



# San Diego Ship Modelers' Guild

1306 N. Harbor Drive

San Diego, CA 92101

January 2002

NEWSLETTER

Volume 26, No. 1



Bob Graham's *Eagle*

## A Festive December Meeting

The recent meeting of the San Diego Ship Modelers' Guild proved to be a festive evening complete with holiday treats, (including cookies made from **Earnie Andrew's** custom crafted sailboat and lighthouse cookie cutters) coffee and so many interesting ship models.

### Old Business

**Bob McPhail** reported that the membership renewal fees are pouring in such that our balance is now \$/redacted/. The discussion regarding the officer positions for 2002 continued from the last meeting. **Ed White** has offered to perform the task of creating the mailing labels for the newsletter, a task normally performed by the Purser. The

position of Purser is still available should any Guild member wish to hold this spot. The minimum qualification is that the candidate must be able to write checks and balance a checkbook.

### New Business

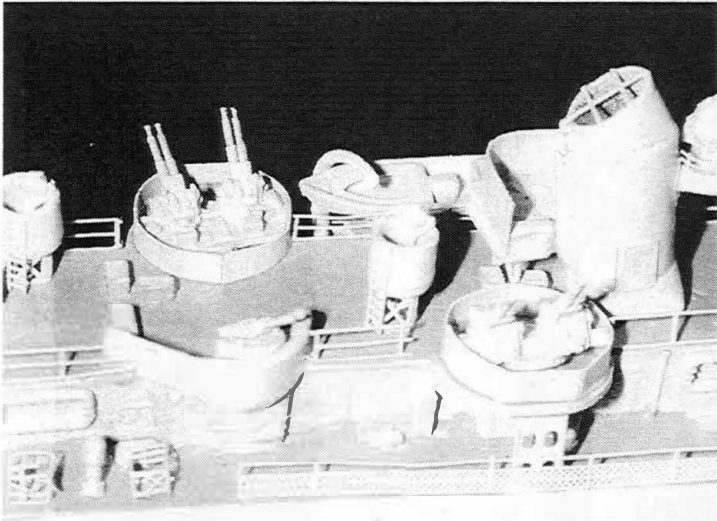
Visitor **Brian Nazareth** dropped by the meeting to introduce himself and tell us about his *Golden Hind*. It was decided to go straight to the Show and Tell so that we could spend the second hour of the meeting with our coffee, treats and socializing.

### Show and Tell

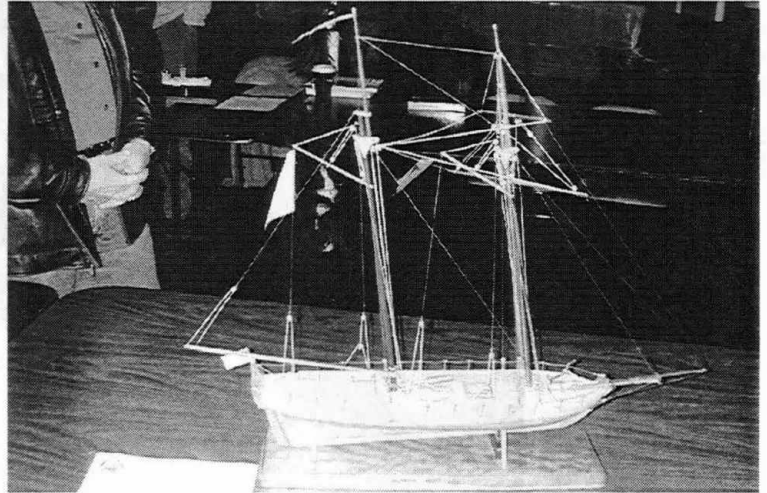
The first model presented was from **Bob Hawkins**, who usually brings us ironclad Civil War vessels. In this case though, the ship was a resin and photo-etch Commander's model of the *USS Chevalier* DDR805 which was employed in the Korean War. It is from a 1:350 scale kit manufactured by Blue Water Navy. Bob said that he modified the Blue Water's *USS Gearing* to what it looked like when his father served aboard the *Chevalier*, which

had FRAM radar in 1955. The ship was in Tokyo Bay for the Japanese surrender. It served with the 7<sup>th</sup> Fleet in Korea. Eventually it was sold to the South Korean Navy.

**Howie Franklin**, a snowbird, showed up after several months' absence to bring us his US Coast Guard Revenue Boat the *Dallas*. Howie said that "this ship was used to chase bad guys up and down the East Coast in 1815". He made the plank on frame model from a kit and is interested in selling it.



Detail from the *USS Chevalier*.



