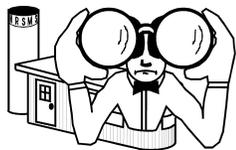


From The Bridge



I was recently working on my Armed Virginia Sloop and I asked myself why it was taking me so long to complete a particular task. It seems that most steps in the construction of this ship model have taken me much longer to complete than what it should have. I find myself procrastinating about building many of the components on this model. I think I must subconsciously be asking myself "can I really do it".

After the assembly is completed, I will say to myself that it was not that difficult to construct and yes, "I can really do it". I believe that my problem with procrastination is the fear of failure. Procrastination can bring the building of a ship model to a crawl and you may spend days and weeks putting off doing a particular task. It is the fear that you may not have the necessary skills to complete the task to the standards that you have set. If you continue moving forward with your build, the model will eventually be completed.

I have had many people tell me that I must have a lot of patience to build a wooden ship model. But it is really perseverance that gets the job done. I remember back to the first HRSMS meeting that I attended ten years ago this month and showed my model of the Enterprise of 1799 that was under construction and the difficulties I was having building her. I received a lot of advice that night, but what really stuck in my mind to this day was Heinz Schiller telling me to "just do it". If I just do it, it will get done.

I want to thank Bill Dangler for setting up the picnic last month. You could not have asked for a better day. Bill had the area set up with table coverings and the grill ready to be fired up. And a special thank you to the members and their spouses who prepared their special dishes to share. It was an enjoyable day and we all got our fill of picnic food and desserts.

I am looking forward to seeing everyone Saturday. Do not forget to bring your current modeling project to show to the members.

Ryland

MEETING NOTICE

Date: Saturday October 9, 2010

Place: Mariners' Museum

Time: 1400 Hours

Mystery Photo



Mystery Photo #291: Last month's Mystery Photo essay ended with a call for a second opinion. This Mystery Photo may yield that second opinion. Now I know that it's a stretch to go from that image to this image, but you'll see what I mean as the essay unfolds. Since Dave Baker supplied the image, I think knowing his background should give us a big clue as to this vessel's origins.

Rob Napier sent in the sole reply attempting to identify this very liner-ish looking vessel. Was he successful? Here is what he had to say: "John, The image seemed like a good reason to flip through a few volumes of Kludas." Seems fair enough, if you know what a Kluda is. A Kluda is one volume of a five volume set put together by Arnold Kluda illustrating the "Great Passenger Ships of the World." If Gene and Bonnie Shelton were still active in this group, they'd know Kluda and they'd probably debunk Rob's theory. But that is not necessary as Rob says that the effort was without success as "[he] found no satisfaction there." Finally he realized that "[he] should be looking on some Web site for Great Natural Disasters"

"I mean, really. Here is a good-sized evidently American passenger vessel completely high and dry. Bottomed out on some featureless seabed. The ocean drained away in some cataclysmic event --- perhaps a submarine earthquake opened a fissure and the ocean fell in. Strange thing is that no people on the vessel find this curious or alarming. They are all sleeping in and the entire watch is below. They made no attempt to leave the ship --- the boats are still in their davits. Quite as breeze is blowing, though, to hold that flag out flat, almost like a paper flag on a model."

"Paper flag on a model" is not an understatement. Dave Baker provides us with the second Mystery photo wrapped in the image of a model—clever. And anyone familiar with ship models will instantly see that this is a builder's model. With her dark bottom color and boot topping, white overall upper works and what may be a buff colored stack she could be almost any ship built since 1930. She does strongly resemble a liner as Rob says but not one that I'm familiar with, although there is a superficial resemblance to the *S.S. Santa Rose* built, I believe, in the 1950's; but this aint it.

What would cause Dave Bake to have an image of a builder's model in his image collection? There must be a connection with this model and the United States Government.

