUR*. Her captain, William Nicholas, informed him that a large warship was in the area, Hull immediately took chase. On August 18<sup>th</sup> the warship was spotted under light sail, and seemed to be waiting for *CONSTITUTION* to overtake her.

At 4:10 the British frigate hoisted her flag. It was *GUERRIE'RE*, commanded by Darces. William Orne, a prisoner on *GUERRIE'RE* was captain of an American brig earlier captured by Darces. *GUERRIE'RE* opened with a broadside but all fell short. He swung his ship about and fired another broadside. In response to the attack, a couple of over-anxious *CONSTITUTION* sailors fired their bow guns. Hull immediately issued orders that no gun was to be fired until he gave orders. Darces kept trying to maneuver his ship to fire a broadside, but Hull zigzagged to close in. For over an hour the ships continued this tactic.

The gunners were becoming anxious and wanted to return the fire, but Hull, while pacing the deck, kept denying them. Finally the two ships were in range, *GUERRIE'RE* fired another salvo, but the shots were high and passed through *CONSTITUTION'S* rigging. *CONSTITUTION* was on *GUERRIE'RE'S* quarter with only forty yards separating them. "Now boys! Pour it to them", Hull screamed. The command was given with such fervor that Hull split the breeches of his uniform. Each gun had been double shotted, and *GUERRIE'RE'S* spars could be heard crashing to her smoke-filled deck.

A British gunner, who watched his shot bounce off of *CONSTITUTION'S* triple planked hull shouted, "Good God, her sides must be made of iron!" That gave rise to the frigate's nickname, "*Old Ironsides*". Captain Orne, on board *GUERRIE'RE* later wrote: "suddenly a tremendous salvo smashed into *GUERRIE'RE* and the ship lurched and trembled as her mizzenmast was shot away" *GUERRIE'RE'S* crew tried to clear the wreckage as *CONSTITUTION* drew ahead and fired another salvo. Darces attempted to bring his ship behind *CONSTITUTION* and rake her stern but Hull anticipated this move, and swung his ship to port, locking *GUERRIE'RE'S* bowsprit in *CONSTITUTION'S* rigging. Bugles from both vessels sounded "away all boarders", but heavy seas prevented either party from attempting to board.

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### Scuttlebutt continued -

Seven marines were stationed on each of *CONSTITUTION*'S mast tops. The best marksman firing muskets while the other six loaded. Captain Darces was struck in the shoulder. When a British shot slashed through the topgallant mast of *CONSTITUTION*, the flag dropped to the deck. Seaman John Hogan grabbed the ensign, climbed the rigging, and lashed the colors to the mast.

Suddenly the surging waves broke the vessels free, but *GUERRIE'RE*'S foremast came crashing down, taking the mainmast with it. *GUERRIE'RE* was now a helpless hulk, but her flag flew defiantly from the stump of the mizzenmast. *CONSTITUTION* moved back a short distance and fired broadsides until the British struck her colors.

Lieutenant George Read and a prize crew were sent over to *GUERRIE'RE*. The lieutenant saluted the English captain and said, "Captain Hull presents his compliments, sir, and wishes to know if you have struck your flag?" Darces answered, "Well I don't know, our mizzenmast is gone, our mainmast and foremast are gone; I think on the whole you might say we have struck our colors".

With thirty holes below her waterline and her decks awash, *GUERRIE'RE* was left to sink. Darces was put aboard the first boatload of prisoners brought over to the *CONSTITUTION* and was escorted to Hull's cabin. The wounded captain painfully unclasped his sword and handed it to the victor. Hull gently pushed the blade aside and said: "No, Captain, I'll not take a sword from one who knows so well how to use it, but I will trouble you for your hat".



*"Old Ironsides"* can still be found in Boston's Charlestown Navy Yard.

An unattributed painting of the *GUERRIE'RE* suffering a de-masting while battling *CONSTITUTION*.

Found on a blog at [mholloway63@wordpress.com](mailto:mholloway63@wordpress.com)



## From the Helm

By Guild Master

Pete Jaquith

First Mate **Jon Sanford** did a fine job running the June meeting as I was traveling on business. This is the 2<sup>nd</sup> meeting in a row, but I was offsite assisting a U.S. shipyard in reducing cost on their naval shipbuilding program. I will give a brief report on this topic at our next meeting.

