



January 2022

NEWSLETTER

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Have a Happy and Healthy New Year, Guild!

The December 14 Guild meeting was abandoned in the face of a severe wind storm that threatened the ships of the Maritime Museum of San Diego including the steam ferry *Berkeley* where the meetings are held. Now, as the New Year swirls on to shore, let us note the following.

“From the Quarterdeck” by the Guild Master

Challenging days ahead? By the time you read this the Guild may have moved back on a “war footing”, as we try to respond to the vagaries of the pandemic.

If we return to on-line Meetings, this may be a great opportunity for many of our Members (both local and remote) to more easily attend and share in the fellowship of our Guild.

The Officers are monitoring the situation, and remain committed to ensuring the welfare of our Members. **Watch your in-box for announcements!**

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



Howard Griffus sent this picture to the guild that he found while contemplating his ship model projects that are languishing in dry dock.



GUILD MEMBERS ARE REMINDED TO PLAN ON ATTENDING THE NEXT MEETING, ONE WAY OR THE OTHER, SCHEDULED FOR 11 JANUARY 2022 AT 6:00 PM!

Take a drive by the Maritime Museum.
Enjoy the sight of a lit up *Star of India*!



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



14 DECEMBER 2021 GUILD MEETING WAS CANCELLED

Those unable or hesitant to meet aboard the steam ferry *Berkeley* at the Maritime Museum are encouraged to send pictures of project(s) or anything of interest you would like to share with the Guild to the Editor at newsletter@sdshipmodelersguild.org so it may be added to the newsletter.

Purser Report: Purser Jon Sanford sent the following banking update:

Beginning Balance on November 12, 2021	\$<redacted>
Ending Balance on December 10, 2021	\$<redacted>

Attention on Deck! Purser Jon Sanford reminds the membership that **it is time to collect Guild Membership Dues! Please pay dues by the end of January and keep the membership current.** Dues will remain at \$20.00. Payment can be mailed to: Jon Sanford, <redacted>. Please make checks payable to “SDSMG”. **If a member has different contact information than that maintained in the “Sea Locker” on the Guild’s website, sdshipmodelersguild.org, please send new contact information to Jon. If there is trouble with the Sea Locker password, please contact a Guild Officer.** **End of Officer Reports**

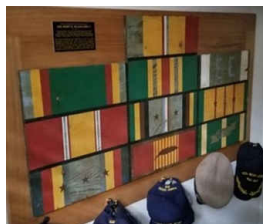
Show and Tell

A New Years Story by Frank Dengler.

On page 6 of the “Shipwrights of Central Ohio’s” December 2021 newsletter, **Bill Nyberg** included an article about New Year’s Ship Log. As directly quoted from the article, “On the First Night of the New Year, an unofficially endorsed truce allows the sacrosanct veil of regulation to be pierced — if only for a brief moment. During the mid-watch from midnight to 0400 (and only during the mid-watch) it is permitted for a ship to record the first entry of the New Year in verse. In this annual, fleeting, first entry of the New Year, the deck log bears witness to a hint of individuality, personality and sometimes the mindset of shipboard life. However, navy regulations remain ever obstinate, and the leeway for creativity comes with a caveat: all entries should still include the specified requirements noted in current Navy Regulations, and administered under OPNAV instruction issued by the Chief of Naval Operations.

“And therein lies the rub. The OOD (often with some assistance from the crew) is granted the freedom to compose the entry as they artistically deem fit ... This tradition presents a challenge to the imaginative (or unlucky) author to maintain meter or rhyme and still report all these (mandated) details in an original manner over multiple stanzas whether on wartime patrol...” Then, **Bill** offered a New Years deck log from USS *Henry B. Wilson* (DDG 7).

This brings us to **Frank’s** story. **Frank** calls the *Henry B.*, AKA “Magnificent 7”, his alma mater and offered the Guild his own New Years Deck Log story. Some might even recall Frank’s scratch built model of *Henry B.* and his rescue of her battle ribbons from a salvage yard. The pictures to the right and the model can be found on the Guild’s website with the August 2019 newsletter writeup at: [SDSMG201908rc.pdf](#) (sdshipmodelersguild.org)



A New Years Story by Frank Dengler continued:



LCDR Frank Dengler
Former First Lieutenant

Well, as we find out, **Frank Dengler** was serving during what he remembers as the year 1977 as a LCDR aboard the Amphibious Cargo Ship *Durham* (LKA-114). To the left is a picture of a then recently promoted **LCDR Dengler**. The editor is most likely embarrassing **Frank** a bit here since he is a modest fellow but he tells a tale of service in the U.S. Navy from the jungles of Vietnam when attached to Marines to taking pleasure in the operation of “long range” weapons aboard ships that are able to “reach out and touch someone”. Still, he tells of finding some enjoyment in having worked *Durham*’s “short range” guns like her 4 x 3”/50 twin gun mounts and 2 x Mark 56 directors as pictured below in her 1977 configuration. To this day, he still prefers to model U.S. Navy vessels that engaged and overcame enemy forces.