Howie Franklin's *Dallas*



The *USS Chevalier* DDR805 by Bob Hawkins

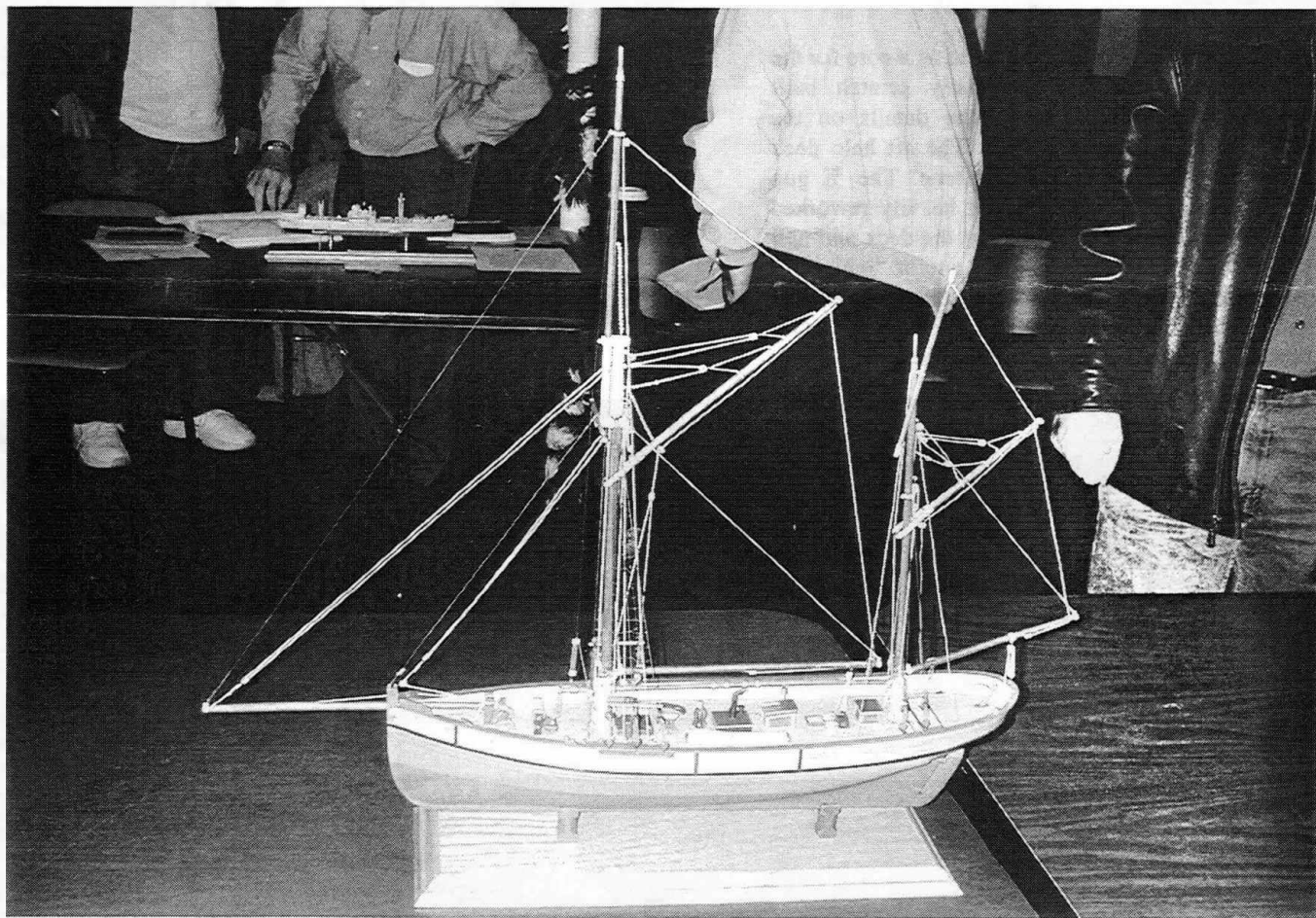
Next, we were treated to a model by **Dick Roos** that was four years in the making. *Misty*, a Brixham Fishing trawler, was built in the English port of Brixham and launched in 1923. It was a twin-masted fishing boat having a mainmast and a mizzenmast. Sail-powered trawlers were more than deep sea fishing platforms, they were working boats which had to be strong enough to support fishing nets dropped to 150 fathoms. Typically they were a combination of strength and elegance.

Dick made the model from a plank on frame kit by Artisana Latina. He found the kit to be lacking in complete rigging information so he did it with some additional imagination. His words of wisdom are "Seek Ye Beyond These Kits".

