



San Diego Ship Modelers Guild

1492 N. Harbor Drive

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June 2019

NEWSLETTER

VOLUME 47, NO. VI

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Established in 1971 by
Bob Wright and Russ
Merrill

Mike Lonnecker recommended the Editor bid on a book during a surplus modeling supply auction at last month's Guild Meeting. Not the least of the surprises to be found in **Milton Roth's** outstanding modeling guide, Ship Modeling from Stem to Stern, is the following quote from Chapter Twenty two, "What Kind of Ship Modeler are You?"



"I like work; it fascinates me.
I can sit and look at it for hours."
- Jerome K. Jerome

Proof of those words can be found in Guy Lawrie's languishing pinky schooner, *Glad Tidings*, tucked in a corner

MINUTES OF 14 MAY 2019 GUILD MEETING

Guild Master James Pitt brought the meeting to order at the San Diego Maritime Museum on the Passenger Deck aboard the Steam Ferry *BERKELEY*. Following a recitation of *The Pledge of Allegiance*, **James** greeted seventeen (17) members including **Isaac Wills** who is back in town from a year at college in New York. **James** continued with the business portion of the meeting and called for the following Officer Reports.

Purser's Report: Purser **Jon Sanford** reported the guild balance as of 1 May 2019 was \$<redacted> and that the Guild would be making a donation in the amount of \$<redacted> to the Maritime Museum of San Diego. The museum is a generous supporter of the San Diego Ship Modelers Guild through, among other things, operation of the Museum Model Shop, space aboard the Steam Ferry *Berkeley* for monthly meetings, and prizes for the ship model competition at the San Diego County Fair. Here to the right, **Jon** presents **Maritime Museum Vice President Susan Sirota** with a check for \$800.00. **Susan** expressed the museum's gratitude for the donation.



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

Purser's Report continued: Purser **Jon Sanford** continued the discussion about Guild participation in Museum activities including staffing the Museum Model Shop during the upcoming Festival of the Sea. Editor's update: the Museum Model Shop was fully staffed through the event over Memorial Day weekend. **Bravo Zulu Jon Sanford, James Pitt, Bob McPhail, Ed Torrence, and Guy Lawrie!** Here to the left and right are pictures from Memorial Day as young folks enjoy completing their first model ship!



Guild Members are urged to consider becoming a member of the Maritime Museum of San Diego! This is a wonderful way of showing the Guild's continuing support of Museum activities.



view the *San Salvador!*

Jon concluded his report by informing the members that emails of notification for delinquent annual guild dues will be sent to confirm the member is delinquent prior to being dropped from the mailing list. Editor's update: emails were sent and members who did not respond were removed from the Guild roles.

First Mate Ed Torrence, Log Keeper Tom Hairston, and Editor Guy Lawrie reported there were no updates to their respective posts.

Fair Coordinator's Report: **Jon Sanford** reported the Ship Modeler's and Maritime Museum fair booth went up smoothly with the volunteer help of **Jon, Bill Grolz, Tom Hairston, Howard Griffus, and Guy Lawrie.** The picture to the right represents the entries into this year's Design in Wood competition. It was reported one of the judges noted the sparsity of entrants and the diversity of scale of the entries this year. The fair booth will be staffed with three volunteers each day as shown on the [Fair Volunteer Form](#) found on the website, www.sdshipmodelersguild.org. There are still a few openings so **if interested in volunteering for a specific day, contact [Jon](mailto:jon@sdshipmodelersguild.org) at [purser@sdshipmodelersguild.org](mailto:jon@sdshipmodelersguild.org)** and he will help you. **500 Mini-Star of India kits are completed** and will be used to inspire young visitors to the Fair!



**Next meeting is
11 June
5:15 Officer's Meeting
5:30 PM - Social
6:00 PM Meeting
Bring a Model!**

June 2019

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Website home page



Web Master’s Report: Web Master Alex Roel reported the following activity on the web page.