**Guy Lawrie** is handling the SDSMG Web Site and has worked with **Barry Rishel** to take over this duty. **Don Bienvenue** is our Electronics Coordinator with **Jon Stanford** as his backup. I want to thank **Guy**, **Don**, and **Jon** for taking on these important tasks and I also thank **Barry** for all his assistance over the past year. We are still looking for a Meeting Program Coordinator, so remember this is your guild and please step forward if you are able.

With the San Diego County Fair now underway, I want to thank **Bill Grolz** for his work in organizing our volunteers. In October we have the Nautical Research Guild Conference. **Mike Lonnecker** is coordinating this event, so please prepare to assist **Mike** when requested. For the NRG Conference we will need ship models, so please consider entering your models so we can show off our work.

There will be no presentation at our next meeting and we are looking for members to step forward with presentations for the August meeting and beyond. Be sure to bring your models for our usual "show and tell".

See you at the July 12<sup>th</sup> meeting,

*Pete Jaquith*

Guild Master

# Show and Tell

(not so much tell in this edition but pictures are worth a thousand words)

***Fair Giveaway Mini-ship Entries***, Jon Sanford displayed the below photo by Ted Walton of mini ships built by the listed Guild Members as discussed on page 2.



The “Kit” given to youngsters at the fair. Thanks, John Wickman!



Museum visitor Russ Wildey stays for a guild meeting. Was his building of a Spanish galleon inspiration for his Indian bike?

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Show and Tell continued -



### ***Gunboat***

**by un-named builder presented by  
Museum Collection Manager Kevin  
Sheehan, PhD [see page 2]**

This model was scratch built by a CA Folsom prisoner with the materials and tools available, what a challenge! The prisoner had access to pictures and photographs without access to plans.

Historical note: A Wikipedia search for *CSS ALBERMARLE* and her sinking tells a tale of how a Union gunboat under the command of Lieutenant William B. Cushing successfully attacked the iron clad *CSS ALBERMARLE*.

The battle cost the lives of two crewman, the gunboat was blown up, and Cushing endured a perilous escape by hand paddling down the Roanoke River in a stolen skiff. History tells how Cushing discovered two 30-foot picket boats under construction in New York and acquired them for his mission (some accounts have them as 45 to 47 feet). On each gunboat he mounted a Dahlgren 12-pounder howitzer and a 14-foot spar projecting into the water from its bow. One of the boats was lost at sea during the voyage from New York to Norfolk, Virginia, but the other arrived safely with its crew of seven officers and men at the mouth of the Roanoke. There, the steam launch's spar was fitted with a lanyard-detonated torpedo. From there Cushing launched his commando-like raid and sailed into naval history. **The story is worth a look!**

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### ***USS Missouri (BB-63)***

**by Ed Torrence**

**Tamaya styrene plastic  
kit with enhancements**

**Scale: 1/350**

Ed spoke about his in progress model of the 3rd ship of the US Navy to be named in the honor of Missouri.

The *USS Missouri*

was the largest and fastest of these ships and was the site of the Japanese surrender in Tokyo Bay on September 2, 1945. This model is a standard kit to be complimented by photo etched brass kits and turned brass fittings for gun barrels. Laser cut teak decking will enhance the model further.



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Show and Tell continued -

## ***HMS BOUNTY*, semi-finished model acquired by auction**

**By Howard Griffus**

**Scale: 3/16 in = 1 ft**

This 18th century small merchant ship became famous because of the mutiny by the crew and the survival saga of Captain Bligh. This model required a major rebuild and materials substitution after the hull was cut down to create a waterline model.



## ***T78 NORDEN*, Billings Boat Kit #603**

**By Jon Sanford**

**Scale: 1:30**

This is **Jon's** San Diego County Fair model which he has worked on only at the fair for the last three years and expects to finish this year. The hull is plank on frame but only one side is built at a time and then they are joined together. **Jon** reports the

wood materials included in the kit are of fair quality, those woods being box wood, bass wood, and mahogany. The superstructure is photo/laser cut and the fittings are made of brass, wood, and plastic. **Jon** advises this is a good starter kit.

