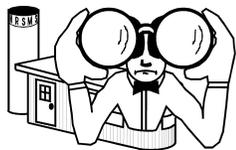


From The Bridge



Mystery Photo



As the year 2010 nears its end, we move into the Holidays. This is one of my favorite times of the year. I always consider Thanksgiving as the start of the Holiday season. This year Thanksgiving has a special meaning to me. I was recently hospitalized for several days for what turned out to be a scare (and a warning to take better care of myself). Everything checked out just fine. The time that I had to myself in my hospital room made me think just how thankful I am for everything I have in my life. I am so thankful for my family, my friends and my faith.

I was touched by the friendship exhibited to the gentleman in the bed beside me. He was having a rough time. He did not know where he was or what year it was. Each day his best friend of over 45 years would visit him. This friend had to make some tough decisions for this gentleman as he had no family. The gentleman thought he was going home, but in reality he was being moved to an assisted living facility to live out his remaining days, which are numbered. It was really touching to me to see the strong friendship between these two individuals. That gentleman was really lucky to have such a good friend.

So this Thanksgiving, take a moment and think of what you have to be thankful for. And it does not hurt to voice your thanks. Every day is a gift and there is no guarantee that there will be another day.

We have several topics that we need to discuss at this month's meeting. I have received an embroidered sample of the HRSMS logo from Lands' End Business Outfitters. I think you will like the work they have done and I will have some samples of their shirts. We also will finalize our discussion on changing our meetings to Saturday mornings. And, do not forget about our upcoming auction to be held at the December meeting.

I want to thank those members who brought their in-progress ship models to the last meeting. Hopefully with the cooler weather, we will see some more ship models under construction.

I am really looking forward to seeing everyone this Saturday.

Ryland

Mystery Photo #292: His instructions were simple; he wanted to know the who, the what, the where, the when, the how, and the why behind this image. Even though it sounds like he has an unresolved journalistic angst and is forcing his issue on us, all he really wants is an answer to the Mystery locked in this photograph. Welcome to Wyld's World. Not be confused with Wayne's World, this is Wyld's World, and they're very different. Wyld is serious. If you study the image carefully and apply a bit of logic, you should be able to easily answer many of his questions. So let's put our "Dr. Phil" hats on and see if we can help this man.

At first glance—and that first glance is just like trusting your gut or going with your instinct—at first glance this image doesn't really provide much information. All you see are a few things bobbing in the water and maybe something just below the surface. Mr. Wyld made special provision for you to view this image in color, and unless you were not able to view the color copy that came as an attachment to your electronic logbook, you may be at a severe disadvantage when trying to resolve the Mystery. The color copy does not

(Continued on page 2)

Notice:

At the October meeting a motion was presented and seconded to change our Saturday meeting start time from 2:00PM to 10:00 AM. There was some discussion on the subject which was overly favorable. The new meeting schedule will run from 10:00Am until noonish or whatever time we need to run our format. The final vote to implement this change was delayed to the November meeting to allow for members who were not present to read and understand the issue. Please come to the November meeting ready to vote on this change. If the motion carries, the change will take effect at the January meeting.