1. Added Frank Dengler’s new “Presentations Volunteer Form” to Website after reformatting in SDSMG document style.
2. Added a number of historical Newsletters to the Website (see next item.)
3. Worked with Guy Lawrie, Chuck Seiler, and Jon Sanford to locate as many historical Newsletters as possible for eventual posting on the Website.
 - a. Guy provided digital copies dating from 2016
 - b. Chuck provided digital copies dating from 2004-2015
 - c. Jon found 34 older (paper-only) issues in the Model Shop
 - d. Jon found additional 5 binders full of historical issues in the Model Shop

If any member has any input regarding the website they can contact Alex at webmaster@sdshipmodelersguild.org and he can help you. Members are urged to take a look at our website found at www.sdshipmodelersguild.org and to explore some of the tabs.

Following a presentation by **Alex Roel**, a break, and **Show and Tell**, **James** adjourned the meeting.

Presentation

Website Orientation

by Web Master Alex Roel

Alex, on the left, sits with Karl Zingheim before his presentation



Alex began his presentation by talking about how the website, www.sdshipmodelersguild.org, has retained the same name with more than a few new features added. He is again urging members to “click” on the link underlined in blue and explore the website a bit. Alex continued his talk by speaking about the goals for the website as seen to the right; to Attract New Members, to Serve Guild Members, and to Preserve Guild History. When exploring tabs from the website home page, each of the “Anchor Points” seen under the three goals in the picture can be found. **Give it a try!**

ATTRACT	SERVE	PRESERVE
NEW MEMBERS	GUILD MEMBERS	GUILD HISTORY
↕ WHO WE ARE	↕ NEXT MEETING	↕ PAST NEWSLETTERS
↕ WHAT WE DO	↕ CURRENT NEWS	↕ PAST OFFICERS
↕ WHERE (BERKELEY)	↕ VOLUNTEER FORMS	↕ HISTORY
↕ WHEN (2 ND TUESDAY)	↕ BUILD GALLERY	↕ PROJECTS
↕ HOW (APPLICATION)	↕ BUILD LOGS	↕ AWARDS

Show and Tell

Museum Model of the Month



18th Century Longboat, 1750-1760

by Gary Seaton

Completed: March 2017

Kit: Model Shipways

Scale 1:48

Note: Anyone interested in displaying one of their models at the Maritime Museum of San Diego can contact [Jon](mailto:Jon.purser@sdsdshipmodelersguild.org) at purser@sdsdshipmodelersguild.org and he will work with you. All are welcomed and urged to participate!



Gary reports his model is a replica of a usual 26-foot longboat, based on a model exhibited in the National Maritime Museum in Greenwich, U.K. Such a boat was used to transport crew and goods between ship and dock or other ships. Officers also used the longboat to move, relatively unnoticed, to meet with senior officers in preparation for battles, etc. The model is made from boxwood, basswood, and holly.

USS *BRINKLEY BASS* (DD 887)

by Frank Dengler

Completed 2015



Frank tells us
about his model

Kit: Wooden hull adapted from the Bluejacket Shipcrafters USS *KIDD* (DD 661) kit
Scale 1:192



Model of USS
BRINKLEY BASS
(DD 887) Circa 1968
from Starboard
Bow Showing Label
Plate



USS BRINKLEY BASS (DD 887) by Frank Dengler continued:

The following is taken from **Frank's** Show & Tell Information Form.

1. Ship's History

a. Type / Class: Destroyer / GEARING (DD-710)

b. Namesake: LCDR Harry Brinkley Bass, USN who received two Navy Crosses for Bombing Squadron (VB) 2 strikes flown from USS LEXINGTON (CV 2) on Lae and Salamaua, New Guinea and helping to sink the Japanese carrier SHŌHŌ (Happy Phoenix) during the Battle of the Coral Sea. He received a Silver Star for service in Fighting Squadron (VF) 29 covering landings on French Morocco from USS SANTEE (CVE-29). As commander of VF-74 flying from USS KASAAN BAY (CVE-69) he covered landings on Southern France until killed in action 20 Aug 44, receiving a Distinguished Flying Cross and Purple Heart posthumously

c. Shipbuilder & Location: Consolidate Steel, Orange, TX

d. Date Commissioned/In-Service: 1 Oct 45

e. Characteristics:

1945: Displacement 3,460 tons full load, Length: 390' 6", Beam: 40' 10", Draft: 18' 6", Armament: 6 x Mark (Mk) 12 5"/38 guns in 3 x Mk 38 twin mounts controlled by a Mk 37 Gunfire Control system (GFCS), 16 x 40 mm/56 (1.57") guns (2 x Mk 1 twins, 3 x Mk 2 quads) controlled by 5 x Mk 51 GFCSs, 10 x 20mm/70 (0.79") guns in 5 x Mk 20 twin mounts, 1 x Mk 14 quintuple torpedo tube mount for Mk 15 torpedoes controlled by 2 x Mk 27 directors, Mk 9 and Mk 14 depth charges launched by 6 x Mk 6 "K-Gun" projectors and 2 x Mk 9 depth charge roller racks, Engineering: 60,000 SHP; 4 B&W 565 psi, 850° F boilers, 2 GE Geared Turbines, 2 screws, Speed, 36.8 Knots, Range 4,500 NM at 20 kts. (14 ft. insert in the previous DD-445/692 Class hull design for fuel tanks in DD-710 Class ships), Crew 350.

Circa 1954: Motivated by "stopping power" deficiencies against Kamikaze aircraft in 1944-45 and lack of radio proximity Variable Time (VT) fuses, 40mm and 20mm guns and their Mk 51 GFCSs were replaced by 2 single Mk 34 3"/50 gun mounts outboard of the tripod mast controlled by 2 Mk 63 GFCS and 2 twin Mk 33 3"/50 gun mounts aft controlled by a Mk 56 GFCS. A towed Fanfare system was installed to decoy homing torpedoes away from the ship. The 11,880 yd. range disadvantage to 18,200 yd. maximum range 5"/38's against 30,000 yd. range Russian designed 130mm artillery used by North Korean and later North Vietnamese Army (NVA) coastal batteries was not addressed.

1962: Motivated by Russian submarine force enhancement, BRINKLY BASS underwent Fleet Rehabilitation & Modernization 1 (FRAM 1) reconfiguration to enhance anti-submarine warfare (ASW) capability with two Mk 32 triple torpedo tube mounts forward, an 8 rail Mk 112 Anti-Submarine Rocket (ASROC) launcher amidships, and a flight deck and hanger for QH-50D Drone Anti-Submarine Helicopters (DASH) aft, all capable of launching Mk 46 ASW homing torpedoes, an AN/SQS-23 sonar, and an AN/SPS-40B air search radar for DASH and ASW aircraft control.



BRINKLEY BASS in the mid-1950s with tripod mast for heavier radars and 3"/50 gun mounts replacing 40mm and 20mm AAW batteries from <http://www.navsourc.org/archives/05/pix1/0588712.jpg>



USS BRINKLEY BASS (DD 887) by Frank Dengler continued

Characteristics continued:

1965: Motivated by NVA and Viet Cong (VC) floating mine and small arms attacks, destroyers destined to operate in Vietnamese coastal areas and rivers were fitted with two M2 "Ma Deuce" .50 caliber machine guns during Western Pacific (WESTPAC) deployments.

1968: Motivated by Russian and Chinese cruise missile developments demonstrated by the sinking of the Israeli destroyer INS EILAT (K40) off Port Said, 21 Oct 67 by Russian built Egyptian KOMAR patrol boats using Russian SS-N-2 STYX cruise missiles with a range of ≈ 21 nm, BRINKLEY BASS received AN/WLR-1 and AN/ULQ-6 systems atop the DASH hanger to detect and jam cruise missile seekers. However, these electronics, along with the ship's Mk 37 GFCS, two remaining Mk 38 twin 5"/38 gun mounts, and AN/SPS-10 and AN/SPS-40 search radars offered only limited Anti-Aircraft Warfare (AAW) capability against jet fighter/bombers and cruise missiles and no capability to destroy aircraft, ships, patrol craft, shore batteries, and submarines launching missiles from likely standoff ranges.