The next model, the *Eagle*, complete with a beautiful case was built by Bob Graham in 1987 and is pictured on the first page of the newsletter. The 1:64 model is scratch

built using the plans by Model Shipways of Bogota, New Jersey. The hull is planked using paumarfin and holly, with the keel and rail made of mansonia. All the planking was fully dowelled. The deck furniture, deck and boat are constructed from cherry, walnut, white peroba and holly. The rigging is linen, with degame mast and spars. Sails were made from drafting linen and hand stitched around the edges. All brass ironwork is handmade.

Both the *Eagle* and her sister ship *Arrowsic* were built in Arrowsic Island in the Kennebec river in 1847 for the lumber trade by Samuel Pattee. In the Bath to New York run, the *Eagle* had the reputation for speed and no doubt was hard driven. During the-19th century schooners of this sort were widely employed in our East Coast trade, their schooner rig an easy adaptation to the prevailing westerly winds and favoring economy of crew. In fact the common crew was the captain/owner and a strong boy.



*Misty* by Dick Roos



Bill Luther showed off his model of the USS Isle Royal (AD-29). The model represents the ship at San Diego, just prior to deploying for Pearl Harbor. ComDesPac has just arrived, the pilot is on board (note "Hotel" is flying), the anchor is "up and Down" and as soon as the 1st Lieutenant gets the Admirals' barge and the duty U-boat aboard, she will get underway.

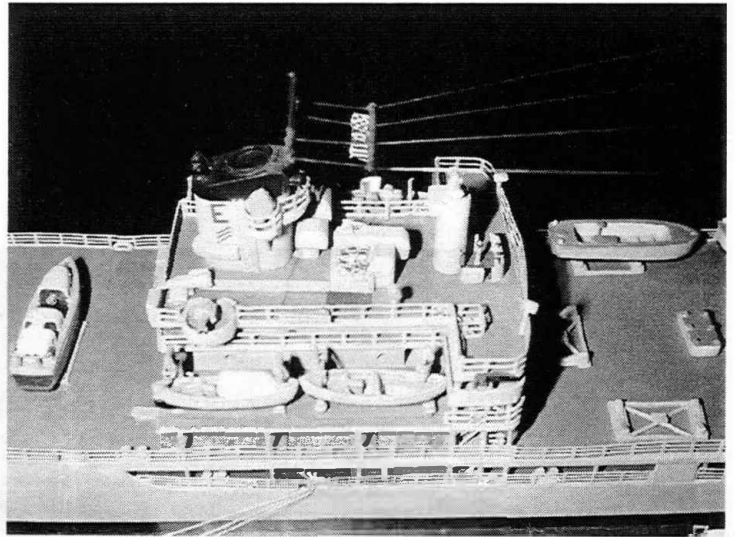
This model began as an APA (Attack Transport) kit by Revell and is built to 1:400 scale. The only parts from the original kit that were not modified in some way were the aft cargo booms. The hull had the stern reshaped to take a propeller (the kit omits the prop), the fwd bulwarks were reshaped and the hull was cut away fwd so the main deck could be extended. The 01 level or upper main deck for want of a better term, had everything, except the superstructure, a pair of winches and the king post houses stripped off. Any holes were plugged and filled, then the deck was extended over the fore and aft well decks making it a continuous deck.

The existing superstructure was used as a core for the final superstructure, that was essentially scratch built around the old one. Almost all of the details on the superstructure were also scratch built. The aft helo deck was also scratch built using sheet styrene. The 51 gun mount and tub were from the kit, but heavily reworked and detailed. Most of the details seen on the deck and hull were either scratch built or modified kit and/or "junk box" parts. The large U-boats and the whale boats were from H.R. Products (modified and detailed). The Captain's Gig And Admirals' Barge, along with the boarding ladder,