That again brings us back to our New Years Story. **Frank** is serving aboard *Durham* moored off Pusan, ROK in the freezing climate and he is tasked with the ship’s deck log; and, what does he discover? He is a poet and doesn’t even know it! The log entry copied below even wins him and his ship the NavyTimes New Years Log Contest! Amazing!



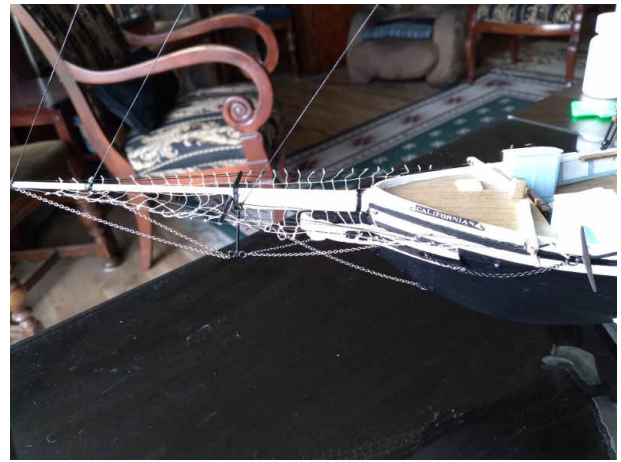
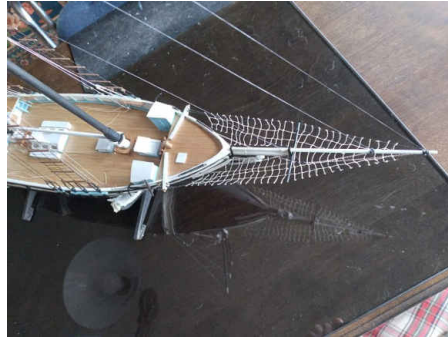
Here amid the ghosts of yore,
DURHAM rests by Inchon’s shore.
The lines are doubled as we can see,
To the snow covered bitts of pier number three.
We’re portside to at the midnight hour,
With Alpha Boiler providing the power.
The skipper’s ashore with most of the crew,
An old fighter pilot, he’s checking the brew.
The Senior Officer Present Afloat,
Is our Captain Bruce Boland of whom we just wrote.
Our watch here is stood in the wind driven snow,
While the rest of the section is hidden below.
Despite this mild hardship, our hearts do not sadden,
'Cause the CDO’s soft spoken Daniel F. Madden.
Seaman Dougherty’s standing the roving patrol,
While most of his friends are in nearby Seoul.
His watch takes him 'round in the bitter cold gloom,
While icicles form on the boats and the booms.
Petty Officer for the first watch of the year,
Is YN2 Schubert, a man without fear.
His brave winter stand is not without reason,
MacKay brought him coffee to keep him from
freezin’.

Let us all be thankful to those men and women who serve our nation this New Years at home and in far flung places!

Exposed on the quarterdeck, erect as a tree,
PNC Pedde stands a taut OOD.
These men and their counterparts throughout the fleet.
Keep vigilant watch in the cold and the heat.
Their forefathers fought for the rights we now share,
Their own sense of duty reflects we still care.
At sunset last evening the Rattlesnake Jack,
Was struck from the bow and stowed in its rack.
For a year it was flown in grand celebration,
Marking two hundred years since the birth of our nation.
Now in the cold darkness our watch section knows
Of the patriot’s vigil in Valley Forge Snows.
This silent communion extends through the years,
To all the brave people who put aside fears,
Who went without weapons, who fought
undermanned,
Who suffered great hardships preserving our land.
And so in the dead of the Korean night,
In the city won back by Free World might,
The crew from the **DURHAM** joins all the folks here,
In praying for freedom throughout the New Year.
— Frank G. Dengler
LCDR, US NAVY
Winner of the NAVY TIMES New Years’ Log contest

Show & Tell continued:

Californian by **Tom Hairston** is pictured below with **Tom's** progress on his scratch built model. Using ship plans from Dr. William Brown's legacy to guide his build and after taking many pictures at *Californian's* Maritime Museum berth to help visualize the ship's details, **Tom** reports the bow netting and rigging is coming together. He tells that he is much enjoying this scratch build and expects to show it soon. Perhaps at the San Diego County Fair?