The *NORDEN* is a typical coastal vessel that can be seen sailing the waters along the West coast of Denmark. This boat was originally built in 1930 by local ship builders in the small Danish towns of Klitmoller and Vorupor. Since then no appreciable changes have been made to the vessel although boat has been made a few feet longer and it now has a wheelhouse under cover. *NORDEN* is a stable and seaworthy vessel but its round design limits its speed to approximately six knots. Boats like *NORDEN* today are used for seine fishing and additionally setting fish pots along with general angling. Weather permitting, fishing starts early in the morning and continues all day. At the end of the day, the boats are run up on to the shore paying attention to the tides. To re-launch, the boat must be turned around to face the surf then pushed into the oncoming waves. A difficult and dangerous operation to be sure!

# Presentation Program

**Editor:** A presentation was not scheduled for the June meeting. The following is presented in its stead.

## **D-Day June 6, 1944 – Omaha Beach , a World War II Diorama**

**by John B. Sauvajot, constructed in 2014**

**Scale, 1:35, 1 in = 2ft 11 in**

**Various Timiya, Lindberg, and Dragon plastic model kits (modified by builder) with hand crafted setting**

John reports his **reason for choosing to make this diorama:** This year (2014) is the 70<sup>th</sup> anniversary of D-Day. Since I lived in the city of Caen, Normandy, France, on that historic day which is located less than six miles from “Sword Beach”, another one of the five landing beaches; I thought it would be nice to add this diorama to my model collection. On D-Day I was a nine-year old boy who, along with



thousands of other civilians, experienced the entire Battle of Normandy (June 6 to September 1944). Ed. Note: A basic Wikipedia and deeper internet search on the topics of the bombing of Normandy, Caen specifically, and the impact of the invasion on the civilian population reveals that upwards of 75% of Caen, a city founded by William the Conqueror in the 11th century, was destroyed with 3,000 civilian deaths during the Battle of Normandy. John tells a harrowing story of the Germans on D-Day ordering the civilians to



remain in their homes with their doors ajar as they intended to fight house to house. At the same time, the allies were dropping leaflets warning the civilian population to leave since the city was going to be bombed. By the morning of June 7, bombing had begun and the Germans lost control of the population. John reports that his family and neighbors fled to the city outskirts and then, a week or so later fleeing 11 k from the city. John's story includes seeking shelter next to a graveyard and being in the midst of Panzers before eventually finding themselves in the American sector. A remarkable story.

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### Presentation Program continued -

**The history behind the World War II diorama:** It's 6:30 am on June 6, 1944, and the first wave of US infantry is landing on a beach in Normandy, France, code-named Omaha. The diorama attempts to capture the atmosphere, tension, hazards, horrific number of casualties suffered, and the final achievements of US troops on that memorable day. The diorama depicts Company F of the 16<sup>th</sup> Regimental Combat Team (US First Army, V Corps) disembarking from an LCVP and wading ashore in the sector named "Fox Green Beach". The nearly empty "Higgins Boat" (LCVP) is tossed around by incoming surf and is dangerously close to underwater boat obstacles that are visible because it is low tide. Among



the infantry making their way to dry land are US Rangers who were unloaded from their LCVP at the wrong place. Under heavy machine gun fire, most of the soldiers are attempting to take cover behind tank obstacles. One of the three deep wading tanks that made it ashore at this location is stuck in the sand and abandoned by its crew.

The order of battle was for a special engineer task force to precede the infantry and open gaps in the underwater boat obstacles and the beach tank obstacles thereby allowing tanks (deep wading amphibious tanks) to provide protective fire for the infantry to follow.

Things did not go as planned. A strong current parallel to the coast caused nearly every combat team to land further east of their designated landing point; of the 27 tanks sent ashore, three made it to the beach and only one was operational. Many of the landing craft (LCVP's) were stranded on sand bars and disembarked the infantry in deep water causing many to drown. The assault troops were intended to penetrate inland after landing by using draws between the cliffs. Unfortunately, they encountered a first-rate German division in well-placed positions defending the beach. Machine gun enfilading fire pinned down the troops on the beach causing heavy casualties. As they landed, one third of the assault troops in the first wave were casualties. Little progress of what had been planned was made on the first day at Omaha Beach. In spite of the heavy casualties and the chaotic situation, the beach head held and the draws were cleared of German resistance.