John F. Cheevers

MEETING NOTICE

Date: Saturday November 13, 2010

Place: Mariners' Museum

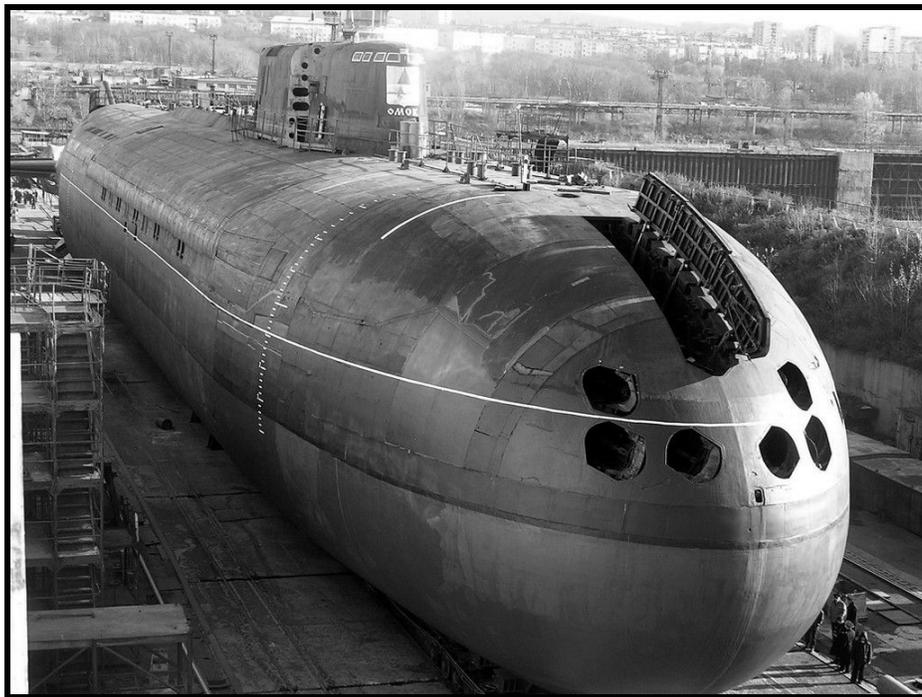
Time: 1400 Hours

(Continued from page 1)



Mystery Photo

reveal any additional features but it does provide an idea of the richness of the blue sea and its transparency. That first glance tells you at the very least that you are looking a submarine operating at periscope depth. Are your guts with me so far?



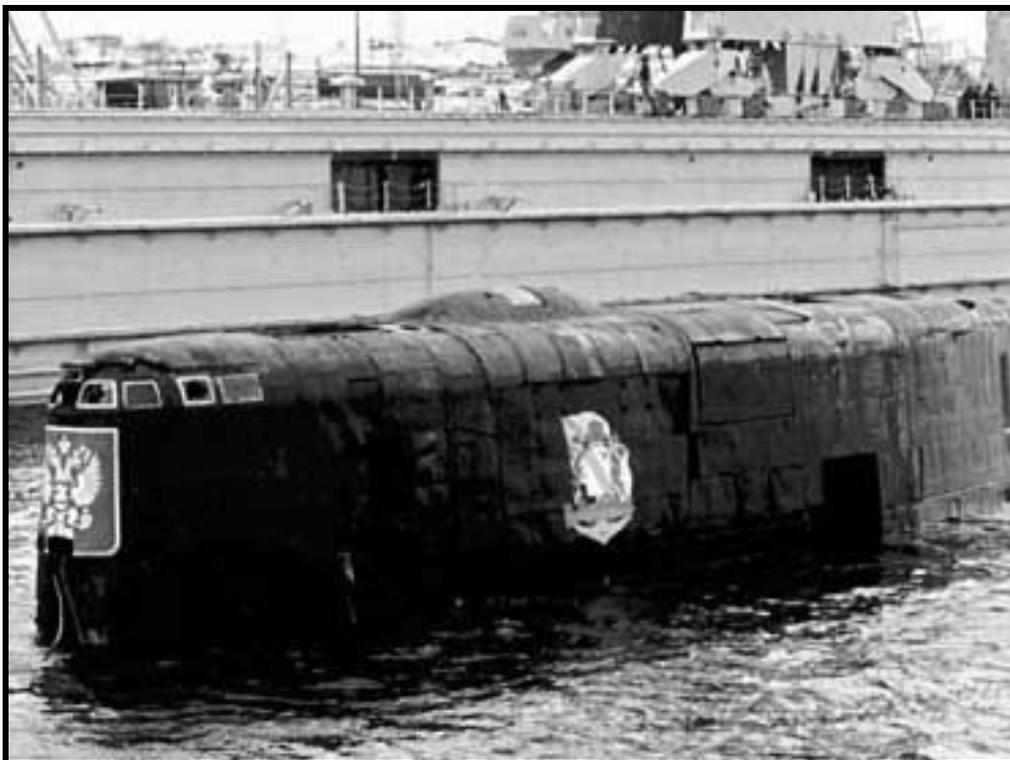
to this “arguably” different Mystery. He didn’t play this month and since no one else replied, you’re stuck with my analysis.