USS BRINKLEY BASS after FRAM I reconfiguration headed for the Gulf of Tonkin off Vietnam in 1968. Photo from ship's 1968-69 Cruise Book posted at <http://www.navsourc.org/archives/05/pix1/0588702.jpg>



Note: Model builder CDR Frank Dengler, USN, (Ret.), served as Gunnery Officer, Officer of the Deck, and Combat Information Center Watch Officer aboard BRINKLY BASS in 1968-69 as an ENS and LT(jg). Motivated by BRINKLEY BASS sensor and weapon limitations, Frank wrote "The Silent Vote" in the February 1971 U. S. Naval Institute Proceedings and became involved in installation, training, testing, modification, and/or tactics for multiple AAW, ASW, and surface warfare systems.

f. Operations: BRINKLEY BASS deployed 18 times to WESTPAC from San Diego 1946-63 and Long Beach 1964-71. The ship deployed for Korean War service 1950-53 that included engagements with coastal artillery resulting in 1 crewman killed and 9 wounded 20 May 51 and 3 wounded 25 Mar 53. BRINKLEY BASS deployed for service in the Gulf of Tonkin and Vietnamese waterways 1965-71 providing gunfire support for troops and patrol craft engaging enemy troops, structures, trenches, tunnels, bridges, storage areas, and watercraft, screening carriers and cruisers, and rescuing downed pilots. On 4 Feb 66 BRINKLEY BASS collided with the destroyer USS WADDELL (DDG-24) after underway replenishment from USS SACRAMENTO (AOE 1). Repair involved grafting the bow from USS TINGEY (DD 539), already damaged by a collision with USS VAMMEN (DE 644), on BRINKLEY BASS's hull. During the 1968-69 cruise, BRINKLEY BASS carried a van topside to collect electronic intelligence, used Rocket Assisted Projectiles (RAP) and manual computer updates to extend firing ranges, operated with the battleship USS NEW JERSEY (BB 62), Patrol Boat River (PBR) units in the Bassac River, and NASTY Class boats inserting Sea Air and Land (SEAL) teams, and flew TV equipped "Snoopy" DASH variants for reconnaissance and targeting. TV showing upturned faces of NVA soldiers indicated one "Snoopy" was heard before being seen and shot down. In September 1968 while operating on Positive Identification Radar Advisory Zone (PIRAZ) station, BRINKLEY BASS "loaded to the trays" anticipating engagement of approaching fighter/bombers but did not fire since USS LONG BEACH (CGN 9) shot down a MIG-21 with a RIM-8 Talos missile and the other aircraft retreated.

USS BRINKLEY BASS (DD 887) by Frank Dengler continued

Operations continued:

In 1969 after returning from Vietnam, BRINKLEY BASS received two Zuni chaff rocket launchers outboard of the ASROC Control Station to decoy cruise missiles away from the ship and other equipment under the Ships' Anti-Missile Integrated Defense (SAMID) program. The ship conducted detection and response tests involving chaff and relatively new 5"/38 projectiles with infra-red (IR) fuses and participated in a Midshipman cruise during which cruise missile attacks were simulated against NEW JERSEY. These events suggested more was needed for effective missile defense. BRINKLEY BASS was assigned to train Tacoma, WA reservists from 1 Jul 72 until decommissioned 3 Dec 73 and transferred to Brazil. The destroyer was renamed for Brazilian LT Antônio Carlos de Mariz e Barros, killed in 1866 aboard the ironclad TAMANDARÉ in the war Brazil and Argentina fought to lift Paraguay's blockade of the Paraná and Paraguay Rivers. MARIZ E BARROS (D 26), participated in training, rescue, and diplomatic operations, including United International Anti-Submarine Warfare. (UNITAS) exercises involving U. S. Navy units.



