



November 2020

NEWSLETTER

VOLUME 48, NO. XI

## GUILD OFFICERS

### Guild Master

[Alex Roel](#)

guildmaster@  
sdshipmodelersguild.org

### First Mate

[Ed Torrence](#)

firstmate@  
sdshipmodelersguild.org

### Purser

[Jon Sanford](#)

purser@  
sdshipmodelersguild.org

### Newsletter Editor

[Guy Lawrie](#)

newsletter@  
sdshipmodelersguild.org

### Log Keeper

[Tom Hairston](#)

logkeeper@  
sdshipmodelersguild.org

## COMMITTEE CHAIRS

### Web Master

[Alex Roel](#)

webmaster@  
sdshipmodelersguild.org

### Presentations

[Ed Torrence](#)

[Frank Dengler](#)

presentations@  
sdshipmodelersguild.org

### Model Shop

[Jon Sanford](#)

modelshop@  
sdshipmodelersguild.org

## Remembrance



Ed sharing a Guild anniversary dinner meal with Frank Dengler, Don Bienvenue and others in the background.

It is with fond memories the Guild must ring Eight Bells for our friend, **Edward Robert Torrence**. Ed passed away following his long and courageous battle against cancer on October 16, 2020.

**ED**, a former Guild Master and the Guild's serving First Mate, lived a life of service and his values for tradition and honor were obvious to all who were impacted by him. He served his nation as a Navy JAG LCDR (Retired) and brought that background to his service as a Guild officer much to the Guild's benefit. Whether introducing the "gavel of order" to bring a meeting to order, a ceremonial sword for a cake cutting ceremony, or a pass down to facilitate a transfer of duties to an incoming officer, **Ed** could hold a smile and a kind word for all.

**Ed** would bring models to the Guild meetings ranging from a styrene plastic model of USS *Missouri* (BB-63) to a build of the J boat *Endeavor* and he could weave a tale. A favorite was a proud story about his grandfather and father raising pennies in the 1920's for the restoration of USS *Constitution*. Then on July 4, 2012 **Ed** was aboard *Constitution* for a turnaround in Boston Harbor. He personally raised the colors on *Constitution's* mizzen mast and was finally presented the flag and a plaque honoring the service of his father who served in the Navy from 1942 through 1945. **Ed** could also tell a tale or two about any number of subjects but especially about his favorite sport, baseball, which he participated in late into his life. **Ed** will be missed.

Let Fair winds and a Following Sea find him a Peaceful Harbor!

- Guild Officers



The San Diego Ship Modelers Guild is affiliated with and supports the  
Maritime Museum of San Diego  
1492 N. Harbor Drive, San Diego, CA 92101





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## Celebrate November with a Happy Thanksgiving Day, Guild!

In the Fall of 1620, 102 settlers completed a harrowing 66 day passage across the Atlantic to establish an English colony where they could practice their faith freely! Committing themselves to a milestone in self-governance with the



*Mayflower* by Guild  
member Bob Costa

signing of the Mayflower Compact, it became an astonishing moment in history! - Land of Hope, Wilfred M. McClay

“To be ignorant of what occurred before you were born is to remain always a child. For what is the worth of human life unless it is woven into the life of our ancestors by the records of history?” - **Marcus Tullius Cicero** 106 BC - 43 BC

**Next up, Exciting news!**

## From The Quarterdeck

by the Guild Master

**(Virtual) Guild Meetings are here!** Responding to requests from various Members and the extended length of the pandemic, the Officers have voted to hold monthly Guild Meetings virtually over the Internet.

We will resume our regular schedule of meeting on the second Tuesday of each month at 6pm. This will be an opportunity to come together as a Guild and catch up: be prepared to discuss your current build!

Information regarding how to join the Meetings will be emailed to each Member, followed up by a second email with the Meeting invitation link. Any Member desiring further information about how to join the Meeting may contact me directly.

Looking forward to seeing you on November 10<sup>th</sup> at 6pm as we reconvene the Guild!

Fair winds and following seas, **Alex Roel**



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## 13 October 2020 GUILD MEETING: CANCELLED

In the absence of a meeting in October, the newsletter will be composed of offerings from Guild members and pictures of projects and sundry topics. **Participate and connect with the Guild by sending pictures or anything else you have to share to the Editor at [newsletter@sdshipmodelersguild.org](mailto:newsletter@sdshipmodelersguild.org).** The following are Officer reports for the Guild.

**Maritime Museum Report:** There is not an update to report but it is noted that the Museum is open in a limited way with visitors able to buy a ticket that automatically includes a cruise on the bay in the Museum's Pilot or Swift Boat. Visit <https://sdmaritime.org/> for details and the Museum's health protocols. Consider supporting the Maritime Museum by becoming a member.

**Purser's Report:** Purser Jon Sanford reported the following Guild Account activity:

**Beginning Balance on September 14, 2020**      \$<redacted>  
**Ending Balance on October 13, 2020**      \$<redacted>

**Model Shop Coordinator Jon Sanford** at the request of the Maritime Museum coordinated a clean-up of the models displayed in the Museum's Gift Shop aboard the *Berkeley*. Model cases and free-standing models were cleaned with the help of **Tom Hairston**, his friend **Chet Uma**, and **Guy Lawrie**. The Guild continues to encourage its members to become members of the Maritime Museum and to support the Museum during the health crisis.



**Mike Hite**, pictured to the left, visited from the Long Beach area and met with Museum management. **Mike** noticed that the aft deck of the *Berkeley*, where some remarkable ship models are displayed for visitors, was subject to sun damage coming through the windows. **Mike** generously made a donation to the Museum to mitigate the sun damage and to provide further enhancements to the display of ship models at the Museum. **Bravo Zulu to Mike and the others** who volunteer time and precious resources for the benefit of the Maritime Museum!

**Jon Sanford**, along with his work on model restorations of which a couple can be seen in the **Show and Tell** section of the newsletter, has continued with a Model Shop clean-up effort to free up space for Guild model builders and make the space more attractive to Museum visitors. This effort is well timed since **Laura Kyle** invited the Guild to some of departed member **Bob Kyle's** ship models and equipment. Where has a year gone since **Bob** has passed beyond?



Laura, standing on the left, with her Mother in Bob's model building work lair!

### November 2020

**Next Guild Meeting scheduled for 10 November will be VIRTUAL! The Guild Master will be sending further instructions on how to attend! Plan on attending after such a distant time since when last we met!**

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					

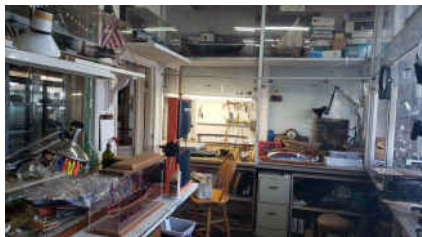
**Next Community Build Meeting Scheduled for 7 November, Cancelled.**

**Notice:** The Community Build Leader will email an announcement when Meetings resume.

**Happy Thanksgiving Day!**

**Model Shop Donation continued:**

**Laura Kyle**, an officer of the Maritime Museum Association of San Diego, saved a large inventory of models, equipment, and supplies which she hopes will benefit the Guild. **Jon** has begun to sort through the collection, part of which can be seen in the pictures below, and it appears he will be a busy fellow indeed!