Once I realized that the image highlighted a “real” submarine the quest became an opportunity to define which sub and whose sub the photographer captured. Well it turns out that all you need to satisfy most of Wyld’s questions is right there in the image. From left to right: We begin with 5 antennae of some sort breaking the surface; you see their wave pattern, the boat is moving slowly. Next we see two submerged, painted objects (one orange, the other white) followed by another antenna breaking the surface with a submerged, white rectangular box below. To the right of this we see 5 more of these white, rectangular boxes and just below the right most one a large white rectangle with an indeterminate shape inside. To the right again we see additional odd shaped white painted features.

It was off to the library to find a contemporary image of a submarine that revealed the same antennae in the same arrangement in an issue of Combat Fleets. This wasn’t a start at the front of the book and flip pages until I struck pay dirt assignment, I remember from my extensive study of ships and all things nautical that

The transparency of the water initially threw me off. “Heck, I thought...this B&W image captures an RC model submarine cruising by the photographer in some body of water like Lake Trashmore and, this being the October submission, I assumed that the Wyld one took the image while under the RC spell. Studying the color image changed that line of thinking and my tentative location changed to a pool or some other body of clean, filtered water. And since I knew that water doesn’t scale and since the waves generated by the antennae looked out of scale to me, I naturally assumed we were looking at a model in the pond. Some gut.

OK we have a sub—a real sub. But what sub, and whose sub, and where is this sub, and how did we get the image? By vocational background, I would expect only one of our e-steamed colleagues to provide a response



(Continued on page 3)

(Continued from page 2)