**The models and figures:** The focal point of the diorama is the landing craft (LCVP) and secondarily the stranded tank (Sherman M4 with wading trunks).



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### Presentation Program continued -

**The models and figures continued:** Both vehicles are plastic kits and were substantially modified to suit the situation. Specifically, the crew of the LCPV was made to represent US Coast Guard men and the interior and exterior were modified to match war time photographs; wading trunks were installed on the M4 tank and other modifications were made to the hull. Each figure (from kits) was posed differently to create a life-like representation of soldiers under fire. The troops' equipment was modified to accurately represent the gear and materiel they carried ashore. Beach and tank obstacles were scratch built as well as

the debris floating in the water. Again, period photographs provided references for them. There are twenty figures in various poses, representing soldiers of Company F of the 16<sup>th</sup> Regimental Combat Team and U S Rangers landing with them due to an error in locating their intended disembarkation point.

**Sherman M4:** On the beach is an abandoned Sherman tank that did not suffer battle damage but is trapped in the sand and is now offering the troops some shelter from enemy fire coming from the bluff further up the beach.



The tank was built using Tamiya Kit No, 190. It is an early production Sherman equipped with wading trunks to allow the

tank to “wade” ashore in water that could reach up to the top of the turret. Due to errors in judging the depth of the water, most tanks sank immediately on exiting the landing crafts. At Fox Green Beach, depicted by the diorama, 27 Sherman tanks were launched and three made it ashore; two got stuck in the sand and only one remained operational.

**The water and surf:** It is low tide but rising, and the surf is gentle even though offshore the sea is still agitated due to the severe storm in the preceding days. The foundation for the water was made by layering foam board to shape the contours of the ocean floor. The water, waves, etc. were sculpted with lightweight spackling paste. The water surface and effects were painted with enamels. The glossy finish was obtained



by brushing several coats of “Future” floor finish on the “water” surface.

*Continued on Page 14*

### ~~P~~resentation Program continued -

**World War II LCVP (Landing Craft, Vehicle, Personnel) [Also known as “Higgins” Boat, so named after the designer and main builder of these landing craft]**

This model is made from the Lindberg 1:35 scale LCVP kit # 7414. Aboard the LCVP is a soldier losing his footing as he exits the craft. The crew is composed of Coastguardsmen. The markings on the LCVP are those of a landing craft off the *USS Bayfield (APA 33)* which transported the first wave of assault troops at Omaha Beach. The *USS Bayfield*, a large troop transport, has a colorful history. She also served during 1945 in the Pacific, and later in Korea, and Vietnam. She was awarded several battle stars. She was homeported in San Diego during the 1950's. She was scrapped in 1969.

#### **Description of the actual LCVP:**

**Length: 36 feet 3 inches**

**Beam: 10 feet 10 inches**

**Draft: 2 feet 2 inches forward; 3 feet aft**

**Crew: three**

**Engine: 225 hp Gray Marine diesel or 250 hp Hall-Scott gasoline**

**Speed: 12 knots**

**Range: 102 miles**

**Displacement: 18,000 pounds**

**Load: 8,100 lbs. of cargo or 36 soldiers with equipment or one Jeep and 12 soldiers**

**Armament: two .30 caliber machine guns**

More than 8,000 LCVP's were built during World War II by various companies, including San Diego's Kettenburg Boat Yard.

#### **List of products :**

Landing Craft Vehicle Personnel, Lindberg Kit no. 7414

M4 Sherman tank, Tamiya kit no. 190

U.S. Rangers, Dragon Kit no.6235

U.S. Infantry West European Theater, Tamiya kit no. 35048

U.S. Army Infantry, Tamiya kit no. 35013-500

Tank Barricade set, Tamiya Kit no. MM 127-150

Paints: Humbrol enamel, Floquil colors, Model Master enamel

Two-part Apoxie clay

Styrofoam board

“Future” floor finish by Johnson Wax

“Fast’n Final”, DAP lightweight spackling paste

Beach sand, Woodland Scenics landscape material

Twigs from the yard