**Laura** took a special interest in a kit acquired by **Bob** and would like to offer it to a Guild member for a minimum bid of \$50. The kit is a “Catspaw Dinghy” offered by The Wooden Boat Store and is “Joel White’s modified version of Herreshoff’s Columbia dinghy.” It is a complete kit with all parts and instructions. Contact **Jon Sanford** at [purser@sdshipmodelersguild.org](mailto:purser@sdshipmodelersguild.org) and this will be a first come, first served bid unless two bids come in on the same date in which case the highest bid wins.



See <https://www.woodenboatstore.com/products/catspaw-model-kit-wood> for a complete description of this beautiful model



**Presentations and Museum Model of the Month Programs** were suspended over the past months until in-person Guild Meetings are resumed. Changes are on the way with the effort to conduct virtual meetings as explained in the Guild Master’s “From the Quarterdeck” message on page 1! For this month, **Karl Zingheim** has proposed a new feature for the newsletter, “**Home Ports**”. The feature will provide a bit of an opportunity to get to know our fellow members outside of the Guild’s general meetings and their interests in ship or other modeling crafts. The newsletter editor will be available to visit “Home Ports” to help with photography (the Editor only uses his cell phone camera) and to begin an article. Alternatively, a Guild member can easily create their own “Home Port” and send it to the newsletter editor. Face masks and social distancing protocols will be observed, of course!

**Home Port: “Karlshaven”**

**Featured by Karl Zingheim**

The following introduction to **Karl** is found on the USS *Midway* Museum website. “A San Diego native, **Karl Zingheim** graduated from the U. S. Naval Academy in 1986. Following his naval service, he helped establish the Exhibits Department for the USS *Midway* Museum and now serves as the museum’s staff historian. As an early advocate for *Midway*’s establishment, **Karl** has been with the Museum for over twenty years – and as a specialist in naval history, has appeared on the History Channel, television series “Dogfights!” and many more documentaries.”

**Home Port: “Karlshaven” continued:**

**Karl on the pier by the *Midway* Museum**

**Karl** maintains a blog, “Karl’s Korner”, that can be found on the USS *Midway* Museum’s website, <https://www.midway.org/blog/category/karls-korner/> and the following is taken from a blog telling of the early days of the *Midway* Museum. “For me, the *Midway* Museum was not only a heaven-sent opportunity to return to the stimulating company of talented people, but the only place to practice and develop my own education and interest in naval history. As a content developer for our exhibits, I steadily honed my craft to the point where I can now teach others in the classroom. This

expression of my own traits for the benefit of others is perhaps the richest legacy of all.” Explore this link and enjoy the many amazing stories that **Karl** has written about not only the *Midway* Museum but naval history in general.

**Karl** is known to the San Diego Ship Modelers Guild as a skillful builder of dioramas that portray significant moments in naval history in addition to some other more playful topics. He has shown himself to be a prolific modeler and one can only wonder where he finds the time among his other interests; though, with further consideration, his interests all seem to tie together. Perhaps how his interests tie together can be explained by his statement, “You never know where research will take you”. **Karl** found early on that scratch modeling naval vessels and drastically modifying existing kits to suit his rigorous historical dioramas was best met with materials other than wood though wood is employed in many of his models. The other trait that **Karl** exhibits that enhances his modeling craft is his ability to tell the story of his dioramas and models with extraordinary historical detail. A Show & Tell session at the Guild’s general meetings has always been of that much more interest when he brings one of his dioramas along for sharing!



**At a 2019 Guild meeting, Karl told James Pitt about USS McFarland (AVD-14) being attacked and hit by Japanese dive bombers in October of 1942 during the Guadalcanal operation.**

**Karl** builds with a theme in mind so the following pictures from “**Karlshaven Yards**” are grouped by topic. The story behind these models can only be adequately told in the inimitable style of **Karl** so the editor will forego the effort here. Come to Guild meetings, virtual or in-person when they resume, to hear **Karl** tell about a diorama.

**Karlshaven: the Outer Harbor**

**Karl** has created an anchorage for a collection of completed dioramas, each with a story of a dramatic moment in naval history.





## Home Port: “Karlshaven” continued:

### Karlshaven: the Royal Yacht Marina



The Duchy of Mork, a fanciful duchy with a story only **Karl** can adequately tell, maintains its marina with its royal yacht collection and when is royalty caught without their medals? **Karl** has shown these yachts at Guild meetings in the following settings.

From Left to Right: *Antiope* “Sailing off Bimini”; *Bouticca* “Cruising off Greenland”, and *Cahira* and “The Rogue Wave”



### Karlshaven: the Aerodrome

**Karl's** interest in aviation is reflected in the models found in the aerodrome and, on occasion, when he speaks about his model jets when displayed at the *Midway* Museum. Pictured here are 1/18 scale models of WWI biplanes that are hangered next to an under construction 1/18 Martin B-26 Marauder. Sitting next to the B-26 Marauder is another model under construction, USS *Richmond* (1860) of Civil War fame..



## Home Port: "Karlshaven" continued:

### Karlshaven: the Inner Harbor

The inner harbor is where [Karlshaven Yards](#) are located with ship models and dioramas under construction. The following pictures will depict ships in scenes from Pearl Harbor in December 1941.



1/200 scale *Oklahoma* on the left and *Arizona* behind her will be used in a diorama depicting Pearl Harbor prior to the attack



1/200 scale USS *Vestal* on the left and *Arizona* behind her will be used in a diorama depicting Pearl Harbor at the moment of *Arizona*'s destruction



USS *Argonne* (AS-10) shows some of Karl's construction techniques. She was serving as the flagship for Base Force, Pacific Fleet on the morning of December 7, 1941.



The stacked white hull forms are mostly other 1/200 Pearl Harbor vessels. Karl is building the battleships *West Virginia*, *Maryland*, *California*, *Tennessee*, *Nevada*, and cruiser *Helena*. The hull perched on the shelf below the stacked hulls is a 1/200 USS *Neosho* (AO-23), a fleet oiler.



Above is USS *Iroquois* and she will be placed in a diorama fighting CSS *Arkansas* on the Mississippi.



For a Covid-cancelled celebration aboard the Midway Museum, Karl built SS *River Clyde* to picture her part in the Gallipoli landings.



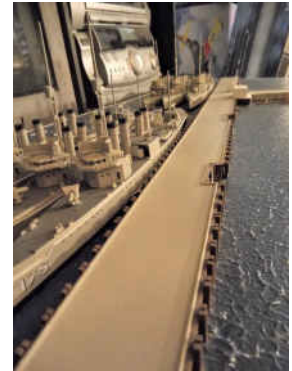
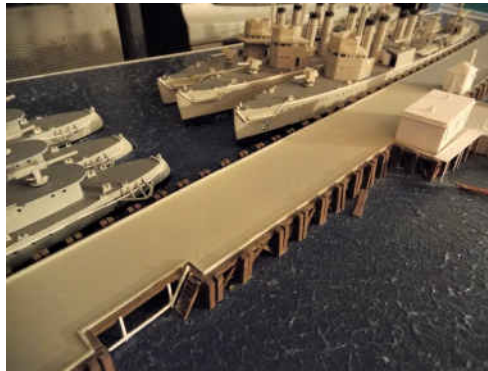
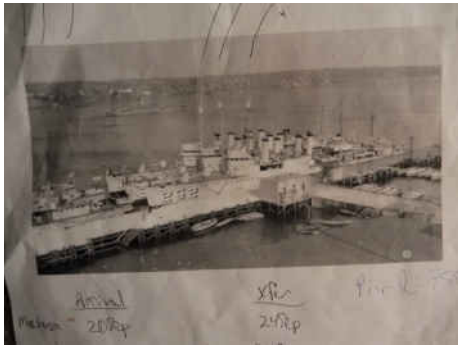
Building HMS *Glorious* (1916)





**Home Port: “Karlshaven” continued:****Karlshaven: the Inner Harbor**

Though **Karl** has several more projects in conception or underway, the pictures below are of a diorama under construction of the Destroyers-for bases deal of September 2, 1940 between the United States and the United Kingdom. This diorama portrays the destroyers assembled in Halifax, Nova Scotia, Canada being readied for transfer to the British.