g. Fate: MARIZ E BARROS, ex-BRINKLEY BASS, was sunk as a target in the South Atlantic 19 Dec 2000.



h. Awards: Combat Action Ribbon, Navy "E" Ribbon (1970), Occupation Service Medal (Japan), China Service Medal, National Defense Service Medal, Korean Service Medal with 7 Battle Stars, Armed Forces Expeditionary Medal (Taiwan Straits, Quemoy and Matsu Islands), Vietnam Service Medal with 9 Battle Stars, Korean Defense Service Medal, Republic of Vietnam Campaign Medal, Republic of Korea Presidential Unit Citation, Republic of Vietnam Gallantry Cross Unit Citation. The Navy Sea Service Deployment Medal was not included because it is only authorized retroactively to 15 Aug 74.

2. Model Fabrication

a. Materials: The wooden hull was adapted from the Bluejacket Shipcrafters USS KIDD (DD 661) kit by inserting a 14/16" fore and aft block faired into the hull forward of the after stack to replicate the 14 ft. fuel tank section inserted in DD-445/692 Class hulls to increase the DD-710 Class steaming range. Two 4-bladed props and two rudders used by DD 692 and DD 710 Classes replace the two 3-bladed props and one rudder used by DD-445 Class destroyers like KIDD. Other parts were made of sheet plastic, cast resin, and brass.

b. Scale: 1:192 (1/16" = 1')

c. Era of Configuration Depicted: Circa 1968

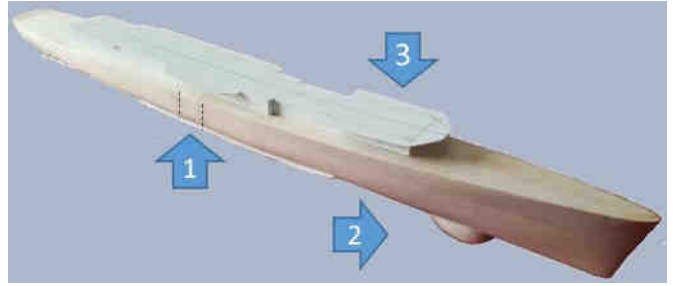
d. Model Construction Period: ≈8 months; cannibalizing an earlier version built on a Marine Model GEARING hull with less sheer.



USS BRINKLEY BASS (DD 887) by Frank Dengler continued

Model Fabrication continued:

e. Techniques: Plans from “Sumner-Gearing-Class Destroyers: Their Design, Weapons, and Equipment” by Robert F. Sumrall were photo-copied and enlarged to 1:192 scale drawings. Photographs of the ship and other GEARING Class destroyers were collected from Internet sources, e.g. <http://www.navsource.org/archives/05/887.htm>, for configuration reference. The superstructure was fabricated from plastic sheet so open water-tight doors, portholes and DASH hanger door would give the impression of a habitable ship. The open doors were dusted with lead shavings to bring out photo-etched details. A plaque engraved by David Chung’s Shop in the 3rd Street Navy Exchange, 619-235-8075, with a summary of the ship’s history was attached to the wooden base, along with Tonkin Gulf



BRINKLEY BASS model showing (1) Shaped wooden DD-445/692 Class hull with insert to extend it the equivalent of 14 ft. to make DD-710 hull, (2) Shaped block representing AN/ASQS-23 Sonar, (3) Initial superstructure & bilge keels fabricated from plastic sheeting.

Yacht Club patch, so viewers would understand the historical significance of the ship and its crew. A glass case from University Glass, 5255 University Avenue, San Diego, CA 92105, 619-280-3688 protects the model.



f. Issues & Solutions: MS PowerPoint images replicating deck tread patterns, blast protection around the ASROC launcher, and flight deck markings were printed on white 25% cotton fiber paper and attached with white glue. The ensign and signal flags representing the ship’s call sign were printed on typing paper, reversed, and printed on the opposite side.