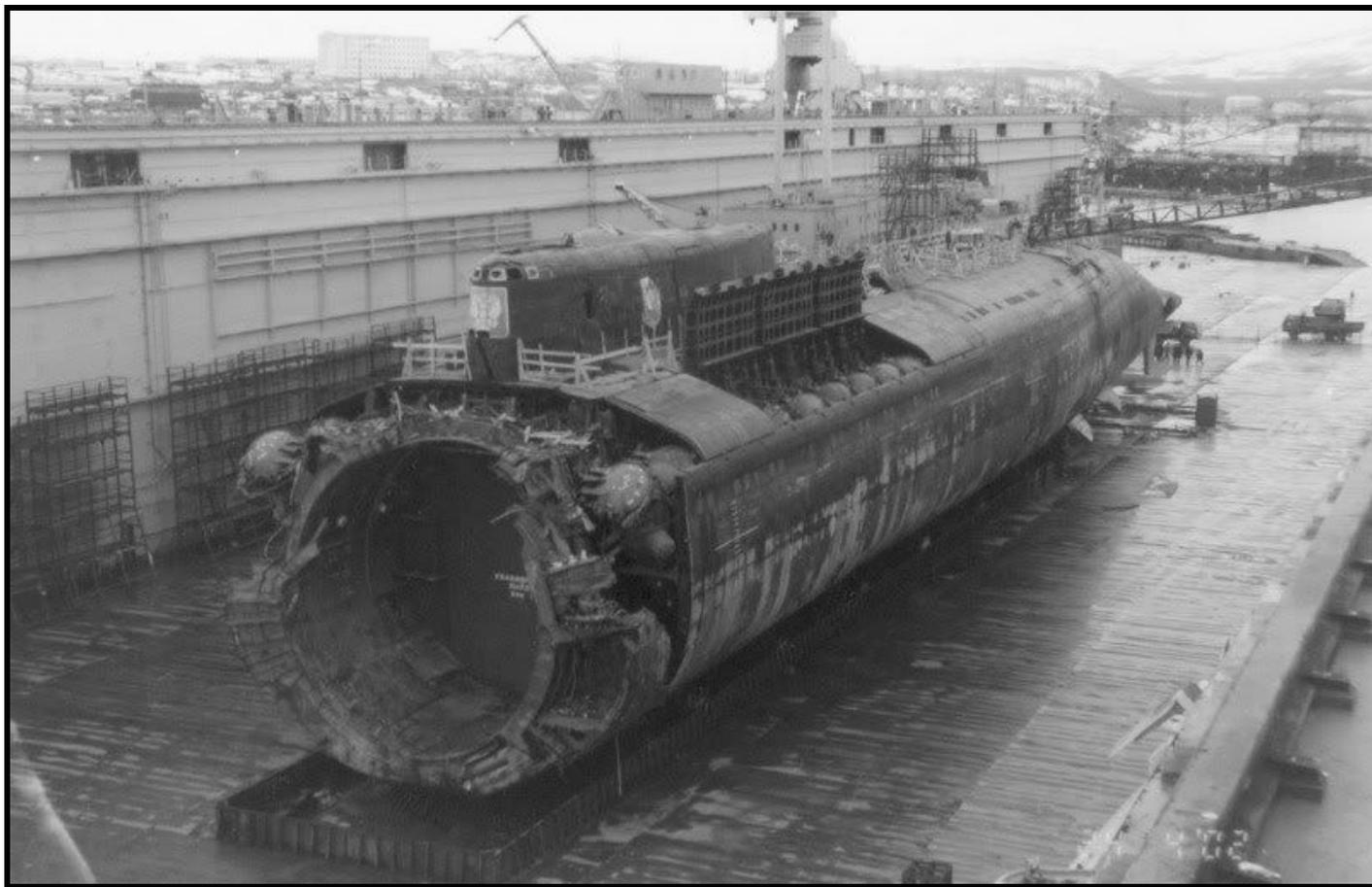
Mystery Photo

certain submarines of the Russian navy had these white painted rectangles on their submarine's sails.

A gut check; I would start there.

Before I could get to that trusty Combat Fleets, however, a fortuitous event occurred. It seems that Brother Wood donated some good stuff for our upcoming auction, and in that stuff was a copy of Dr. Robert Ballard's book Lost Subs that sort of traces submarine development by examining submarine wrecks from the earliest examples up to the present. And anyone familiar with submarine disasters will understand why the Russian submarine *Kursk* is the last entry in this monograph. Well, this was my "eureka moment"

A contemporary arrangement drawing of the type appears in the 2005-2006 issue of Combat Fleets on page 609. Drawn by T. Grotnik the arrangement shows all of her antennae in the raised position making it easy to match antenna to antenna with our Mystery Photo. From left to right we see: a Pert Spring SATCOM antenna, a Park Lamp D/F antenna, a periscope, a Snoop Pair radar/Rim hat EW array, and the large white domed antenna which is called a Punch Bowl used to receive radar satellite targeting data. Next we see an orange/red "H" shaped painted feature which may be the external release mechanism for the rescue pod built into the sail structure. The round, murky white object just below is a painted on logo which details the submarine's commemora-



because there on page 155 was a nicely framed image of *Kursk* with most of the antennae we need to see raised, in the correct order, and with all of the appropriate white rectangles and other markings that exactly match our Mystery Photo. Is our Mystery Photo an image of *Kursk*?

Kursk or K-141 is a Russian *Oscar II* type nuclear-powered cruise missile attack submarine (SSGN). The Russian navy built some 10 to 12 examples of the class before their shipbuilding industry imploded from the carnage that followed the collapse of the Soviet Union. The type is large, very large. Displacing some 14,700 ton on the surface and with a length of 154.0 (m), width of 18.2 (m), and depth of 9.2 (M); they are big. Designed to carry 24 (SS-N-19) cruise missiles they were intended to be Carrier killers.

tive badge. Continuing to the right, the next object pierces the surface and is another periscope. Next, the white painted rectangles are windows; the frames are denoted I suppose to prevent damage. Just below the right-most window is the shield for *Kursk*.

While researching this column, I found that each "*Oscar*" carried a different shield design on the front of the sail. *Kursk's* shield features the familiar two headed eagle in gold set on a red field and outlined in white, which I find to be Russia's state emblem. What I see in the color version of our Mystery Photo kinda resembles this shield. Other *Oscar's* that I find in photographs have different shield designs, so I think it's safe to assume that this image is of *Kursk*. In an

(Continued on page 4)

(Continued from page 3)



ironic twist we have seen this two headed eagle before in the Mystery Photo. Back in Mystery Photo #287 we involved our thinking around solving the image that captured the Royal yacht *Standart*. And *Standart's* figurehead was the Russian two-headed eagle.