**Karlshaven: the Warehouse**

In closing, a visit to the warehouse reveals **Karl** has collected a substantial collection of models, figures, and research records to build the dioramas. The pictures below are just a part of his collection to give a sense of scale to the commitment **Karl** has made to the craft of preserving naval history through model crafting.



**Thanks for the visit to Karlshaven!**



## Show and Tell

Thanks go to those who have contributed their projects to this edition's *Show and Tell*.

### Ship's Name: USS CHESTER (CA 27)

Model Builder: Frank Dengler

19 October 20

1. **Ship's History** - The following information sheet can be found at <http://www.sdshipmodelersguild.org/documents/builds/Chester1940Info.pdf>

a. **Type/Class:** Heavy Cruiser / NORTHAMPTON (CA 26) Originally classified as light cruisers (CL) based on armor and displacement, the class was reclassified as heavy cruisers (CA) 1 July 1931 based on 8"/55 main batteries. Raised foc'sles in NORTHAMPTON, CHESTER, and LOUISVILLE (CA 28) ended just aft of the forward superstructure. Raised foc'sles in CHICAGO (CA 29), HOUSTON (CA 30), and AUGUSTA (CA 31) extended aft of the forward stack for flag staff berthing.

b. **Namesake:** City of Chester, PA. Model builder Frank Dengler was raised in Devon, Chester County, PA.

c. **Shipbuilder & Location:** New York Shipbuilding, Camden, NJ

d. **Date Commissioned:** 24 June 1930. CHESTER was launched 3 July 1929, Frank Dengler's father's 18<sup>th</sup> birthday.

e. **Characteristics Upon Commissioning:** Displacement 9,300 tons, Length: 600' 3", Beam: 66' 1", Draft: 16' 4" to 23', Armament 9 x 8"/55 in 3 x turrets, 4 x 5"/25 gun mounts, 8 x M2 .50" (12.7mm) machineguns (MGs), 6 x 21" torpedo tubes, 4 Aircraft, Armor: 3 3/4" Belt, 2 1/2" Turrets, 1" Deck, 1 1/4" Conning Tower, Propulsion: 8 x White-Forster boilers, 4 x Parsons steam turbines, 4 screws, 107,000 SHP; Speed: 32.7 kts, Range 10,000 nm, Complement: 574 (later 95 officers, 608 enlisted).



**Figure 1 - CHESTER in July 1931 in "as built" configuration. Note hanger around aft stack, trainable aircraft catapults port & starboard, & aircraft recovery crane amidships, extensive boat compliment and boat crane aft.**

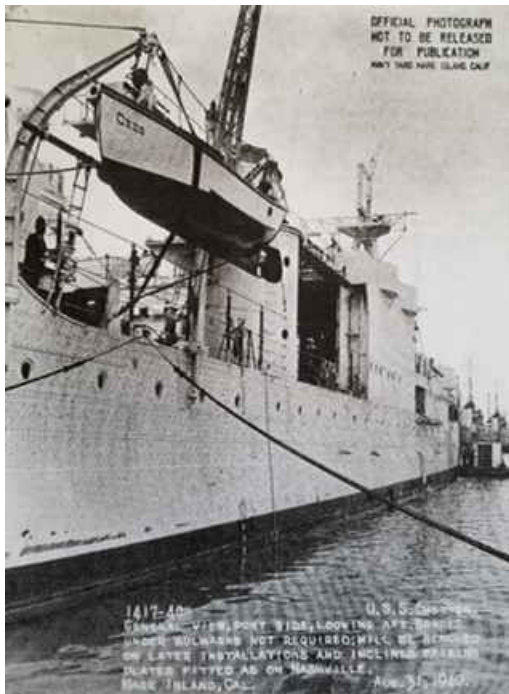
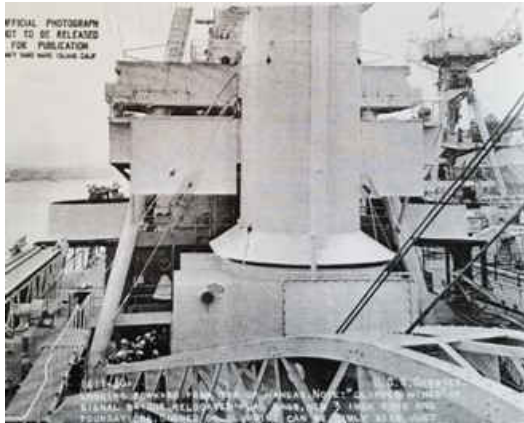
(Source: <http://www.navsource.org/archives/04/027/0402726.jpg> )

f. **Operations:** After picking up Vought O2U-3 Corsair bi-plane float planes, ammunition, and stores at the New York Navy Yard, Brooklyn, NY, CHESTER got underway for a shakedown cruise with port calls in Spain, Italy, Turkey, Gibraltar, and the ship's namesake Chester, PA. After shakedown, CHESTER was designated flagship for the Scouting Fleet's Light Cruiser Division and, with Secretary of the Navy Charles F. Adams, namesake of guided missile destroyer DDG-2, embarked, got underway for Cristobal, Panama and the annual fleet problem in Panama Bay followed by exercises in the Caribbean.

After more Atlantic Fleet exercises CHESTER headed for the Pacific Fleet, arriving in San Diego, CA 7 March 1932 then operated out of San Pedro, CA. CHESTER visited the Atlantic again for the Presidential Review off New York in May 1934. On 25 September 1935, Chester embarked Secretary of War Patrick J. Hurley to attend the inauguration of the first President of the Republic of the Philippines, Manuel J. Quezon. The cruise involved visits to Honolulu, HI, Yokohama, Japan, Shanghai, China, Hong Kong, British Crown Colony, Guam, Marshall Islands, Wake, and Midway.

### USS *Chester* by Frank Dengler continued:

This trip was followed by a visit to Chile, Ecuador, and Pacific Northwest ports. In 1936 CHESTER escorted INDIANAPOLIS (CA-35), carrying President Franklin D. Roosevelt, on a Caribbean and South American good will tour. CHESTER cruised to Alaska in the summer of 1939. On 1 September 1939 Germany invaded Poland, starting the "blitzkrieg" phase of World War II.