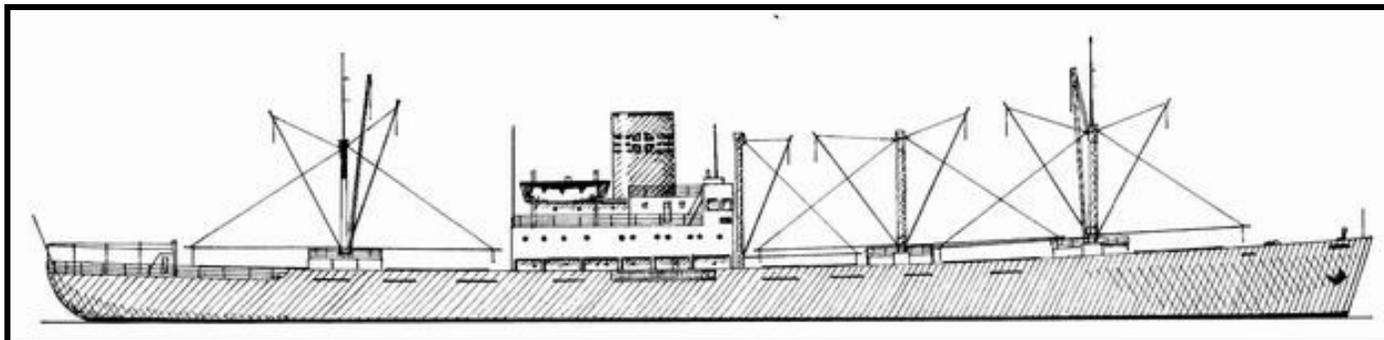
(Continued on page 2)

(Continued from page 1)



Without visible armament, or provision for armament like empty gun tubs, this ship must be associated with another government agency other than the US Navy. There is one organization that comes to mind—The United States Maritime Commission.

liner. So what else did they design? I seem to remember they were involved in a great public works effort that began in the years just prior to World War Two (WWII) and ran throughout the war. Their goal was to revitalize shipbuilding in this country partly as a means to recover from the great depression, and partly to have ships, ship designs, and a skill base

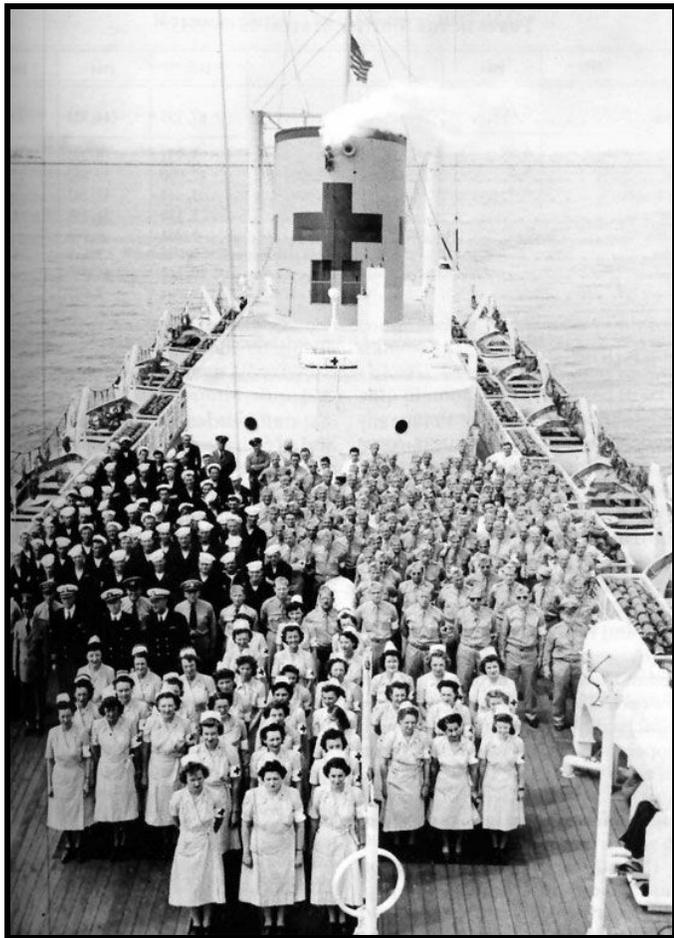


You remember them, they are the cats who were involved the design of the *S. S. United States*, and this model has more than a passing resemblance to that great

Standard C-1 type

ready for the war that everyone felt was coming.

Their early designs were listed in 5 overarching categories labeled from C1 through C5, somewhat loosely related to size and design function like freighter and tanker. There were more subcategories under each of these categories; enough to confuse just about any statistician. Seems like a good place to start looking for the vessel represented by this model.