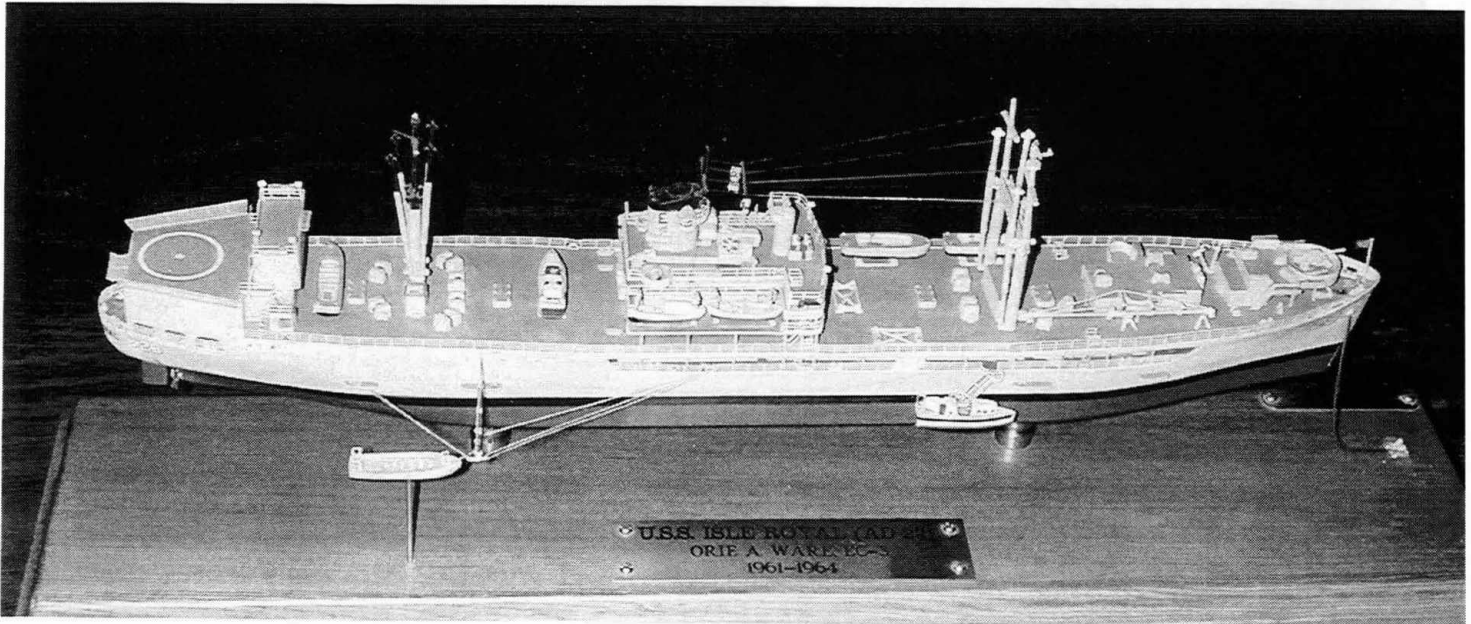
saluting cannons, yard arms and boat booms, are from a Revell Arizona kit, again all modified in some way. The small U-boats are reshaped LCP's from the original kit.

The brass etched details and decals are from Gold Medal Models and the paints are Floquil. All told over 600 pieces of plastic and 180 brass individual etchings were used to construct this model.

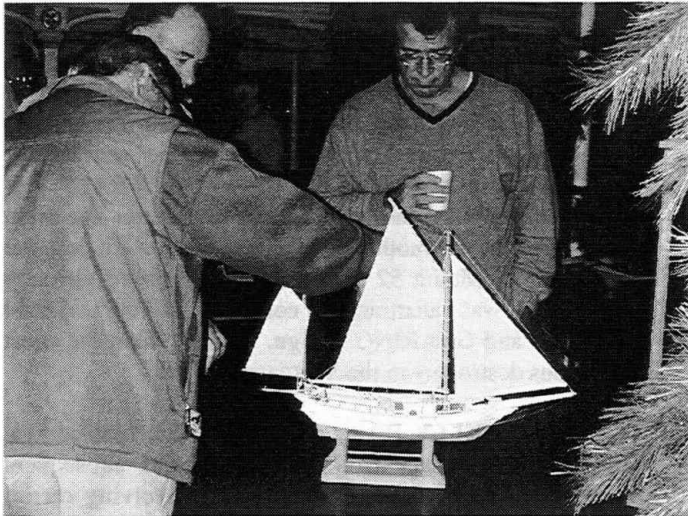
Bill suggested that Blue Navy manuals can help with research for modeling details.



Detail from Luther's *USS Isle Royal*



*USS Isle Royal (AD-29)*



Guild members admire the *Spray*

**Jerry Deschenes** returned with his *Spray*, this time with its' rigging and sails completed. Jerry commented again how much fun he had building this Blue Jacket kit and that he had plenty of left over materials for his next project.

**Frank Dengler** built two models of the BRINKLEY BASS, one as she appeared during the Korean War and one as she appeared when he served as her Gunnery Officer in 1968-1969 during her third deployment to

Vietnam. The first model is based in part on photographs he received through correspondence with the ship's first Commanding Officer. The second model is based on photos he took while serving aboard BASS, cruise book photos, and FRAM I plans enlarged to 1/16"=1' scale from drawings in SUMNER & GEARING Class Destroyers, Their Design, Weapons, and Equipment by Chief Hull Technician Robert Sumrall, Curator of the U. S. Naval Academy Ship Model Collection. This book is available from the U. S. Naval Institute at <http://www.usni.org/webstore/databaseform.asp?bookisbn=1557507864&cartid=wttq2134ff60bf60>.