HSwMS *Sölve*, Swedish Monitor 1875

by Robert Hewitt

Completed 2002

Scratch Built

Scale: 1 inch = 20 feet

Left to right- Frank Dengler, Robert Hewitt, David Yotter, and Don Dressel begin to listen into **Show and Tell** presentations. Note the scale of Robert’s model sitting on the table in front of him and the picture below.



Robert tells a story that while on the internet he found a paper model of *Sölve*. Desiring to construct a ship of this period, Robert acquired the plans to the paper model and finding the scale to his satisfaction, he built the *Sölve*. He reports that the bulk of the model is made from pearwood with the darker portions constructed of ebony. Following is a direct quote from Wikipedia describing *Sölve*.

HSwMS *Sölve* by Robert Hewitt continued:

Direct Wikipedia quote continued:

“**HSwMS *Sölve*** is one of the seven *Hildur*-class monitors built for the Swedish Navy in the mid-1870s. It had an uneventful career and was sold in 1919 for conversion into a barge. She became a museum ship in Gothenburg, Sweden, in 1992.”

“The *Hildur*-class monitors were designed by Lieutenant John Christian d'Ailly, from a proposal by John Ericsson, for the defense of Lake Mälaren and the Stockholm archipelago. *Sölve* was 130 ft 6 in long overall and had a beam of 28 ft 7 in. She had a draft of 8 ft 10 in and displaced 460 metric tons. Her crew numbered 48 officers and men. The ship had rudders at bow and stern.



The *Hildur*-class ships had two horizontal, twin-cylinder steam engines, each driving a single propeller using steam from two cylindrical boilers. The engines produced a total of 155 indicated horsepower which gave the monitors a maximum speed of 8 knots. The ships carried 23–25 metric tons of coal.

Sölve was equipped with one 9.4 in M/69 rifled breech loader, mounted in a long, fixed, oval-shaped gun turret. The gun weighed 32,340 lb and fired projectiles at a muzzle velocity of 1,300 ft/s. At its maximum elevation of 7.5° it had a range of 3,800 yd. The ship also mounted two 3.0 in guns. She was rearmed with a 4.7 in quick-firing gun as well as three 2.2 in quick-firing guns sometime in the 1890s or the early 1900s.

Sölve had a complete waterline armor belt of wrought iron that ranged 1.5 to 3.0 in thick from front to rear. The deck was 0.7 in thick. The face of the gun turret was protected by 16.5 in of armor, while its sides were 14.0 in thick. The conning tower protruded from the top of the turret and was protected by 10 in of armor.

Sölve, named after Sölve, a semi-legendary King of Sweden, was launched in 1875 by Motala Verkstad at Norrköping. She was decommissioned in 1919 and was converted into an oil barge after she was sold. The ship was acquired by the Gothenburg Maritima Centrum from Mobiloil in 1992. It has been partially restored and is currently moored at the Maritiman marine museum in Gothenburg.”

Editor’s note: For any who might be interested in paper ship models, a search on the internet found this paper model which might be the paper model Robert referenced even though the scale does not seem to quite match. Internet quote: “A model that has gained a lot of well-deserved attention is this 1:250 model of the Swedish monitor “*Sölve*” (1875). The model is designed by David Hathaway, Cambridge, England and published through his firm Paper Shipwright. Do visit his web site and download a free paper model for the Australian monitor “*Cerberus*”, one of the best free paper models on the Internet. Address is: <http://www.papershipwright.freemove.co.uk>



HMS *Roebuck* (1774)

by **Don Dressel**

Scratch Built based on 1:48 scale plans by Harold Hahn and instructions that Harold Hahn included with his book *Ships of the American Revolution and their Models*