So if the image captures *Kursk* at periscope depth in some clear body of water, where is it and how was the image captured? If this were a Bill Clarke photograph we could hazard a guess that it was taken off of the Coleman bridge which spans the York River, since that was one of his favorite spots to shoot ship images. We would be wrong but we could make the guess. Information on *Kursk* says that she operated with the Northern Fleet, chiefly out of Severomorsk in the Kola Inlet but she made a Mediterranean cruise in the fall of 1999, perhaps she was found and photographed there. Or maybe she was caught and tracked off of the United States East coast, trailed and photographed when she came to periscope depth to check in with Mother Russia. It's all just speculation at this point but I think the image was made just a short time before her loss on Sept 12, 2000, maybe even the same day.

To satisfy that theory I found a report in The Washington Times, dated Feb 2, 2000 that tells how "U.S. intelligence agencies detected what some officials are calling an "unprecedented" deployment of two Russian submarines off U.S. coasts last year. The first Russian *Oscar II*-class submarine sailed from northern Russia last summer to the Mediterranean, then on to areas off the eastern United States. "We played with it," said one military officer, referring to the silent underwater tracking efforts of U.S. hunter-submarines." Another *Oscar II* was reported off of Hawaii and the west coast but I will discount that one as *Kursk* was based with the Northern Fleet.

Another report from the Internet, a report that details the tragic loss of *Kursk*, states that "In August of 2000, the Russian Navy held a fleet exercise in the Bering Sea with more than thirty warships and three nuclear submarines in play. To monitor the exercise, the American Navy sent two submarines - the *USS Memphis* and the *USS Toledo* - along with a number of surface ships while Norwegian and US aircraft were overhead on watch. Like the "Belle of the Ball" coming late to the party, the pride of the Russian Fleet - the *Kursk* - joined the exercise on the 10th [of September, 2000] and the training began with a massive firing of surface ship weapons of all kinds. While submerged, the *Kursk* successfully launched her most advanced cruise missile - the Granit - with a dummy warhead."

Could it be that this report mentions the US aircraft that snapped our Mystery Image, and by association names the time and place, the who, what, where, when, why and how that the Wyld one seeks?

John Cheevers

THE ANSWER

The answer to Mystery Photo 292:

Tom -

Here's the info on the Mystery Photo as promised. I have attached several color pictures - they will be OK as B&W photos, but will lose something. Hopefully you can add them into the next newsletter without making it too big.



Who: submarine K-141, 'KURSK'

What: Russian Navy Project 949A, NATO codename 'OSCAR II' class. Primary battery 24 SS-N-19 (NATO designation) / GRANIT antiship cruise missiles, plus several classes of torpedo tube-launched torpedoes and other weapons.

Where: Western Mediterranean - Sea of Sardinia, approximately 100 miles west of Sardinia.

When: 6 September 1999

Why: shadow / target USN and NATO naval forces operating in the Mediterranean in support of NATO commitments in Kosovo / former Yugoslavia.

I have attached a couple of photos of



KURSK. Clearly visible in both the Mystery Photo and the other shots of KURSK - before and after its sinking - are the coat of arms of the Russian Federation on the front of the sail and the squadron emblem on the sides of the sail. These emblems are unique to KURSK.

(Continued on page 5)

(Continued from page 4)

Comments: I know I'll get some whining about figuring out the location from the photograph. I asked that the photo be reproduced in color because anyone who has operated or cruised in the Med will have a good chance of recognizing that body of water in the photo. I have never seen deep water that color anywhere else I have been in the world. John Cheevers thought the photo was a model in a swimming pool - the water color is that distinctive and that clear in visibility. Also, if one correctly guesses the ship and the body of water, there is Internet info which places the KURSK there in September, 1999.