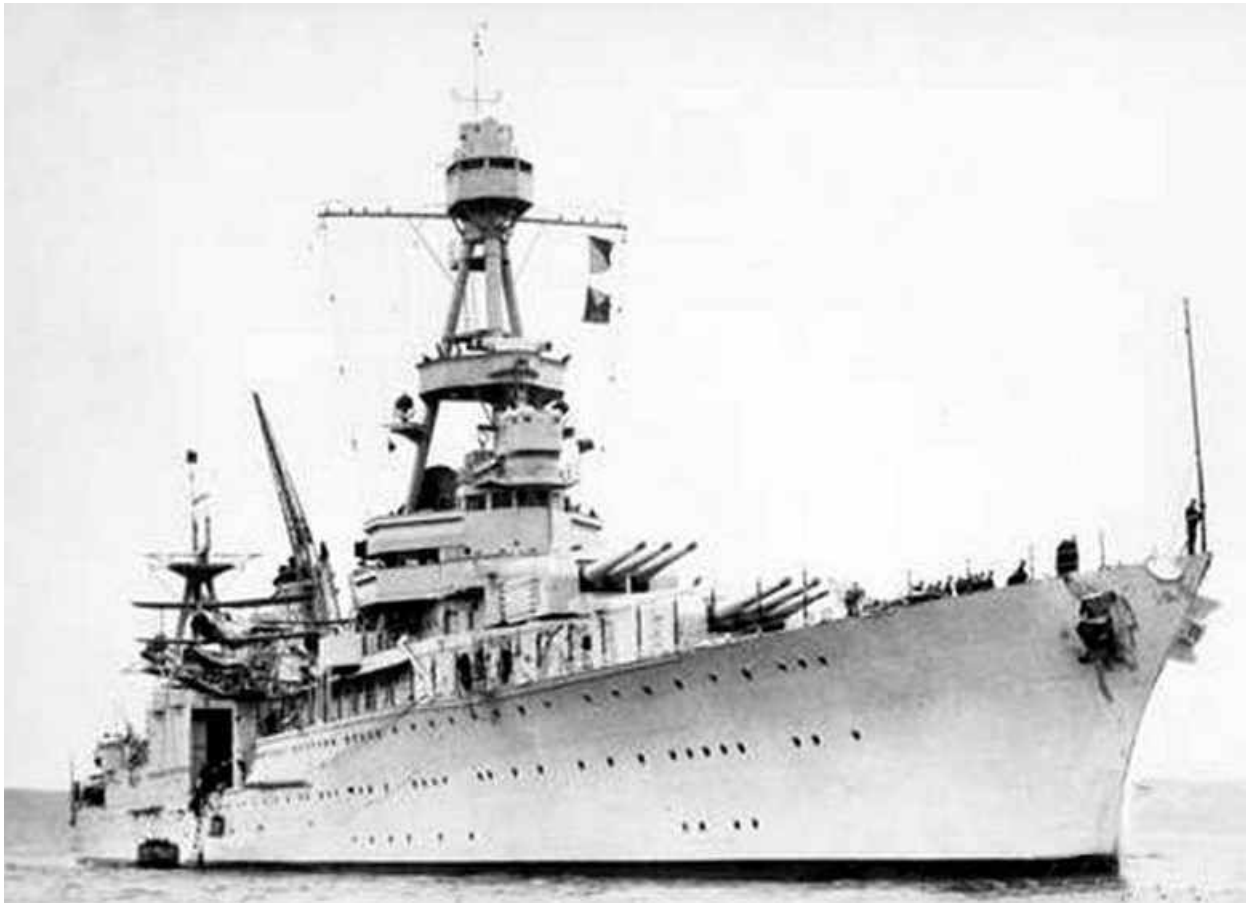


**Figure 2 - CHESTER in August 1940. Upper left; Two of four added 3"/50 mounts in ballistic shield "tubs" either side of forward superstructure. Triangular 04 level bridge wings shown in Figure 1 have been cut off to give 3"/50s overhead firing arcs. Upper right; Two of four 5"/25 dual purpose gun mounts added atop aircraft hangar. Lower left: CHESTER's port side showing CXAM radar atop main mast. Lower right: One of four added 3"/50 mounts, this one to starboard of aft superstructure. Note SOC Seagull biplane on adjacent ship. MINSY photos.**

CHESTER underwent an overhaul at Mare Island Naval Shipyard (MINSY) 11 May - 9 September 1940 receiving ballistic shielding for her dual purpose 5"/25 battery, now augmented to eight mounts, four 3"/50 gun-mounts in tubs, and one of the first CXAM radars atop the ship's main (aft) mast. Since U. S. Navy Bureau of Ships Ship (SHIPS-2) Camouflage Instructions First Revision (<http://www.researcheratlake.com/Ships/S19-7/1941OctoberSHIPS2Rev1.html>) introducing predominantly blue vertical surfaces was not released until September 1941, CHESTER was still in pre-World War II #5 Standard Navy Gray & #20 Standard Deck Gray paint.

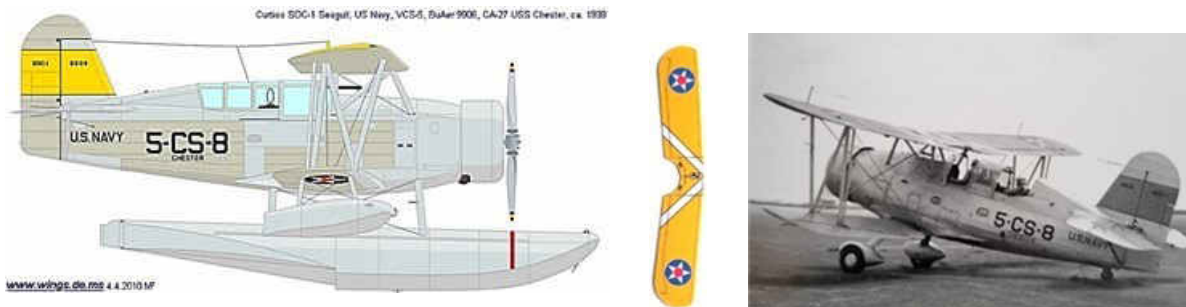


**USS Chester by Frank Dengler continued:**



**Figure 3 – CHESTER After 1940 MINSY Overhaul. Note CXAM radar on mainmast, the gun tubs atop the hanger, the truncated bridge wing to allow overhead fire from the 3"/50 gun mount outboard of the forward superstructure, and SOC Seagull biplane on the starboard catapult. The model was built circa 2005 but this photo was not located until October 2020, hence the model does not reflect the optical rangefinder in the foremast machinegun platform. Note this rangefinder is absent in Figures 5 and 6, indistinguishable in Figure 7, and reappears in Figure 8.**

Since U. S. Pacific Fleet Letter No. 1 USL-41 of 24 March 1941 "Turret Markings for Identification by Own Aircraft" (<http://www.researcheratlarge.com/Ships/S19-7/USL-41.html>) wasn't issued yet, CHESTER would not have had yellow stripes atop its turret tops indicating it was the 2<sup>nd</sup> ship in Cruiser Division 5, home to four Cruiser Scouting Squadron 5 (VCS-5) Curtiss-Wright SOC-1 Seagulls. These 1934 vintage aircraft had a top speed of about 165 mph and had a range of about 675 mi at 5 kft. They carried a fixed .30" (7.62mm) M1918 machinegun forward and a flex .30" MG manned by the radio operator facing aft. SOC's would be at a significant disadvantage if they encountered a Mitsubishi A6M Type "Zero" fighter with a top speed of 351 mph armed with two 20mm and two 7.7mm (.303") cannon.