I didn't exactly start there. I sort of backed into the Maritime Commission categories as the data unfolded. My thinking was that this vessel strongly favored some of the US Navy hospital ships from WWII. This proved to be a good hunch; it got me in the ball park. And just for kicks, it seems that not only did the Navy operate hospital ships but the Army did as well. Some of you may know that there was liberty ships converted into hospital ships. *S.S. ST. Olaf* is one that comes to mind. I found out about this while researching plans for the liberty for a friend several years ago. This Mystery model is not one of those converted Liberties. She is however, a subset of the C1-type identified as a C1-B. The C-1s were "the smallest of the 3 original types designed by the United States Maritime Commission and were intended to be used on routes that did not call for fast ships. 173 were built between 1940 and 1945. Both the C1-A and C1-B were built with either steam geared turbine or diesel motors."

Of course the next logical step was to go to NavSource.com and look at the available images of Navy hospital ships. It seems that three of the C1-B type vessels were converted into hospital ships; *USS Comfort* (AH-6), *USS Hope* (AH-7), and *USS Mercy* (AH-8). And according to the information available at usmaritimecommission.de they seem to be the only conversions of this type. So it stands to reason that our builder's model shows the conversion design of the standard C1 type into the C1-B variant for a hospital ship. Hence Dave's gets us a second opinion of sorts, because what would be better for a second opinion than a boat load of doctors and nurses?

USS Comfort, AH-6, patient capacity 400, entered service in May 44, US Navy-built and operated Hospital Ship, off Los Angeles Harbor, California. Crew and medical personnel are on deck, prior to their trip to the Pacific Theater via Aus-

All three vessels were built under a Maritime Commission contract at Consolidated Steel Corp., Wilmington,

(Continued on page 3)

(Continued from page 2)



Mystery Photo

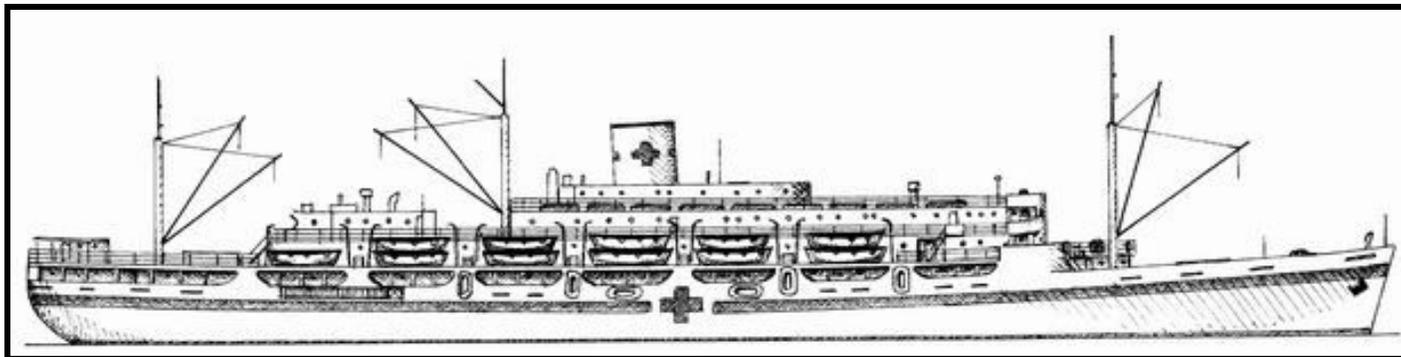
California in 1943 and converted into hospital ships at other shipyards; one at Terminal Island and two at San Pedro, California. As built they displaced 9,800 tons, were 416 feet long, with a beam of 60 feet, and a draft of 24 feet – 6 inches. Speed was 15.3 knots. The crew numbered 80 officers and 436 enlisted.

Patient capacity was 400 beds. They were not armed.

They operate exclusively in the Pacific theater. Their careers were short as they were all decommissioned in 1946. *Comfort* operated with a “Navy crew and Army medical personnel throughout its short career.”