This photo also has significance to me personally. In 1999, while I was the head of the Tactics, Analysis, and Technology Department of my organization (CTF 84, the



modern equivalent of the USN's WW II TENTH Fleet), I led the development of a tactic employing a new technology. It is fair to say it was pretty innovative - which is to say many people thought I was nuts until we proved it in two trials. In late August I was in Kinloss, Scotland, working with the RAF NIMROD folks and briefing them on the tactic. I got a call from the boss, telling me I should get to Naples as quickly as I could. I got there on the 2nd of September, and worked with some old friends there to see if we could adapt the tactic to their conditions. The photograph would suggest we were either lucky, good, or both. The photo was taken a couple of days later by a USN helo on the 6th of September. It would be reasonable to assume the sub knew he was 'had'. By the way, the big white dome in the photo encloses a dish antenna to receive targeting information. It does not show up in the other KURSK photos because it is retractable. It should be noted the submarine was not yet within missile range of any significant USN or NATO assets, so we scored that as one for the home team.

To complete the story, I have attached extracts from an issue of Stars and Stripes I picked up while in Naples. Note the short article on page 11 in which the Russians denied the existence in the Med of any Russian subma-

2010 Auction With material from Brad Granum's shop

The 2010 HRSMS auction is an opportunity to get your surplus shop items into the hands of another needy model maker. This year's auction will take place at the December meeting at Greg Harrington's place of business. We have items donated by several members as well as many items from Brad Granum's workshop that were donated by his family. This year all lots will be numbered and will be sold in that order. Late arriving items will be mixed in with numbered lots to keep the suspense high ensuring everyone competes in the entire auction. The minimum bid is 1 dollar and all proceeds benefit the HRSMS treasury.

Here is a generic sampling of what we have on offer:

Books by authors like: Howard Chappelle, Bjorn Landstrom, C.S. Forrester, Tom Clancy, Tristan Jones, Wolfgang Zu Mondfeld, Frank Mastini, Harold Underhill, and others.

Tools like these: Air compressor, airbrush, magnifying shop lamp, Black and Decker benchtop workmate, Panavise, Dremel drill press stand, Foredom moto tool, Microlux detail sander, lots of small hand tools all types, small surface gauge, large set of #61-80 twist drills, and more.

Models like the Mamoli USS Constitution and Blue-jacket's Lackawanna.

We have various art objects and a surprise or two.

Depending on how the items are packaged, we may have more than 100 lots. In bagged lots only the feature items will be announced, the remaining items are just a bonus.

Please search your shops and storage bins and donate for auction what you no longer need.

I will not be at the November meeting, but if you would like me to catalog and assign lot numbers to your offerings BEFORE THE AUCTION, get them to me prior to the December meeting.

Be there; bring lots of cash.

John

rine two days after the Mystery Photo was taken. (To you sea lawyers in the crowd: no, KURSK could not have gotten out of the Med by the time of the Russian press denial - and he didn't anyway.)

So that's the story. Hopefully you will see that your tax dollars were well spent. No one knew, of course, that KURSK would sink in August of the following year. I read one article on the Internet that suggested KURSK was to return to the Med later in 2000 as part of a big Russian naval exercise there to show how the Russian Navy was in a period of resurgence and out to make a show worldwide. Interesting.

-
John Wyld

Due to space limitations, all material sent by John has not been reproduced. - Ed.

Recommended Book

As a ship modeler, I am always on the lookout for information regarding ships as to how they really were built, and what was used at the time of the ship being modeled. This is particularly so when scratch building, but also is true with kit modeling. Kits sometimes are not accurate as to the period in which the prototype existed, and it is a great waste to spend time and effort on something that is not the way it should be. "The aim and purpose of period ship modeling is not, after all, just to build a good-looking model; the model should be as accurate a reproduction of the original as is possible, the only difference being that it is 50, 75, or 100 times smaller than the original." I have found the book, **Historic Ship Models** by Wolfram zu Mondfelt, to be a great help. The preceding quoted passage is from that book. The book was originally published, in German, in 1977. It was published in a paperback English version by Sterling Publishing Company, New York, NY in 1989. The new copy sold for \$21.95, but used editions can be currently found for much less than that through search on Yahoo.