**Figure 4 - CHESTER's SOC-1 Seagull biplanes in wheeled and float configurations. SOC's were used for scouting, calling in "spots" via radio to adjust fire on surface targets, and carrying mail, messages, packages, and personnel.**

### **USS Chester by Frank Dengler continued:**

According to "Navy Air Colors" U. S. Navy, Marine Corps., and Coast Guard Aircraft Camouflage and Markings, Volume 1 1911-1945, by Squadron/Signal Publications, SOC's would have been largely covered by silver doped cloth or gray metal except for upper wing surfaces painted yellow for detection from the air in the event of a crash at sea. The upper wing would have a "V" on the centerline in the squadron section color with the aircraft number at the "V" intersection. CHESTER was the 2<sup>nd</sup> ship with the 2<sup>nd</sup> VCS-5 section so the "V" and aircraft number would have been white in a "red, white, blue, etc." sequence. CHESTER's four aircraft detachment would have had numerical designations along the fuselage, i.e. 5-CS-5 to 5-CS-8 since the first four aircraft numbers would be allocated to the first ship in Cruiser Squadron 5. The squadron leader's engine cowl would have been all white, the 2<sup>nd</sup> plane's upper cowl would have been white, the 3<sup>rd</sup> plane's lower cowl would have been white, and the 4<sup>th</sup> plane's cowl would have had a white fore and aft stripe top and bottom. The squadron leader's fuselage would have had a white band.

CHESTER made a cruise to the East Coast, returned to Long Beach in January 1941, then shifted homeport to Pearl Harbor, HI in February 1941. In October and November CHESTER escorted U. S. Army transports WILLARD HOLBROOK and TASKER H. BLISS carrying troops to the Philippine Islands.



**Figure 5 - CHESTER escorting troop transports to the Philippines in late 1941. The far ship is likely USS NORTHAMPTON (CA 26) with extended forward stack in Measure 1 camouflage; Dark Gray 5-D with Light Gray 5-L upper masts. The photo shows CHESTER in Measure 2 camouflage; superstructure, Light Gray 5-L, upper hull Light Gray 5-L, middle hull band Ocean Gray 5-O, and lower hull band Dark Gray 5-D, decks and turret tops Dark Gray 5-D, with a Measure 5 false bow wave to confuse adversary speed estimation.**

On 7 December 1941, CHESTER was a unit of VADM William F. Halsey Jr's Task Force (TF) 8 escorting the carrier USS ENTERPRISE (CV 6) back to Pearl Harbor after the carrier's delivery of F4F Wildcat fighters to Wake Island. When it was learned the Japanese had attacked Pearl Harbor TF-8 searched unsuccessfully for the Japanese. On 12 December one of CHESTER's SOC-1 Seagulls spotted a submarine and dropped bombs. CHESTER vectored USS BALCH (DD-363) to the sub's location where the destroyer dropped depth charges, but contact was lost without confirming any results.

On 19 December, TF-8, including CHESTER, got underway to rendezvous with RADM Frank Jack Fletcher's TF-14 built around USS SARATOGA (CV3) and VADM Wilson Brown, Jr's TF-11 built around USS LEXINGTON (CV 2) to defend U. S. forces on Wake. Unfortunately refueling and indecision delayed the force's progress and CDR Winfield S. Cunningham, USN, was compelled to surrender Wake on 23 December 1941.

In January 1942 TF-8, including CHESTER, delivered reinforcements to American Samoa, after which the cruiser, along with destroyers BALCH and MAURY (DD 401) formed Task Group (TG) 8.3 and bombarded Japanese forces on Taroa, Marshall Islands on 1 February. CHESTER was attacked by Mitsubishi A5M4 Type 96 aircraft that scored a bomb hit just inboard of CHESTER's port catapult support cylinder, killing 8 crewmen.



**USS *Chester* by Frank Dengler continued:**

**Figure 6 - CHESTER in February 1942 PHNSY Overhaul. Note: CHESTER is painted Measure 21 (Navy Blue 5-N, Deck Blue 20-B), the CXAM radar has moved to the foremast, & 20mm gun mounts have replaced M2 .5" MGs.**

(Sources: <http://www.navsource.org/archives/04/027/0402760.jpg> , <http://www.navsource.org/archives/04/027/0402759.jpg>)

Pearl Harbor Naval Shipyard (PHNSY) repaired bomb damage, moved the CXAM-1 radar from the main to the foremast, and installed two Mark 3 fire control radars, single Mark 4 20mm (.787")/70 gun mounts on the foremast (replacing M2 .5" MGs) and adding Mk 4s on the mainmast, forward superstructure, and fantail, and replaced 3"/50s with four quad 1.1" (28mm)/75 gun mounts. Lack of mid-ship photo coverage prevents modeling CHESTER as in the Battle of the Coral Sea.



**Figure 7 - CHESTER alongside Pier 46, China Basin, San Francisco, CA in March 1942. While CHESTER was in the post-PHNSY February 1942 overhaul configuration, the poor photo quality impairs recognition of significant details.**

(Source: <http://www.navsource.org/archives/09/12/09120979.jpg>)

In March CHESTER escorted reinforcements from San Francisco to the Tonga Islands, after which TF-17, including CHESTER, headed for the Coral Sea to support raids on Tulagi, Solomon Islands that evolved into the Battle of Coral Sea. According to CHESTER's 15 May 1942 "Report of Action, Coral Sea", on 8 May 1942 while screening USS YORKTOWN (CV-5), CHESTER's anti-aircraft fire shot down 4 torpedo planes, 1 dive bomber, and 1 fighter. This may have helped YORKTOWN survive for participation in the Battle of Midway. The carrier USS LEXINGTON (CV-2), destroyer USS SIMS (DD-409) and oiler USS NEOSHO (AO 23) were lost. On 10 May 1942, CHESTER embarked 478 LEXINGTON survivors.

**USS *Chester* by Frank Dengler continued:**

**Figure 8 - CHESTER after June - August 1942 MINSY Overhaul**

After overhaul at MINSY from June to early August during which Mark 12 radars were added to CHESTER's Mark 19 gun directors, the aft Mark 19 was relocated atop the mainmast, and the bridge was significantly modified, CHESTER went to the southwestern Pacific to support operations in the Solomon Islands as a unit of TF-64. On 20 October 1942, about 120 miles southeast of San Cristobal Island, CHESTER was torpedoed starboard side amidships by the Japanese submarine I-176 causing a 500 square foot hole, incapacitating half of the ship's propulsion equipment, killing 11 crewmen, and wounding 12 more. Extraordinary damage control enabled CHESTER to reach Espiritu Santo, New Hebrides 23 October 1942. The troop transport PRESIDENT COOLIDGE struck a mine while entering Espiritu Santo 26 October 1942. CHESTER sent damage control personnel to COOLIDGE but it sank. CHESTER took 440 survivors to Sydney, Australia, escorted by USS FARRAGUT (DD-348) and USS LAMSON (DD-367). CHESTER, with USS LANSDOWNE (DD 486), proceeded to Norfolk Naval Shipyard (NNSY) arriving 25 January 1943. There, in addition to torpedo damage repair, CHESTER exchanged the 1.1"/75 battery and two fantail 20mm/70s for six quad and four twin 40mm/70 mounts with Mk 51 gun directors.

After repairs and alterations CHESTER escorted Pacific convoys then joined TG 50.3 15 November 1943 escorting carriers USS ESSEX (CV 9), USS BUNKER HILL (CV 17), and USS INDEPENDENCE (CVL 22), with USS CHAUNCEY (DD-667), USS KIDD (DD-661), USS BULLARD (DD-660) and other ships. Three days later CHESTER fired on Japanese torpedo planes attacking the formation 90 nautical miles southwest of Tarawa. On 20 November 1943, 15 Mitsubishi G4M Type 1 aircraft attacked and CHESTER shared credit for destroying two. Next CHESTER supported landings on Abemama, Gilbert Islands 1 to 7 December 1943. In February 1944 CHESTER bombarded Taroa and Wotje in the Marshall Islands.



