

April 2017 Foghorn



SOUTH BAY MODEL SHIPWRIGHTS *THE FOGHORN*

President's Scuttlebutt

The Next Meeting

Friday April 21, 6:30 PM
The Los Altos Main Library
13 South San Antonio Road
Los Altos, CA 94022

Announcements

Club Officers:

President – Jim Rhetta
Co-Vice Presidents –
• Ken Lum
• Ed Von Der Porten
Recording Secretary – Ken Lum
Treasurer - Jack Lindley
Harbor Master - George Sloup
Foghorn Publisher - Jim Tortorici
Web Master – Walter Hlavacek

We're on the Web!
Visit us at this link below:
sbmodelships.com

The next event for us to plan on is the San Mateo County Fair, June 10-18. I have been contacted by Kelly, the promoter for our entries and will send her our level of interest. Since we have been at this event the past two years we now know the level of effort and items needed for it this year.

Like last year, we can have a table or two for a working display. We can replicate last year's table from this photo.



We will need members to sign up to bring 3-4 small models, a solid hull and a plank on bulkhead kit, some basic tools, and wood samples. The club banner and some past Ships in Scale Magazines and club handouts will complete it.

The prime requirement is for members to man the table to talk to the public and actually work on a ship. Even if you only have to sand some wood, it is effective to generating curiosity in the public to stop at the table. Last year's table attendees reported more time and effort talking to the public than actually working on a ship, which is the priority for the event.

Plan on a day or two to man the table for this event. We will plan it at the next two club meetings.

Viking Ship Sails

The previous Foghorn covered the possible design of sails on Viking ships. I received new info on wool clothes and sails of the Viking era from Diane, who weaves wool and knows a lot about its properties. Wool was critical to Viking life as other than leather, it was essentially the only common material available for making clothes and sails.

The origin of the wool is from the Northern short-tailed sheep. These are about the size of a large dog and about half the size of modern sheep breeds. They are hearty and adapted for living in harsh coastal areas of north Europe as they can feed on seaweed as well as the local heathers and other vegetation. The sheep are double-coated, with an outer coat of long, strong guard hairs and a soft, warm inner coat. Both kinds of fiber showed up in a sample of wool from an old sail about 600 years old that was found in an attic in Norway in 1989.



Weighing a Northern Short-tailed sheep. Note the small size of this wool-maker.

To create a strong fabric, the weaver used the coarse outer hairs in the sail’s warp (vertical fibers on a traditional warp-weighted loom). The weft (horizontal fibers) came from the soft inner coat that fluffs out a bit, filling the gaps in the weave. The finished material was “fulled”—that is, treated to shrink it slightly and tighten the fabric. The old sail sample found in 1989 was soaked with a resinous material that added to making it more wind tight and water repellent. A modern researcher found that a mixture of fir tar, fish oil, and sheep tallow, all available 600 years ago, could have been this material.

The amount of wool required to make a sail was staggering. Due to the small size of the short-tailed sheep, it is estimated that the annual production of about 700 sheep was

need to be processed for a sail for a 90-foot longboat. Processing and weaving that amount of wool required a massive effort of human labor that exceeded that of woodworking for the hull. The wool is harvested from the sheep in the late spring when they begin to shed it. It is pulled by hand from the sheep by several people. Following that is sorting, washing, and carding. Then spinning, dyeing if needed, and finally the weaving or knitting effort. It is estimated that it took two women about a year of total effort to weave and assemble a sail.

An additional demand for the limited supply of wool was for clothing for the crew in the cold damp and wet voyages in northern European waters. Wool is ideal for this environment as provides warmth even when it's wet. The key is kink: wool fibers have regular crimps. When they're spun into yarn, the kinks don't quite match up, trapping pockets of insulating air. The fibers themselves have an outer layer of tiny scales coated with lanolin, a waxy substance that repels moisture and preserves the air pockets. The scales overlap like shingles, locking and tangling together, making the surface even more water-repellent.