As with any source, there are going to be differences in practice, and this book shows mostly continental European practices. It also shows variations of different periods of time. Included in the book are exceptional detail on rigging, making spars, blocks, determining block, spar and line proportions. There is also included in the back of the book translations of nautical terms between English, German, French, Spanish and Italian. I am very impressed with the wealth of knowledge contained in this single volume, and highly recommend it for all ship modelers regardless of their skill level.

Bob Comet

MODELING TIP



Taken from the SSL Ship Modeling Forum

From: Mike

Subject: Paint two colors with a sharp line between the areas

I want to paint a hull one color above the waterline, a different color below it. What is the process to get a clean, sharp demarcation line?

Thanks, Mike

From: Ulises Victoria

This is what I did when painting plastic ships. Paint the upper
(Continued on page 8)

MINUTES



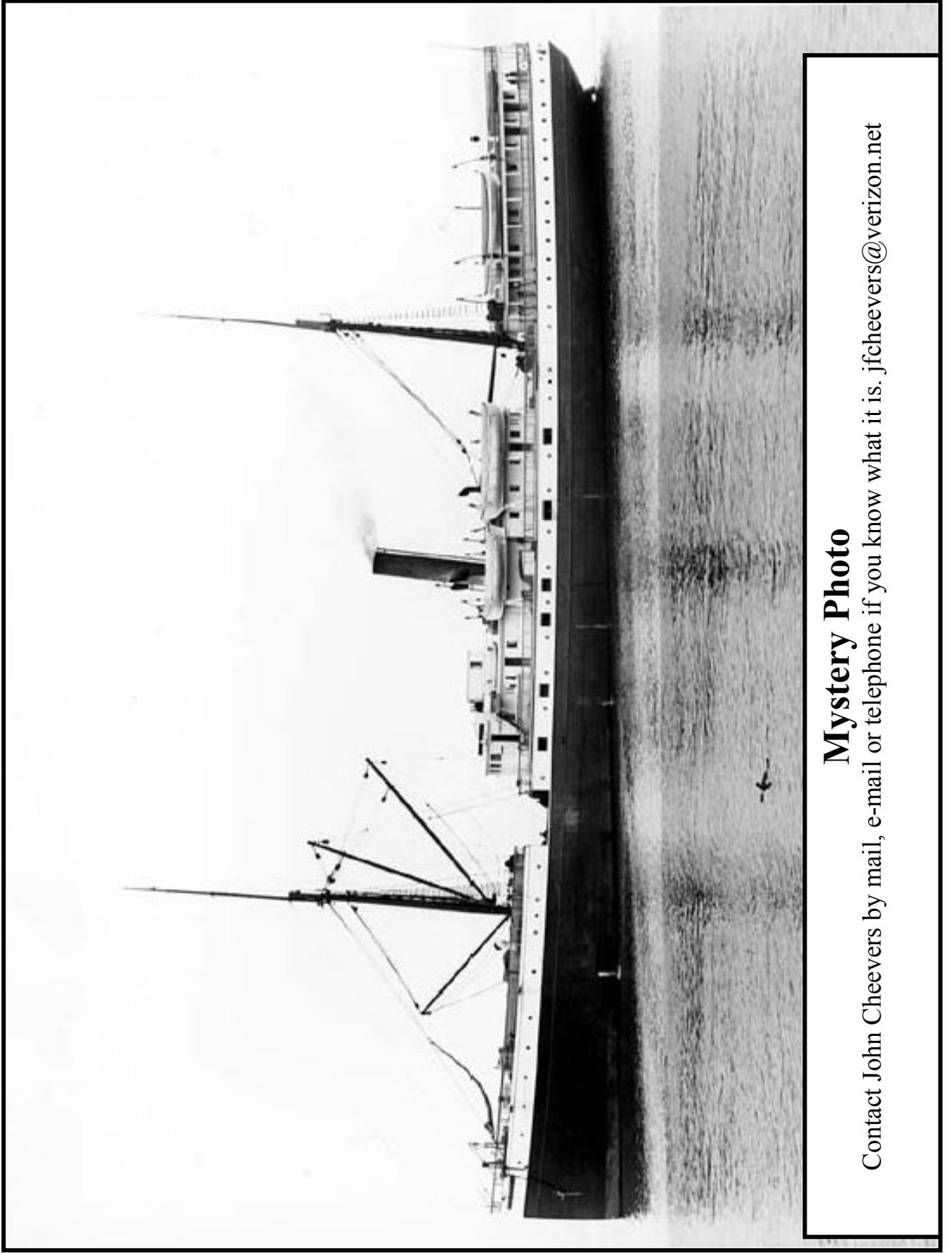
Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
October 9, 2010