**Figure 9 - CHESTER at Adak, Alaska in Measure 32 9D Camouflage circa May 1944**

Returning to MINSY 6 May 1944, CHESTER was painted in Measure 32 9D camouflage (Dull Black 82, Ocean Gray 5-O, and Light Gray 5-L) before getting underway for Adak in the Aleutian Islands, arriving 27 May and joining TF 94. The task force then proceeded to bombard Matsuwa and Paramushiru in the Kurile Islands in June, Wake Island in September, Marcus Island in October, Iwo Jima in November and December, and Okinawa in December 1944. During October CHESTER also escorted USS HORNET (CV 12) and USS WASP (CV18) as they struck Luzon and Samar in the Philippine Islands. While standing out of Ulithi Atoll about early on 20 November 1944, CHESTER sighted a periscope and attempted to ram the submarine. The destroyer USS CASE (DD-370) succeeded in ramming a midget submarine, but the oiler USS MISSISSINEWA (AO-59) was sunk by a Kaiten suicide torpedo launched by the submarine I-47 or I-36.

CHESTER continued to hit Japanese artillery batteries, ammunition dumps, troop positions, airfields, and aircraft on Iwo Jima and Okinawa in January and February 1945. On 18 February 1945, heavy shells landed near CHESTER, wounding two members of the ship's U. S. Marine detachment. It was learned these rounds had been fired by USS ARKANSAS (BB-33) and USS TUSCALOOSA (CA-37) on the opposite side of the island.



### **USS Chester by Frank Dengler continued:**

On 19 February 1945, CHESTER was struck a glancing blow in the starboard quarter by the amphibious force flagship USS ESTES (AGC-12) removing the cruiser's starboard screw and causing structural damage that put Turret 3 out of action.

As a result of this damage, CHESTER headed for MINSY via Pearl Harbor 23 February 1945, searching unsuccessfully in route for survivors of a Consolidated C-87A Liberator carrying LTG Millard Harmon, USA, Commander of U.S. Army Air Forces in the Pacific. CHESTER completed repairs 16 May 1945 the left for Okinawa via San Diego where the cruiser was joined by USS HOPEWELL (DD-681), a ship the model builder had orders to in 1968 before being diverted the USS BRINKLEY BASS (DD 887). Since Okinawa was declared secure, CHESTER was assigned to cover minesweeping operations then the Coastal Striking Group TG 95.2 off Yangtze River delta. During anti-aircraft practice in early August, USS SALT LAKE CITY (CA 25) accidentally fired over CHESTER's foremast, wounding a sailor. While CHESTER was off Saipan, the B-29 "Enola Gay" dropped a nuclear weapon on Hiroshima, Japan 6 August 1945. While CHESTER was in route to Adak, the B-29 "Bockscar" dropped a nuclear weapon on Nagasaki, Japan 9 August 1945. Japan accepted allied surrender terms on 15 August 1945 ending World War II while CHESTER was moored in Kuluk Bay, Adak.

After Japanese occupation and "Magic Carpet" veteran transport duties, CHESTER was placed in the Reserve Fleet at Philadelphia Naval Shipyard (PNSY) 30 January 1946 and decommissioned 10 June 1946. The model builder saw her there as a kid in the 1950s. CHESTER was stricken from the Naval Register 1 March 1959 and sold to Union Minerals & Alloys Corp., New York, NY for scrapping in Panama City, FL on 11 August 1959.

CHESTER earned a Navy Combat Action Ribbon (retroactively), an American Defense Service Medal with a Fleet Clasp, an American Campaign Medal, an Asiatic Pacific Campaign Medal with 11 Battle Stars, a World War II Victory Medal, the Philippine Presidential Unit Citation, and a Philippine Liberation Medal for World War II service.

## **2. Model**

a. Materials: Hull cut down from a block lathed for a Boucher/Bluejacket 10,000 ton "long foc'sle" flag configured kit for the cruiser USS CHICAGO (CA 29). Other parts are hand carved from wood or sheet plastic or resin cast from handmade prototype masters. Propellers, hawse lips, and anchors were ordered from Bluejacket. See Figure 10.

b. Scale: 1:192

c. Era & Configuration Depicted: 1940

d. Model Construction Period: ≈10 months

e. Techniques: Brute force and ignorance.

f. Issues & Solutions:

(1) The initial intention was to depict CHESTER when she helped defend YORKTOWN in the Battle of the Coral Sea. However, only a few photos were located depicting the ship after its February 1942 overhaul at PHNSY, so the 1940 configuration was chosen. The model builder would seriously consider reworking the model if early 1942 photos are located.

(2) Photos in Figure 2 weren't located until after the CHESTER model was built, therefore 3"/50 gun tubs were patterned after those of LOUISVILLE which had vertical stiffener ribs in a 1940/41 taken from USS WASP (CV 7) (NH92972).