The model is almost an exact reproduction of the con-

(Continued on page 4)



C1-b variant



USS Comfort (AH-6)

- Laid down, date unknown, as a Maritime Commission type (C1-B hull) under Maritime Commission contract (MC hull 1021) at Consolidated Steel, Corp., Wilmington, CA.
- Launched, date unknown
- Delivered to the Maritime Commission and acquired by the Navy, 18 March 1943
- Converted to a *Hospital Ship* at Bethlehem Steel Co., San Pedro, CA.
- Commissioned **USS Comfort (AH-6)**, 5 May 1944, CDR. H. F. Fultz in command
- Decommissioned, struck from the Naval Register and returned to the War Shipping Administration, 19 April 1946, at San Francisco, CA.
- Title retained by US Army for further use as a hospital ship
- Laid up in the National Defense Reserve Fleet, Hudson River Group
- Title transferred to the Maritime Commission, 25 November 1949
- Declared surplus to Maritime Commission needs, 18 December 1949
- Loaned to the Maine Maritime Academy, 24 August 1953 and renamed **TS *State of Maine***
- Returned to the *Maritime Administration* (MARAD) at Beaumont, TX, 28 June 1962
- Final Disposition, sold for scrapping to Southern Scrap Material Co., Beaumont, TX, 2 October 1967.
- **USS Comfort** received two battle stars for World War II service

(Continued from page 3)

verted ship save for the double stacked lifeboats at each station and the prominent red hull strip just below the sheer that was broken amidships by a large red cross. The same, prominent red cross was also displayed four times around the stack.



Mystery Photo

USS Comfort has the most notoriety of the three as she was the victim of a Kamikaze attack. In a book titled Too close for comfort, by Dale P. Harper, the story of the attack and its effect on the people aboard the vessel is chronicled. "The ship was struck by a Japanese kamikaze suicide plane while in waters offshore Okinawa, during the Battle of Okinawa, on April 28, 1945. There were at least 700 souls aboard, many wounded in [the] fight for Okinawa, all on their way to the hospital on Guam. The official records say that 28 died in the attack, including six nurses, with 48 wounded. The ship suffered serious damage, but made it to port in Guam."

Does anyone want to get a third opinion?

John Cheevers

Specifications:

Displacement 6,000 t(lt), 11,250 t.(lim)

Length 416'

Beam 60'

Draft 27' 8"

Speed 15 kts (trial)

Complement

Officers 80

Enlisted 436

Patient Capacity 400

Largest Boom Capacity 5 t.

Fuel Capacities

NSFO 12,010 Bbls

Diesel 610 Bbls

Propulsion

one J.H. geared steam turbine

two Babcock and Wilcox header-type boilers, 450psi 750°

double J.H. Main Reduction Gear

three turbo-drive 300Kw 120V/240V D.C. Ship's

Service Generators

single propeller, 4,000shp

NAUTICAL TERM

Knockabout A fishing schooner and pleasure boat rig which has no bowsprit, or had only a very short one in the days when a long one was customary. The first Grand Banks schooner so rigged was built in 1902. For pleasure craft the rig originated in Marblehead, Mass., in 1892. The term probably came into being as a colloquialism; the typical knockabout was characterized as being husky.

Submitted By: Tim Wood

THE ANSWER

The answer to Mystery Photo 291:

The just-completed model is of the STATE OF MAINE (ex-USN hospital ship COMFORT, AH-6) by Al Ross II. He did it on contract to the Maine Maritime Academy.

Thanks to Dave Baker for the submission.

Mystery Photo

Contact John Cheevers by mail, e-mail or telephone if you know what it is. jfcheevers@verizon.net