The second model replicates the configuration details shown in an aerial photo of the destroyer taken in 1968 near Hawaii that appears in a cruise book and on the <http://www.navsource.org/archives/05idx.htm> website. The models incorporate a variety of basswood, plastic and metal sheet, cast resin & metal, and adhesive backed vinyl parts. Thin black polymer fishing line was used for life-lines and other rigging. Some railings and inflatable lifeboat racks were laser cut when I worked at Scale Reproductions Inc. in Fairhope, AL. Personal ribbons, corresponding to those earned by the ship, were reduced in a color photo-copier to produce authentic bridge wing campaign ribbons. More details concerning the history of the ship are to be found on page 6 of this newsletter.

Interestingly, Bob McPhail also served on this vessel.



The USS *Brinkley Bass* by Frank Dengler

# The Story of the USS BRINKLEY BASS (DD 887)

By Frank Dengler

## Ship's Data:

**1945:** Displacement: 2,425 tons, Length: 390'6", Beam: 40'10", Draft: 18'6", Speed: 34.6 knots, Crew: 345, Original Armament: 6 x 5"/38, 16 x 40mm, 8 x 20mm, 5 x 21" Torpedo Tubes, **1954:** Interim Armament: 40mm & 20mm replaced by 6 x 3"/50, **1962:** Fleet Rehabilitation And Modernization (FRAM) I Program Armament: 4 x 5"/38, 8 Rail Anti-Submarine Rocket (ASROC) Launcher, Drone Anti-Submarine Helicopter (DASH), 2 x Triple Mark 32 Anti-Submarine Torpedo Tubes

## Ship's History:

The GEARING Class destroyer USS BRINKLEY BASS (DD-887) was laid down by Consolidated Steel Corp., Orange, TX in December 1944. She was launched in May 1945 sponsored by Mrs. Percy Bass, mother of the ship's namesake, Lieutenant Commander Harry Brinkley Bass, a naval aviator who distinguished himself in command of 2 fighter squadrons in World War II before being killed in a 1944 aircraft crash in France. The ship was commissioned 1 October 1945 with Commander Philip W. Winston in Command.

After a shakedown cruise in the Caribbean, BRINKLEY BASS proceeded to Shanghai, China via her home port, San Diego, CA, and began a cycle of annual deployments for duty with the U. S. Pacific Fleet. She returned from her 2<sup>nd</sup> deployment in June 1950, the month when communist forces invaded the Republic of Korea. BRINKLEY BASS deployed with Destroyer Division 52 for Korean War combat in November 1950. She escorted Task Force 77 carriers until May 1951 when she reported to Task Force 95 for blockade and gunfire support operations in and around Wonsan Harbor. She inflicted significant damage to North Korean forces but was hit by an artillery battery, suffering 1 killed and 9 wounded. In August BASS returned to San Diego. She deployed for two more Korean tours from January to August 1952, during which she was hit again, suffering 3 wounded crewmen, and from April to November 1953. BRINKLEY BASS received 7 Battle Stars and the nickname "Boss of Wonsan" for her Korean service.

At the end of the Korean War the destroyer had her World War II era 40mm and 20mm anti-aircraft guns replaced by 3"/50 rapid fire mounts thought to be more effective against jet aircraft. She resumed annual deployments until 1961 when she began reconfiguration under the Fleet Rehabilitation And Modernization (FRAM) I Program,

emerging with improved Anti-Submarine Warfare (ASW) capability but reduced anti-aircraft, surface warfare, & gunfire support capability. Although the FRAM I B configuration, with one twin 5" gun mount on the main deck forward and another on the main deck aft, left the former site of Mount 52 on the 01 level forward virtually vacant and was unattractive compared to the original SUMNER and GEARING design, FRAMs were the most ubiquitous destroyers in the Vietnam era fleet.