**Figure 10 - CHESTER Model Under Construction Showing Wood, Plastic, Cast Resin, & Metal Components**

**USS *Chester* by Frank Dengler continued:**

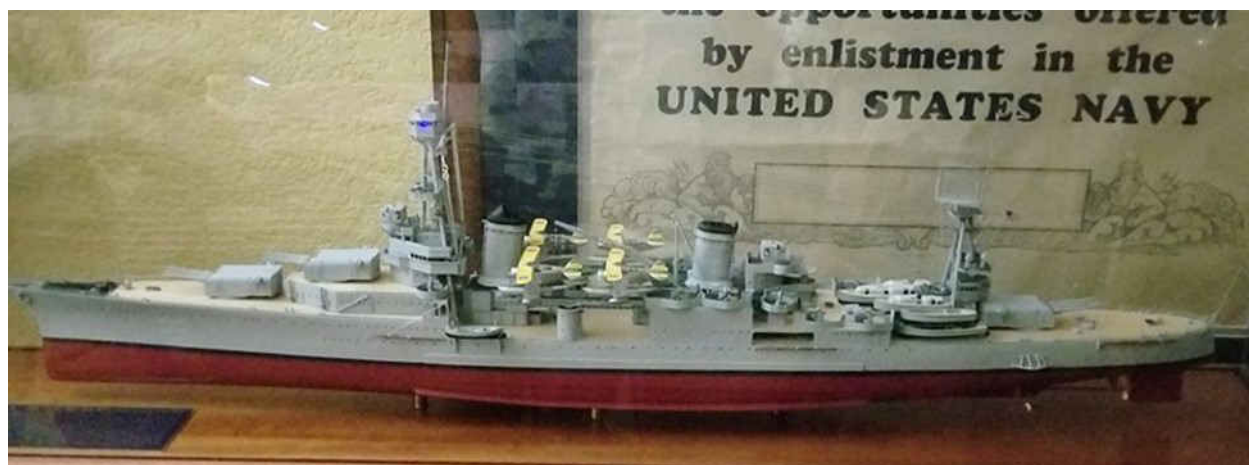


Figure 11 - CHESTER Model from Beam

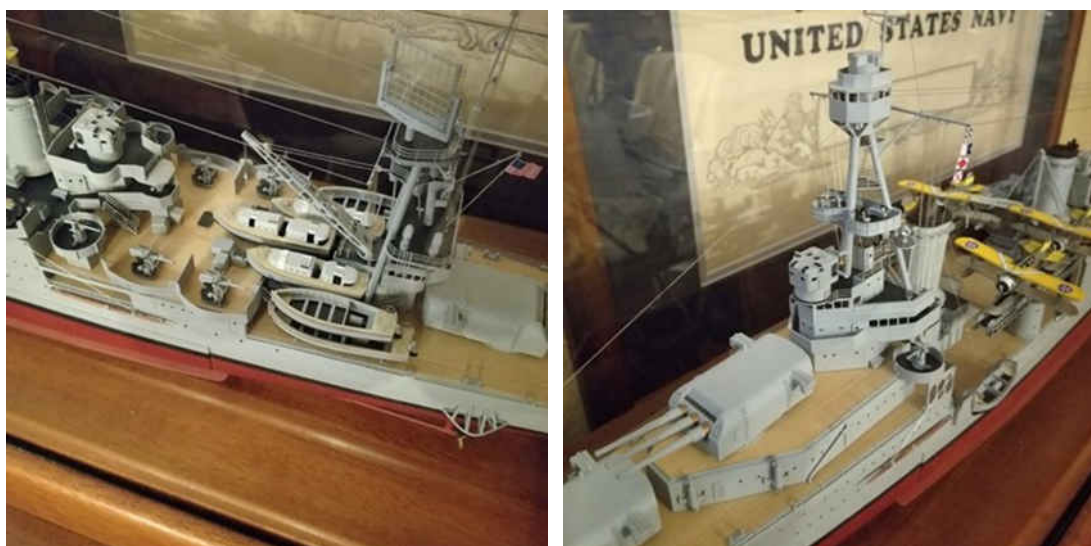


Figure 12 - CHESTER Model Aft and Forward Superstructure



Figure 13 - CHESTER Model from Port Bow



**USS *Chester* by Frank Dengler continued:**



Figure 14 - CHESTER Model from Port Quarter



Figure 15 - CHESTER Model SOC-1 Seagull Aircraft

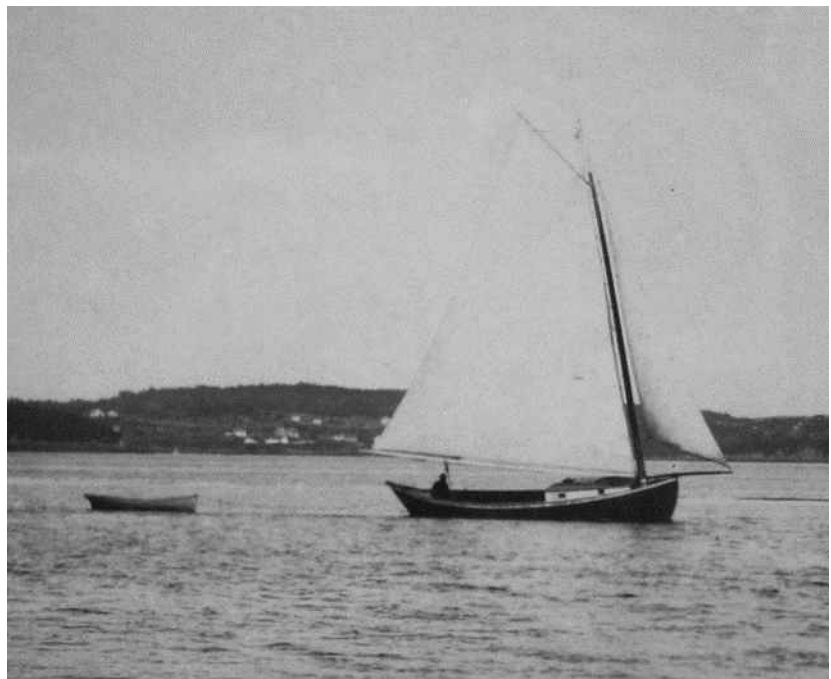
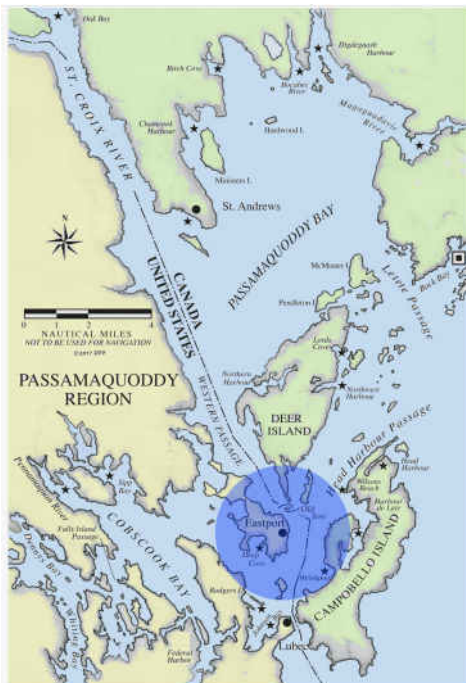
**MODELER:** Alex Roel**MODEL:** Yankee Hero**SCALE:** 3/8" = 1' 1:32**KIT:** BlueJacket Shipcrafters**MODEL STATUS:** completed 10/17/2020

**Ship history** - The complete build log can be found at <http://www.sdshipmodelersguild.org/documents/builds/YankeeHero1889BuildLog.pdf>

Quoddy boats (name abbreviated from its area of origin, Passamaquoddy Bay, between Maine and New Brunswick) were working boats developed in the region in the late 19th century. They ranged from 20 to 40 feet in length, and were cat-rigged with a single gaff-sail. Most were lapstrake planked but in later years carvel planking became favored in all sizes of the boat. They were usually ballasted with iron ore obtained locally. The Quoddy boat was noted for its seaworthiness.

Quoddy boats, having double-ended hulls, are related to the larger off-shore schooners known as "Pinks" (pinched stern boats) and Quoddy boats were sometimes referred to as "Eastport Pinkies".

The YANKEE HERO was built to carry herring (sardines) from the local weirs (fish traps, or holding pens) to the canneries, and had a large fish hatch amidships along with a standing well immediately abaft that for the helmsman.





***Yankee Hero by Alex Roel continued:*****Model fabrication**

I purchased one of the kits Jon Sanford brought to the November 2018 SDSMG meeting from his visit to BlueJacket Shipcrafters in Searsport, Maine. The build was started January 5, 2020 and completed October 17, 2020.

The kit was well manufactured with a pre-shaped solid hull and laser cut parts which made the build a straightforward process. There were a few features, however, that I modified as the build progressed.

After carving, sanding and fairing the solid hull provided in the kit I wondered whether to plank it over instead of simply painting it. To this end I contacted Nic Damuck of BlueJacket Shipcrafters about planking the model: he suggested lapstraking was the most visually interesting, possibly using card stock for the planks using 1/2" scale width and noting that 20' planks were not uncommon in Quoddy construction.

Additional research revealed photos of three historic models of the YANKEE HERO, each lapstraked. However, as noted previously, Quoddy boat construction evolved from lapstrake to carvel planking over the years, and I decided to carvel plank the YANKEE HERO (as I was concurrently working on the "Introduction to Planking" build from the Nautical Research Guild that illustrates step-by-step carvel planking methodologies.)

I did, however, take Nic up on his suggestion of using card stock for planking: this was an interesting exercise as I had not used this material before. I quickly found that working with card stock has different challenges than using wood. Card stock bends more readily, but is much less forgiving if it is accidentally creased or dented than is wood. These (seemingly small) flaws led to a more challenging situation...