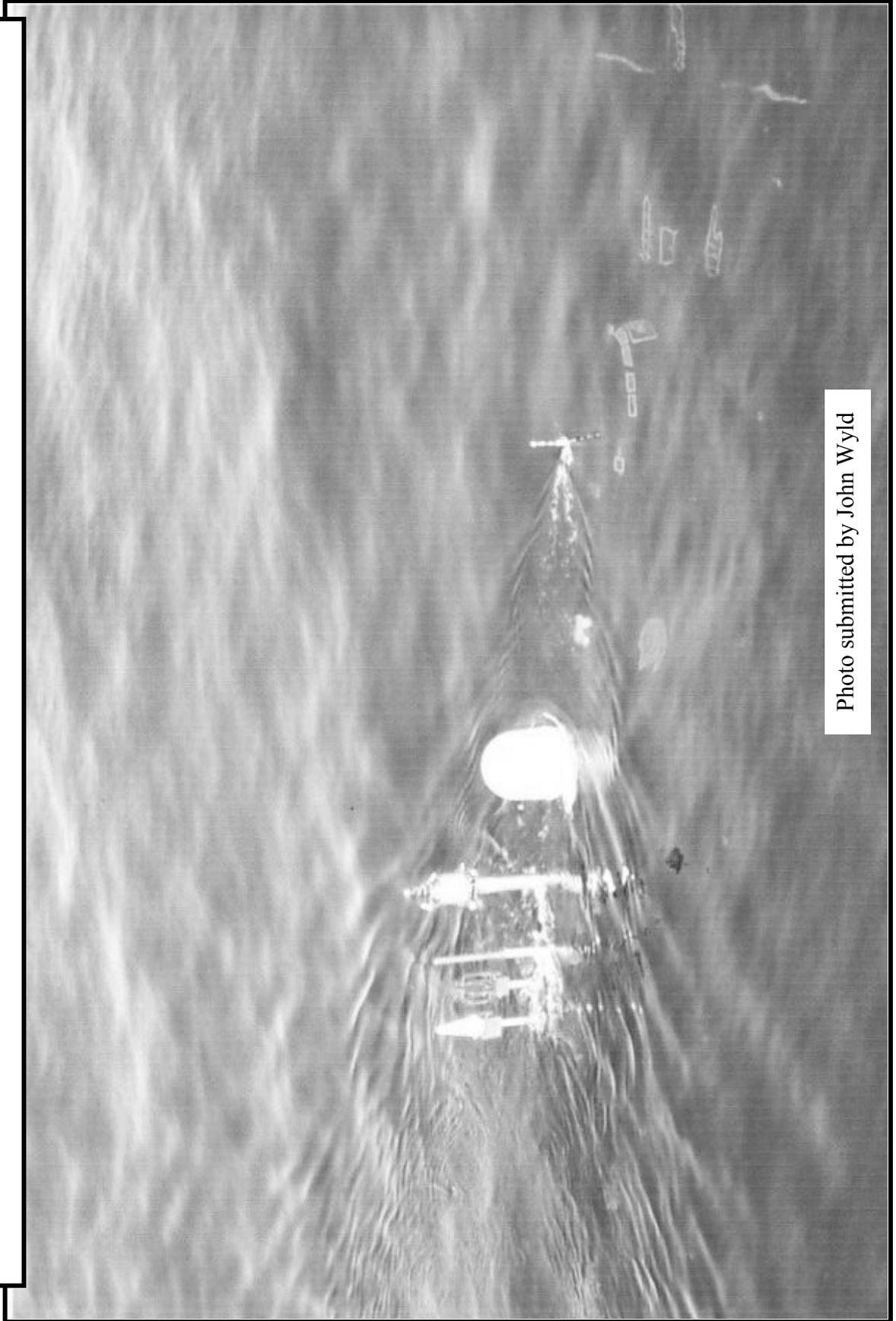


Photo submitted by John Wyld

NOTABLE EVENTS

OCTOBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Ryland Craze
16-17 IPMS Region 2 Model Contest, Fredericksburg, Va.

NOVEMBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Tony Clayton

DECEMBER

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: John Cheevers

JANUARY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers
Presentation: Building the Niagara Part 3, Bob Comet

FEBRUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers

MARCH

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Moving the Ticonderoga, Tony Clayton

APRIL

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Santa Maria, Crabtree Version, Ron Lewis

MAY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation:

JUNE

- 11 **HRSMS** Monthly Meeting: Mariners' Museum

JULY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation:

AUGUST

- 13 **HRSMS** Monthly Meeting: Mariners' Museum

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Ryland Craze (804) 739-8804
Mate: Tim Wood (757) 934-1450
Purser: Eric Harfst (757) 221-8181
Clerk: Tom Saunders (757) 850-0580
Historian: Bill Dangler (757) 245-4142
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615
Chaplain: Alan Frazer (757) 867-7666

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting & Picnic
September 11, 2010
Newport News Park

The meeting was called to order by the Skipper, Ryland Craze. A motion was promptly made to defer all business until the October. The motion received many seconds and was resoundly passed. The meeting was adjourned.

All in attendance proceeded to enjoy themselves at the picnic.

HRSMS NAME TAGS

Pin Back \$5.25
Magnetic Back \$7.25

If you need a name tag contact Ryland Craze
E-Mail CKart55@aol.com
or
See him at a meeting

Gene Larson's web page is still active. It has many tips for model builders

<http://mysite.verizon.net/ELLshipmodeler/index.htm>



"That, you might say, has been the story of Ralph's life."