**Royal Ship of Cheops by Don Dressel**

Don tells that he intended to bring this model to the December meeting when it was cancelled but sent along the following interesting tale of how he came to build his model.

This model was inspired by the trip my wife Elizabeth and I took with Dr. Ashley and a group from the Maritime Museum of San Diego on May 17 to June 2, 2008 that was called the Evolution of the Ship – a Mediterranean cruise ship tour. We visited Venice, Florence, Rome, Greece (Athens), Turkey, Rhodes, Cyprus, Egypt and other locations in the Mediterranean.



Royal Ship of Cheops by Don Dressel continued:

Originally, I wanted to purchase a model of the "Royal Ship of Cheops" from the Egyptian Museum in Alexandria after we had seen the real boat, which was buried in a pit next to one of the famous pyramids. There is a great book on this, King Cheops Royal Ship – The Boat Beneath the Pyramid, by Nancy Jenkins. BUT, I was unable to do so.

A few years later I discovered that the Japanese wooden boat model company WOODY JOE made a kit model of the Solar Boat (The Royal Ship of Cheops). Since I was going to Japan anyway (to visit the ROPE ship model club in Tokyo) I was happy to be able to purchase the kit model in 1/72 scale.



The model was completed in 2017 and placed in its case and resides in my home at this time. It was a delight to build and the Japanese plans, instructions and wood supplied with the kit were a joy to work with. It was a real fun kit with great details and looks almost exactly like the real boat that I saw in Cairo. Note the scale Egyptian figures on the model (not part of the kit).

Restorations by Jon Sanford

Jon tells that two large pond boats were recently donated to the Maritime Museum by a son of one of our past members, **Bob O'Brian**. The Royal Yacht *Britannia*, pictured to the right, is documented on the website [The Royal Yacht Britannia Official Website](http://TheRoyalYachtBritanniaOfficialWebsite.com) | [Best UK Attraction](http://BestUKAttraction.com) as the last of the Royal Yachts dating back to 1660 and the reign of Charles II. Built with complete ocean-going capacity and designed as a Royal residence to entertain guests around the world, she was decommissioned in 1997 and can now be found in Edinburgh, Scotland.



USS *Whiteside* (AKA-90), "The Mighty Ninety", was an Andromeda-class attack cargo ship that saw service between 1944 and 1958. Pictured below, she was a pre-cursor to **Frank Dengler's** *Durham* who was also laid down as an AKA before being redesignated as an LKA. *Whiteside* supported numerous operations during WWII and Korea including the Iwo Jima assault and the assault on Inchon earning multiple battle stars, 2 stars during WWII and 4 stars during the Korean conflict.



Jon reported the models are well made and the yacht has motors and servos. The ships came in damaged and very dirty. With **Jon's** diligence, it took about a week for him to repair and clean them up.

Show & Tell continued:**IJN BB *HYUGA* 1941 VERSION BY CHRIS SULLIVAN****1/700 Waterline Series “Super Detail” Kit by Hasegawa**

Chris sends the Guild Happy New Years greetings from Japan with his best wishes to everyone from what might be his last overseas deployment with the U.S. Navy. He sent these pictures of *Hyuga* telling that he finished the rigging of her this December. He reports that he started the model in 2009 and finished the base in 2013 by

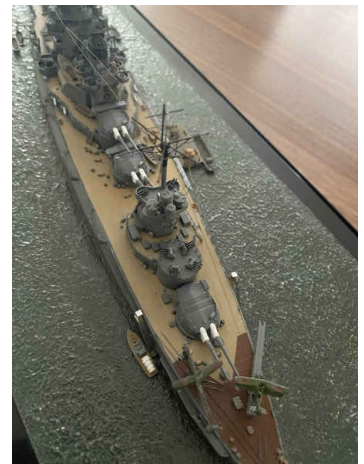


modeling the water with modelers paste and clear acrylic gel. He tells that the barge alongside *Hyuga* along with other details on the model are from his spare parts supplies.



Wikipedia tells that “*Hyūga* (Japanese: 日向) was the second and last *Ise*-class battleship built for the Imperial Japanese Navy (IJN) during the 1910s. Despite an 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. After 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 *Hyūga* never operated her aircraft in combat.” Towards the end of the war she served for the most part as a decoy during operations or by transporting strategic materials before being sunk by American aircraft near Kure and Hiroshima at war's end.



The End