In 1964 BRINKLEY BASS departed for her first combat tour in the Vietnam Conflict. This and subsequent Vietnam era deployments included duty involving carrier and Positive Identification & Radar Advisory Zone (PIRAZ) guided missile cruiser escort, "plane guard" & Search And Rescue (SAR) operations for downed aircraft, and gunfire support for U. S. & Republic of Vietnam (RVN) forces ashore. In February 1966, BRINKLEY BASS and USS WADDELL (DDG-24) broke away from underway refueling on opposite sides of an oiler and collided while proceeding to their stations. BASS received a replacement bow from the decommissioned destroyer USS TINGEY (DD 539) in Long Beach, CA. Some crewmen maintained that since TINGEY was a FLETCHER Class ship, narrower than GEARING Class destroyers like BRINKLEY BASS, the replacement section had to be longer than the original bow to achieve the necessary width at the point where it was grafted, making the repaired BRINKLEY BASS slightly longer than her sister ships. BRINKLEY BASS carried out 4 more deployments to Vietnamese waters from December 1966 to May 1967, from July 1968 to January 1969, from January to July 1970, and from May to October 1971. Highlights of the 1968 - 1969 deployment included operations with USS NEW JERSEY (BB 62), during which BASS supported the battleship with video camera equipped versions of her Drone Anti-Submarine Helicopter (DASH) for reconnaissance and witnessed NEW JERSEY's destruction of Hon Co (Tiger Island), escorted PT boats carrying SEALs enroute to North Vietnam, completed several SAR and numerous shore bombardment missions, and "rode shotgun" to screen USS LONG BEACH (CG 9) from possible torpedo boat attacks during May and June 1968 when the cruiser shot down 2 MIGs over North Vietnam with Talos missiles.

After her 1971 deployment BRINKLEY BASS served in the Eastern Pacific, becoming a Naval Reserve Training Ship in July 1972. She was transferred to Brazil in December 1973, becoming CT MARIZ E. BARROS (D 26) until 1997.

### Brinkley Bass

(DD-887: dp. 2425; l. 390'6"; b. 40'10"; dr. 18'6"; s. 34.6 k.; cpl. 345; a. 6 5", 10 21" TT.; cl. Gearing)

Brinkley Bass (DD-887) was launched 26 May 1945 by Consolidated Steel Corp., Ltd., Orange, Tex.; sponsored by Mrs. Percy Bass, mother of Lieutenant Commander Bass, and commissioned 1 October 1945, Commander P. W. Winston in command.

Brinkley Bass conducted her shakedown cruise in the Caribbean and then proceeded to San Diego for duty with the Pacific Fleet, arriving February 1946. From San Diego she proceeded to Shanghai, China, via Pearl Harbor and Guam, for duty with Commander, Naval Forces, Western Pacific. Upon reporting in the spring of 1946 Brinkley Bass served as mail ship between the naval commands at Shanghai, Tsingtao, and Hong Kong.

She returned to San Diego in February 1947 and during the spring participated in extensive training exercises off southern California and underwent a yard overhaul. Brinkley Bass departed San Diego in February 1948 for her second tour of the Far East. She returned to California in October 1948 and spent the winter operating out of San Diego.

In November 1949 she reported to Commander, Naval Forces, Far East. She participated in Far Eastern Air Force defense operations, conducted training, and patrolled in Tsushima Strait. She returned to the United States in June 1950.

On 6 November 1950 Brinkley Bass departed San Diego in company with Destroyer Division 52 and proceeded to the Korean war zone. On 25 November she joined TF 77 for support of carrier operations off the east coast of Korea. During one period of 53 days she remained constantly at sea. On 16 May 1951 she reported to TF 95 on duty with the Wonsan Harbor Bombardment Element. During 30 days of operations at Wonsan Harbor she was engaged in frequent bombardments of enemy shore installations inflicting great damage. On 20 May 1951, while engaged at Wonsan Harbor, Brinkley Bass was hit by shells from enemy shore batteries which killed one and wounded nine of her crew.

Destroyer Division 52 was relieved on station at Wonsan 27 June. On 18 July Brinkley Bass, after a most successful combat cruise, proceeded homeward to San Diego, arriving 6 August. Brinkley Bass completed another Far Eastern tour during January-26 August 1952. Between 18 April 1953 and January 1954 she conducted another Far Eastern tour during which she spent most of her time underway with TF's 77 and 95, with a few brief interruptions such as the Formosa Patrol, Wonsan Shore Bombardment Element, and hunter-killer exercises.

Since that time Brinkley Bass has completed three more Western Pacific cruises ending her eighth deployment early in 1957.

She received seven battle stars for her Korean service.

## Next Meeting

Wednesday January 9

Let's nominate a purser for 2002

**Dr. James Cutter, a San Diego Ship Modelers' Guild member since July, has unfortunately passed away. His wife Jane said that he enjoyed the club very much. She asks if anyone would be interested in purchasing his kit for a merchant vessel in addition to a radio control system.**

**Please call /redacted/ if interested. Jane has sent us the following information about the model which was barely worked on:**

### S.S. Hudson Sound -Merchant Ship

For sale \$ 500.00

Manufacturer: Dean's Marine (England)

Era: early 1900's to present time.

length: 39" Beam: 5"

History: Ran many sea voyages from London to the ports of North Africa, Finland and Canada.