Scale 1:64

Don describes some of his construction techniques as David Yotter listens in



Since last reported on in the March 2019 SDSMG Newsletter, **Don** reports progress on his model built from boxwood, ebony, holly, pau marfim, pear, and other woods with a maple keel, stem, sternpost and frames. He goes on to say *Roebuck* may not be rigged due to her large size. The model is still in her construction frame, but lots of work is now being done to the interior of the model. **Don** tells us eventually all the deck beams, decking and other items will be installed including the orlop deck, the gun deck, the upper deck, the forecastle, and the poop deck. He carved the figurehead from

boxwood and more carving will be completed for the stern as she is built. The 44 guns of the ship are under construction with the lower gun deck port side cannon completed. The starboard side cannon will be installed but with the gun ports closed on that side. **Don** reports the model was started in 2006 and worked on intermittently since then but he is putting more effort into the model recently.



For some historical context, **Don** tells us HMS *Roebuck* was a British 2-decker 44-gun frigate (ships classed as fifth rates by the Royal Navy, ships that were frigate-like but not actually classed as true frigates) and she fought against the American Colonies during the Revolutionary War. She was launched in 1774 and was often mistaken for a much bigger 74-gun ship which worked to her advantage on several occasions. She was one of the ships of a squadron of British ships that captured the Continental Frigate *Confederacy*.



“Wreck of the IJN Battleship *Ise*, Circa 1946”

Diorama by Karl Zingheim

Greatly Modified Fujimi kit

Scale 1/350



The diorama depicts the wreck of the Imperial Japanese Navy Battleship *Ise*, sunk at her mooring in the summer of 1945 in Japan’s Inland Sea by U.S. Navy carrier aircraft. **Karl** reports the Fujimi kit was a bit pricey for plastic, he opted to produce a wreck because he never took to the partial carrier version of the battleship as pictured by the kit model to the left. Furthermore, since to date, no all-gun version of this class has been produced in 1:350, he saved a pair of turrets from the kit to supplement a second such kit to kit-bash what I would like to see.

The following is taken from Wikipedia. *Ise* was the lead ship of her class of two dreadnought battleships built for the Imperial Japanese Navy (IJN) during the 1910s. Despite expensive reconstruction, the ship was considered obsolete by the eve of the Pacific War, and did not see significant action in the early years of the war. Following the loss of

most of the IJN's large aircraft carriers during the Battle of Midway in mid-1942, she was rebuilt with a flight deck replacing the rear pair of gun turrets to give her the ability to operate an air group of floatplanes; lack of aircraft and qualified pilots meant that *Ise* never actually operated her aircraft in combat. She participated in the Battle off Cape Engaño in late 1944, where she was one of the ships that decoyed the American carrier fleet supporting the invasion of Leyte away from the landing beaches. Afterwards the ship was transferred to Southeast Asia; in early 1945 *Ise* participated in Operation Kita, where she transported petrol and other strategic materials to Japan. From this time until the surrender of Japan, *Ise* remained docked at Kure, without fuel or aircraft, and repainted in an olive green camouflage with vari-coloured



splotches. The camouflage was not effective against American carrier-based aircraft. She was repeatedly attacked until on 24 July 1945 60 carrier-based aircraft struck her with bombs killing her commander, other bridge personnel, and around 50 crewmen; many other crewmen were wounded. The ship settled by the bow and it took three days to pump her dry and the IJN planned to drydock her for repairs. On 28 July she was struck by five 450 kg (1,000 lb) bombs dropped by F4U Corsair fighters from USS *Hancock*, and eleven more bombs dropped by other aircraft from TF 58. Later that day an attack by 18 USAAF Consolidated B-24 Liberator heavy bombers was unsuccessful.

Karl, right, talks with Ed Torrence about the construction of his diorama



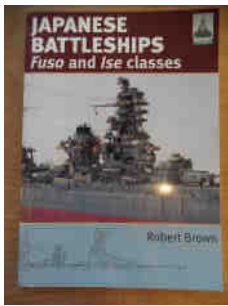
“Wreck of the IJN Battleship *Ise*” by Karl Zingheim

Ise took on a 15° list to starboard and sank in shallow water. Salvage efforts were abandoned that same day, although some AA guns were stripped from her wreck. The ship was struck from the Navy list on 20 November. The underwater portion of

Ise's wreck was ignored until the following year and she was scrapped in place by the Kure

Dockyard of the Harima Zōsen Corporation from 9 October 1946 to 4 July 1947.