The amount of clothing needed in that environment was extensive. Vikings would have donned tightly woven woolen cloaks, possibly covered by oil; waterproof leather (oilskins) to keep out the damp; and woolen tunics, leggings, socks, mittens, and hats, either woven or constructed by *nålebinding*, a kind of single-needle knitting. Knitting as it is now known wasn't common in northern Europe until after the Viking Age. The luckier crewmembers might have slept under *sjøryas*, thick blankets knotted like hooked rugs.

Without an adequate supply of this humble material, the Viking age would have had a different history.

The first known yacht?

Researchers are planning to dive to the bottom of Lake Nemi, Italy, to recover the party boat of Emperor Caligula. He had a wild four year reign from AD37 to 41, in which he killed for pleasure, tried to appoint his horse a consul, and slept with his own sister, before being assassinated by his successors.

The unruly Caligula was famed for his enormous boat parties that included orgies, but researchers have struggled to find his boat. Now, divers from Nemi are planning to use scanners to scour the bottom of Lake Nemi in the hunt for the 400 foot vessel. Two smaller ships have previously been discovered in the volcanic lake, but researchers suspect that Caligula's boat may still linger in the depths. Alberto Bertucci, mayor of Nemi, said 'If it's down there, and it's that long, then we are talking about the world's first luxury cruise ship. 'Every emperor had a villa — but Caligula demanded floating villas complete with columns, hot water, gold and mosaics.'

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The two smaller ships, which were brought to the surface in the 1920s, were very advanced for their time. They were fitted with modern naval technology, including piston pumps and an anchor with a folding timber stock – which was only reinvented by the Royal Navy in 1841

The team of researchers arrived at the lake armed with a sonar to search the waters for lost objects, and a scanner that uses ground-penetrating sound waves to spot objects buried up to 2.7 metres (nine feet) below the bottom. Mr Bertucci said: 'Divers have tried to find the boat in the lake but the mud means visibility is only 15 cm.' (6in)

In the 16th century, Francesco de Marchi, an Italian nobleman, discovered two smaller ships in Lake Nemi. Mr Bertucci said: 'He reported bringing up relics on the far side of the lake from where the two other boats were found, and talked of a boat measuring up to 400ft long. 'Since then we have oral testimony from fishermen bringing up items in the nets at that spot.'

In a book called 'The Lives of the Twelve Caesars', Roman historian, Suetonius, described Caligula's huge boats. He wrote: 'Ten banks of oars . . . the poops of which blazed with jewels . . . filled with ample baths, galleries, and saloons, and supplied with a great variety of vines and fruit trees.'

When Caligula was assassinated in AD41, it is believed that his boats may have been sunk in an attempt to remove his legacy.



At a reported 400ft OAL, this vessel is at the max length for a wooden hull vessel. It probably was a success as it operated on a lake without the more extreme wave conditions of the ocean to stress and flex the hull, resulting in extensive leakage. It also had a crew of slaves to pump it out and maintain it.

Crusade-Era ship found

Researchers recently discovered a sunken ship in Israel's Bay of Haifa. The wreck was likely used by Crusaders fleeing the Siege of Acre in 1291. Radio-carbon dating of the ship puts it between 1062 and 1250. A stash of 30 gold florins minted in the Italian Republic of Florence in the last half of the 13th century also help to date the wreck.

Only bits of the hull, keel and planking remain, but ceramics from Cyprus, Syria and southern Italy, as well as iron nails and ship artifacts like anchors were found. They also found the cache of gold coins. Since the 1990s, archaeologists have been excavating the Crusader city of Acre, which had been hidden—and remarkably well-preserved—underneath the 18th-century Ottoman city that still stands to this day.

European crusaders first captured the city of Jerusalem in 1099, but later in 1187 the Muslim forces successfully pushed the Europeans out of the Holy City. The city of Acre, located on the north end of the present-day Bay of Haifa, then served as a base of operations and powerful trading center for remaining Christian Crusaders. In 1291 the Mamluks, who now ruled over Egypt, marched against the city of Acre, and drove the Crusaders out of the region.