She was eventually was sold to the Panamanian Company. This proud little ship is still giving good service and was last seen in a lilac and black color scheme!

Included with this kit is:

1. FUTBA--Digital Proportional Radio Control System.
2. Engine sound unit.
3. INTELLIPEAK--Digital pulse charger.
4. MABUCHI-RS--385 motor.

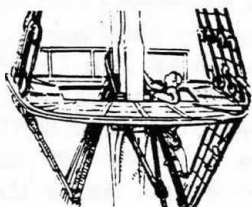
The total cost to my Husband was: \$977.00



# THRU THE LUBBERS HOLE

By Robert Hewitt

## *BOHOMME RICHARD*



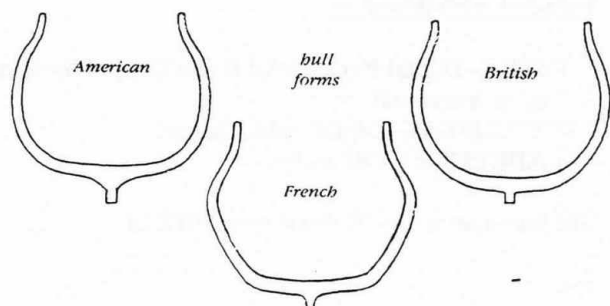
John Paul Jones sailed *RANGER* and her prize to Brest on May 8, 1778. His crew was sulkier than ever and Jones had to again pay them off out of his own pocket. He also had to deal with prisoners and the bureaucracy of paper work on the prizes, all in French.

During this time no commission was given to him and he wrote countless letters to Franklin and others. He was pleading for a worthy command, and became quite irritated. The war was happening without him.

In November a big East Indian ship, designed to carry heavy guns was an option to him. Finally in February 1779, he obtained command of her. The ship, *DUC DE DURAS*, was 178 feet stem to stern, with a beam of 39 feet. She had an honorable career of transporting goods and passengers to and from China. Louis XVI purchased the ship specifically for use as an American warship.

Jones quickly changed the name to *BONHOMME RICHARD* in honor of his patron and mentor, Benjamin Franklin. Franklin's "Poor Richard's Almanac" had just been translated into French and was very popular.

Ships of the East Indian companies of France were built to a rigid set of specifications. The French ships of this period were at their zenith and outclassed the British. They were narrower and had a pronounced knuckle at the waterline and below forming two distinct bilge chines.



Jones must have enjoyed *RICHARD'S* great cabin. There was a spacious drawing room and dining room bathed in light from large wrap-around windows that opened into a balcony enclosed by gold balustrade and carvings. The decks were veneered with parquet. His private sleeping cabin adjoined to starboard.

Generations of historians have exaggerated somewhat her condition as tired, leaky and rotten. She was fourteen years old when she came to Jones. This was ripe middle age for a ship of that time. Unquestionably she contained rot. Most ships of that time were overbuilt and they all had some rot, which was dealt with until it could no longer be repaired, and the ship was then disposed of.

*RICHARD'S* log records that she leaked especially when she was working hard to weather. Again, all ships leaked when working to weather, without causing undo alarm. That is what pumps were for.

Her sailing qualities were not what Jones had hoped for. She liked a good wind and sailed best with lots of it. In favorable circumstances *RICHARD* was capable of logging ten knots.

In light airs she was a clunker. Captain Landais of *ALLIANCE* noted in his log that in a smooth sea he needed only topsails to keep up with *RICHARD* under full sail. The inability to sail in light airs was to be the death of her.

Jones also needed guns and was able to obtain a main battery of twenty-eight twelve-pounders. He also obtained six eighteen-pounders, which he mounted aft in the lower deck. The forward five gunports were unarmed and at some point caulked closed.

The entire fitting out was completed in June 1779. *BONHOMME RICHARD'S* crew consisted of three hundred and eighty officers and men. A squadron was formed with four other ships. *ALLIANCE*, *PALLAS*, *LE CERF*, and *LA VENGEANCE*.