Karl adds that this diorama is the only one he has made that has appeared in a publication, too! Robert Brown saw a photo online from the Model Shipwrights website and tracked him down.



***Freya*, a Miniature in a Light Bulb**

by Howard Griffus

Scratch built

Scale to fit bulb?

Howard holds up his light bulb for all those with super vision as Diana Griffus and Isaac Wills look on!



Howard found plans for this boat in William Atkin's autobiography, *Of Yachts & Men*, first published in 1949 and now, much sought-after having been long out of print.

Howard undertook this build as just a fun project with a little history thrown in and built it from scratch. He tells us the design of *Freya* follows the lines of the Norwegian double-ended lifeboats which had famous sea-keeping capabilities. Sailors sought after these boats because they had lots of space below decks for sailors planning on living aboard or embarking on longer cruises. They were not fast and it is said with a smile, some of these boats that were built to this design

sailed off around the world in 1924 and are expected to return to port any time now! This example, *Freya*, was built in 1924 and was ketch rigged. Measured 32 feet LOA with an 11 foot beam, she drew a 5 foot draft and hoisted 790 square feet of sail to propel her 19,000 pounds of displacement.



A little applause for another Howard special that is sure to make an appearance at the San Diego County Fair to amaze and amuse visitors to the Guild's Fair Booth!

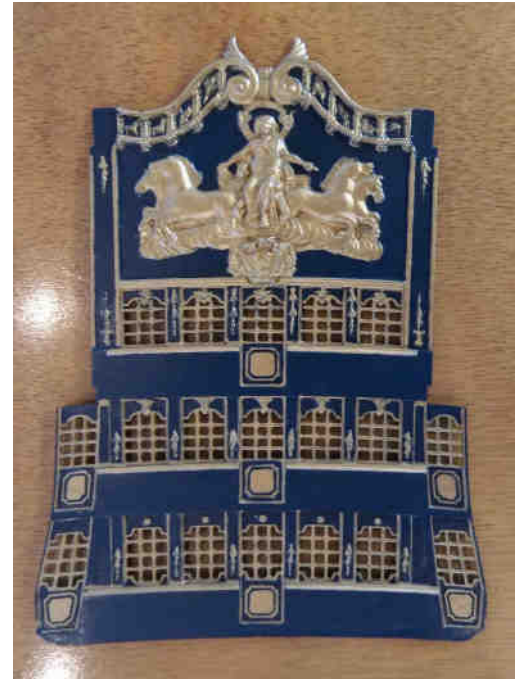


Soleil Royal
by Isaac Wills

Heller kit

Scale 1:100

Isaac, right, tells about his work on modeling while Howard Griffus looks on



Isaac returned from his first year of college on the East Coast and spoke about his continued interest in modeling even to say his room at college is notorious for having been converted into a model shop! He reported that this Heller plastic kit was made in 1977 and he has been working on it sporadically for 4 years. He finds that ill fitting parts and massive amounts of plastic flash on the parts present a big challenge to making rapid progress. **Isaac** is working on the challenging detail painting and finding it satisfying especially after working hard to match color such as the blue with custom mixes. What is not so easily overcome is

maintaining the historical accuracy of the model when issues arise such as when belaying pins are molded directly into the cap rails.



Isaac reports he enjoys building this 17th century man o' war with 107 guns that served as the capital ship of the French monarch, Louis XIV. The ship was decorated with overwhelming detail and beauty and, as **Howard Griffus** told **Isaac**, British sailors cried as *Soleil Royal* was sunk because she was so beautiful.

Bonus Meeting Pictures



Meetings often offer members an auction with auctioneer, some humor, and some good stories. Come aboard next meeting!