Historical accounts describe chaotic scenes of evacuation for escaping Europeans. Wealthy citizens bribed owners of small boats to take them to waiting ships in the harbor that would carry them to Venice. Many of them didn't make it, and instead drowned in the harbor. One can imagine their panicked fear as being captured by the Muslim army meant a life in slavery, conversion to Islam at the edge of the sword, or death.

It is believed that the newly discovered sunken ship, which was loaded with trade goods and gold, could have been carrying fleeing Crusaders. Seidel reports that it's also possible the wreck could have been a boat sent by Henry II of Cyprus, a Christian king who sent 40 ships full of reinforcements to Acre during the siege. His forces were also forced to flee, more or less ending the era of the Crusaders in the Holy Land.

In the city itself, knights barricaded themselves in the castle of the Templars, holding off the Mamluks for several days until the Egyptians dug tunnels under the castle, toppling it. To make sure the Crusaders did not return, the Mamluks then dismantled the city and the harbor. It was not until several centuries later until the Ottoman city was built on its ruins.

No details on the design and dimensions of the vessel are available at this time.

Club Website

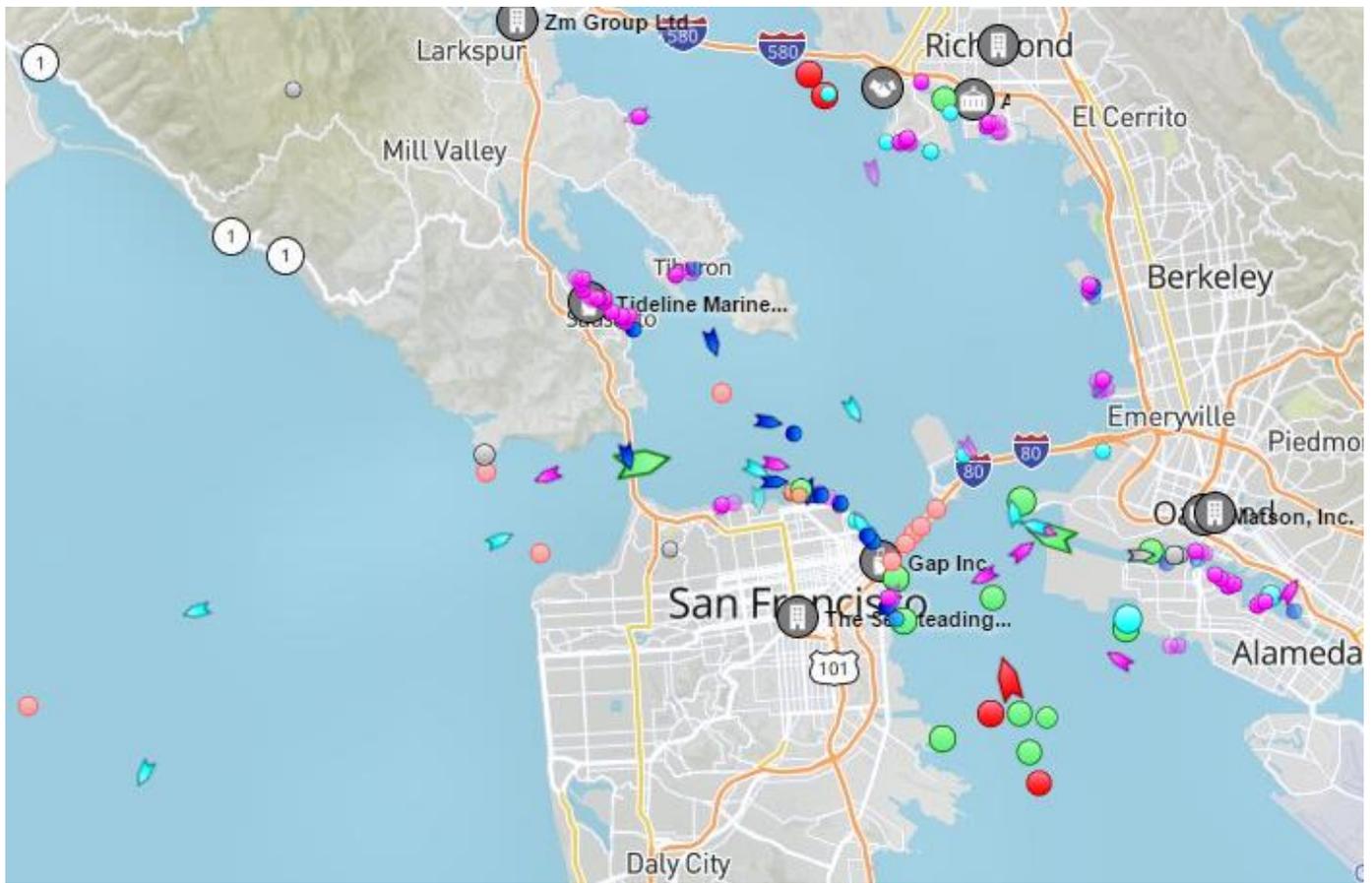
The website needs to be maintained, which means members upload photos and info monthly. I will be sending out the login and password to access the site again as our goal this year should be for a dynamic website, not a forgotten one. When I visited the San Diego Model