The meeting was called to order by the Skipper, Ryland Craze, at 1410 hours. There were no corrections or additions to the minutes. Greg Harrington said that he was converting the old Logbooks to the PDF format as he works to reformat the HRSMS web site. Greg detailed his efforts to migrate the web site to the new format. Eric Harfst gave the Purser's report.

Old Business: The Skipper distributed the first order of the new name tags and commented that everyone had selected the magnetic back. The Skipper thanked Bill Dangler for his work in making the September picnic a success. There was some discussion about the new HRSMS shirts. The members expressed an interest in having the logo embroidered vs. having it silk-screened. The Skipper said that he would explore that option. The members discussed having an auction. It was decided to hold the auction during the December meeting. Greg Harrington said that he would be available to host the December meeting at his workplace.

New Business: The Skipper said that he received information from the Mariners' Museum asking if we would like to co-host a November 13th visit from author, Ted Behne. Mr. Behne would be giving lectures on Tappan Adney, an artist, writer, photographer and the man credited with saving the art of birchbark canoe construction. All in attendance said that we should participate in this event. The Skipper said that details would be in the November Logbook. (**Note:** Mr. Behne's visit has been postponed until sometime in the spring.) Greg Harrington talked about the *Monitor* and *Merrimack* prints he is holding to sell on consignment to benefit the HRSMS. It was decided to bring the prints to the December auction then, return the unsold prints to the artist. Greg Harrington said that he would like to switch the host for our web site. A motion was made and passed to authorize Greg to spend up to \$250/year for a web host. Greg noted that the Independence Seaport Museum is going to discontinue tours of the *USS Olympia* at the end of November and that he wanted to visit her on the first weekend in November and said if anyone was interested in going along to contact him outside of the meeting. John Cheevers said that there was some interest in moving the meeting time from 1400 hours to 1000 hours. After some discussion it was decided to put a notice in the next Logbook and hold a vote on the issue at the November meeting. There was some discussion about the manning of the

(Continued on page 8)



Mystery Photo

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

NOTABLE EVENTS

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

HRSMS Auction

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

Presentation: U.S. Navy Steam Torpedo Boats

1895 - 1920, Dave Baker

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

(Continued from page 6)



model builder's stand at the Mariners' Museum.

Show & Tell: Ryland Craze said that the *Liberty Ship John Brown* would be offering a cruise in honor of Veterans Day. Dave Baker showed a 1:700 submarine model. Gene Berger showed several sets of plans from the Maryland Silver Company. Greg Harrington showed several cribbage boards he was fabricating. John Cheevers showed the book from the Images of America series, Downtown Newport News, authored by our own Bill Fox. John also talked about his trip to the Nautical Research Guild Conference and his work on restoring the finish on a half model of a 16-meter yacht. John Wyld showed a color picture of the Mystery Photo and photos of work on his *Hornet* model. Ryland Craze showed a copy of the NRG Shop Notes and his model of the Armed Virginia Sloop.

The meeting was adjourned to a presentation by Ryland Craze.

(Continued from page 6)



part of the hull and go a bit beyond the waterline. Don't worry about crisp lines at this moment. Let it dry. You then apply the masking tape delimiting the waterline and then paint a light coat of the same color you used previously on the hull just to cover the masking tape line. This would seal the masking tape with the color already applied. If any bleeding happens at this stage, it would be the same color as the color below. Then paint the rest of the hull with whatever color you choose.

I hope this makes sense and helps you.

Ulises

"You can't change the wind, you can however adjust your sails."

-- Unknown

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