# Ships Plans

## at

# Mystic Seaport Museum®

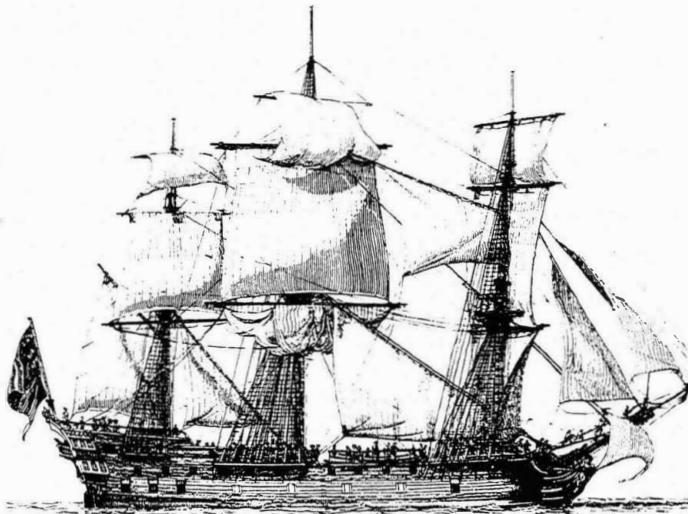
*ALLIANCE*, a new thirty-six gun American built frigate was under a French captain, Pierre Landais. History records Landais as being clinically insane. *PALLAS* was a French thirty-two-gun frigate captained by Dennis Cottineau. *LE CERF* was a large cutter of sixteen guns with a six pound shot. She had a crew of one hundred and fifty seven men. *LA VENGEANCE*, was a brigantine with twelve four-pound guns and a crew of sixty-six.

The squadron sailed on June 12 and *RICHARD* and *ALLIANCE* had a nighttime collision. Returning to Lorient, a new bowsprit for *RICHARD* and a new mizzenmast for *ALLIANCE* were fitted.

At last, on August 14, 1779 the squadron sailed to the North Sea where they were to raid the British Isles. On August 23, a small prize was taken off the southwest coast of Ireland. That evening they were becalmed without steerage.

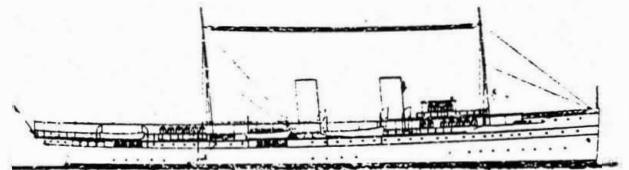
Jones sent seven men in a boat to tow the ship's stem around in hopes of catching a favorable wind. This was a mistake. The sailors who volunteered were all Irish. With their Fair Isle in sight through the evening haze they slipped their line and pulled for home. Another boat was sent chasing, but they were captured on shore. More importantly was that the enemy was alerted to the squadron's presence and force. On the whole, it was not a particularly auspicious beginning.

To be continued.



The following is a partial list of cataloged collections:

1. W. P. Stephens
2. Carl C. Cutler
3. Benjamin Moore & Company Sail Plan Books (2)
6. Mallory Sail Plan Book
7. Mystic Seaport Museum Vessels & Small Craft
9. Charles D. Mower
10. Burgess - Donaldson
12. Henry A. Scheel
21. William J. Hingston
24. Eads Johnson
26. Ralph A. Winslow
27. Gildersleeve Shipbuilding
28. Henry B. Nevins, Inc. Shipyard
31. Arthur C. Robb
32. Mystic Shipyard
34. Cox & Stevens, Inc.
35. Albert E. Condon
38. L. Francis Herreshoff
41. Sparkman & Stephens, Inc.
43. Burgess - Wolff
46. Winthrop L. Warner
53. Ratsey & Laphorn, Inc.
56. *Rudder Magazine*
67. Franklin G. Post & Son, Inc.
68. William J. Deed
70. Post - Seaport Marine
71. Gilbert Dunham
73. Howard M. Smith, Jr.
74. Frank J. Jerabek
75. Frederick C. Geiger
76. Frederick K. Lord
77. Ward Line
78. Eico - General Dynamics



Mystic Seaport Museum  
50 Greenmanville Avenue  
P. O. Box 6000  
Mystic, CT 06355-0990  
(203) 572-0711

/redacted/  
Fred Fraas



**San Diego Ship Modelers' Guild**  
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## **SAN DIEGO SHIP MODELERS' GUILD**

Guild Master  
First Mate  
Purser  
Newsletter Editors

Jacki Jones  
K.C. Edwards  
Bob McPhail  
Bill Forbis  
Fred Fraas

/redacted/  
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*Founded in 1971 by Bob Wright and the late Russ Merrill*

### **SCHEDULE OF ACTIVITIES**

#### **Meetings**

Second Wednesday of every month.  
6:30 p.m. social, 7 p.m. meeting  
held on board the ferryboat  
**BERKELEY.**

### **MEMBERSHIP**

Dues are \$20 annually (\$10 after July 1).

We strongly encourage all to join the San Diego  
Maritime Museum as an expression of appreciation  
for the facilities provided for our benefit.