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Shipbuilders meeting they reported the number of hits their website receives each month, and the nations where people are accessing it from. We should have this as a club objective also this year. Check it out at www.sbmodelships.com

Stormy afternoon in Apr

The AIS picture of the Bay Region at 3:40 on Sun, 16 Apr in a mild storm. The container ship *Maersk Effengham* (green) is entering the Golden Gate bound for the Port of Oakland. The pink dots are navigation buoys. The pilot boat *San Fran* is the blue vessel outside the Golden gate. The green dots in the bay are cargo ships at anchor or at port. The red dots are tankers at anchor or at mooring. Dark blue vessels are ferry vessels and excursion boats.



Queen Mary News From Ken Lum

<http://www.latimes.com/business/la-fi-queen-mary-repairs-20170315-story.html>

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Travelling this Year?

Add these museums to your travel plans if you can.

San Diego Maritime Museum: <http://sdmaritime.org/>

San Francisco Maritime National Historic Park: <http://www.nps.gov/safr/index.htm>

Vallejo Naval and Historical Museum: <http://www.vallejomuseum.org>

Mare Island Museum: <http://www.mareislandmuseum.org>

Channel Islands Maritime Museum: www.cimmvc.org

San Mateo County History Museum (home of Charlie Parker exhibit): <http://historysmc.org>

SS Jeremiah O'Brien: <http://www.ssjeremiahobrien.org>

Red Oak Victory : <http://richmondmuseum.org/ss-red-oak-victory/>

SS Lane Victory: www.lanevictory.org/

USS Texas: <http://tpwd.texas.gov/state-parks/battleship-texas>

USS Alabama: www.ussalabama.com/

USS Constitution: www.ussconstitutionmuseum.org/

USS Constellation: www.historicships.org/constellation.html

Mariners Museum of VA : www.marinersmuseum.org/

Steamboat Bertrand:

http://www.fws.gov/refuge/Desoto/wildlife_and_habitat/steamboat_bertrand.html

2017 Meeting Dates

Third Friday of each month. Please note changes in the meeting schedule each month. The club does its best to schedule the 3rd Friday, but library priorities and competition for the conference room require meeting dates to be rescheduled!!!

Los Altos Public Library

13 S. San Antonio Road

Los Altos at 6:30pm

Jan 20 **May 12**

Feb 17 **Jun 16**

Apr 21

Dates in **Bold** are confirmed by Los Altos Library. * Indicates date change

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2017 Annual Club Membership

Send in your 2017 Club Membership with attached renewal form! Submit a \$20 check made out to South Bay Model Shipwrights and mail to Jack Lindley, 41923 Via San Carlos, Fremont, CA 94539. Welcome Aboard!

2017 Membership Form

Make check out for annual membership of \$20.00 to South Bay Model Shipwrights and mail to Jack Lindley, 41923 Via San Carlos, Fremont, CA 94539.

Print your name _____ Phone# _____



Address _____

Receive our Foghorn newsletter by email? Yes ___ No ___

Email address _____

To order a club name badge, add \$15.00 to your check and print your name exactly as it should appear on the badge