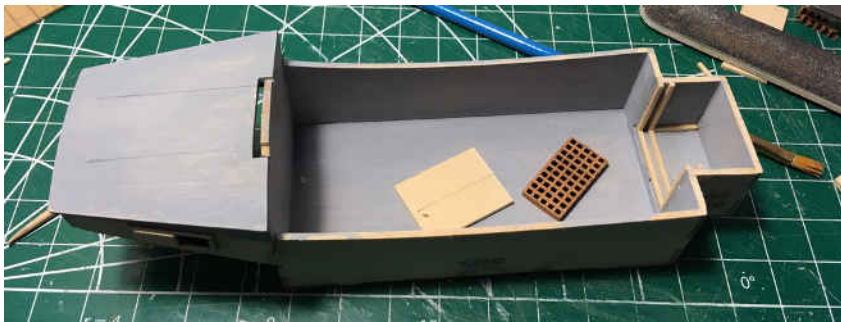


Priming the hull after completing planking revealed problem areas that required amending. This led to a series of patching / priming / sanding iterations that eventually resulted in the near obliteration of the seams between the strakes. This outcome nearly matches that of simply sanding and painting the original solid wood hull without planking, which I found disappointing.

***Yankee Hero by Alex Roel continued:***

Moving on, I didn't like the look and feel of the chart tape provided in the kit to produce a crisp white boot top along the hull's waterline. I opted to use the boot top painting method recently published in the Spring 2020 issue of the National Research Journal (Vol. 65, No. 1, pages 83-88) by Kurt Van Dahm. Combined with the use of the "Delicate Surface" version of Frog Tape the result was very clean, crisp, and pleasing.

I also noted from the instructions that the standing well on some of these boats had a vertical board that could be slid into place to separate that space from the herring hatch. This kit did not have this feature, so I added the sliding board and rails.



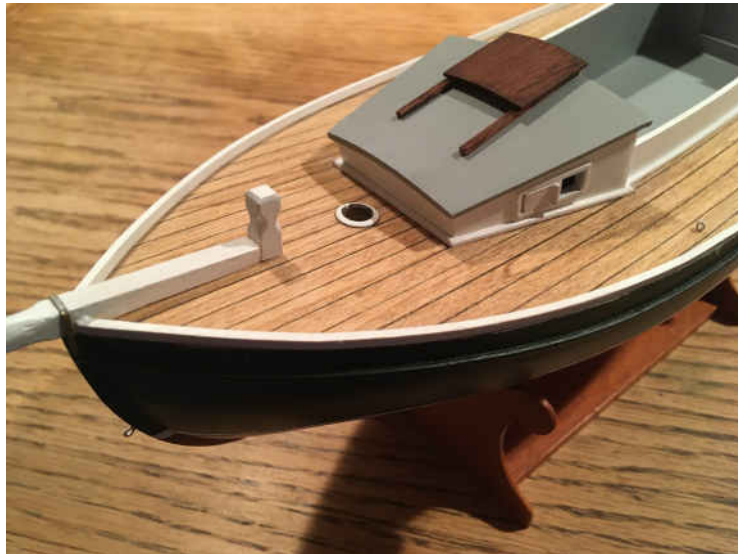
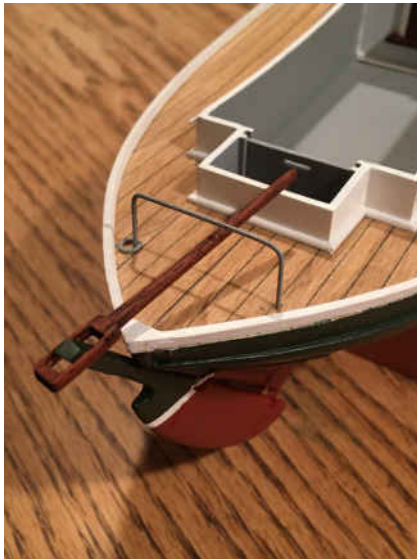
The deck provided in kit came as a single scribed Basswood piece: I separated this into individual planks, blacking one longitudinal edge of each plank with paint to simulate tar caulking and then laid all deck planks parallel to the boat's centerline.





***Yankee Hero by Alex Roel continued:***

Deck furniture and rigging on this build is minimal but does result in a very pleasing, clean look. The kit did feature four different shades of wood colors that I reduced to two: a light oak for the decking and a red mahogany for tiller, hatch, and spars. I also replaced the kit's hull cradle (seen below, right) with a scratch-built cradle that I had seen online (seen at bottom.)



This kit was fun to build and I'd recommend it as a fine way to gain experience in a number of model crafting areas. It also gave me room to practice a little scratch building and to employ some of my own ideas into the final build.



## Baltimore Clipper, a restoration

By Mike Hite

### Scale unknown

Mike reported he is making progress with his Baltimore Clipper “experiment”. He finds that tying rat lines is tedious, but each is a clove hitch and a bit of classical music in the background steadies his hands.



Mike reports “that he can trace his ancestry back to 1757 settlers and he has an interest in shooting muzzle loading flintlocks. Attached is a photo of one of (his) favorite rifles. It was made by (his) friend Rick Emms of Poway. It’s a Bedford Rifle, a style made from the 1760s to 1830s in Bedford, PA. It’s a beauty and shoots straight.” It is certainly beautiful wood work!



**Mike found the picture to the right and asked if anyone has any information about the picture; what is it, where can it be found?** Please contact any of the Guild Officers on Page 1 of the newsletter if you can help Mike track down any information about the picture.

## A Longboat build

By Mike Lonnecker

Built from Model Shipways kit

Scale 1:48

Mike has built a unique and beautiful display of the longboat as pictured below.



When asked about the tool setup in the next photos **Mike** responded, “I used real sheaves in the mast for the longboat. To make the tiny sheaves I turned a piece of ebony to the diameter of the sheave. I then held it in a vertical position on the bed of my mill. I chucked a saw blade in the spindle of the mill. I could then lower the blade by the thickness of the sheave ( I don’t remember exactly but approx. .020 thick) and then moving the bed of the mill against the wood, sawing off the sheave. I have attached some more photos to try and better illustrate the process. I also used this method on my *Fair American* which has a real sheave everywhere there should be one (some of the detail that no one really ever sees).”





## A Viking Cargo Longboat Restoration and the *Weatherly*, a completion build

By Jon Sanford

Pictures of ship modeling in the Maritime Museum Model Shop



A pleased owner, John Olson, comes to the Model Shop to pick up his Viking longboat.



*Weatherly* is quite striking and can fill a room



**Gary Seaton updates the Community Build Royal Barge** having added racks for oars (on both sides) reporting, "I'm calling it complete, tho' I will get a display case one of these months."





**Lastly, but far from least:**

**H.M.S *Endeavour***

**by Diane Griffus**

**Scale 1:60**

**Diane** reports she continues her skill development with increasingly challenging projects. It is suspected though that she might take advantage of some family-based tutelage! There is nothing simple about learning the skills to plank a ship! Diane's work can serve as a reminder that explorer Captain James Cook is remembered by many in his native Great Britain and around the world for his 18th century voyages to the South Pacific. However, though Captain Cook died in Hawaii in 1779, his influence and legacy are still felt throughout the Pacific Northwest. For another look at Captain Cook and his voyages, explore this modern study; [Captain Cook Rediscovered, Voyaging to the Icy Latitudes](#) by David L. Nicandri.



**The End**

**There is a boat to catch and who parked it in front of *Midway*?**

