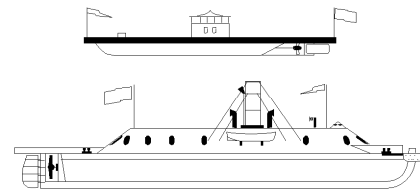


Hampton Roads Ship Model Society

Logbook



No. 151

<http://members.xoom.com/HRMS/>

JANUARY, 1999

FROM THE PILOTHOUSE



Jane and I wish to thank the HRSMS for the Card of Sympathy in Logbook 150. Your thoughts and personal communications were appreciated.

For the January meeting, be thinking of possible nominees for new officers. I believe the incumbents are eligible for one more term, but we must offer you the annual opportunity to turn the rascals out!

Looking at Photographs

“Mystery Photo” here in the *Logbook*, and “The Photograph” in *Nautical Research Journal* make great use of one of the most powerful research tools available to serious ship modelers. Even if you are so lucky as to have complete plans for your subject, there may be details that are unclear to you (especially if you don’t work for NNS!) or were not actually built as they appear on the drawing. If your subject existed in the last hundred years or so, photographs may come to the rescue. You just have to know where to find them and recognize what you are looking at. Playing the games in these publications is useful practice, as well as instructive fun. It could even inspire a future model!

I am generally stumped with Bill Clarke’s Mystery Photos, because “steel navy” has not been a major personal interest for me. In *Logbook* 150, December, I could recognize the subject as a U.S. destroyer, and I’ll venture on a limb that it is one of the pre-World War II classes with the “broken” main deck. It is obviously at Mare Island for repairs or refit. I see no numbers or lettering in the image (as published) that could pin down the exact ship. I probably could have discovered its class, at least, with an hour or two at the Mariners’ Museum Library, but I did not have that luxury in December.

The *NRJ* feature is another story. I had a lot of fun with a Columbia River steamer that I had never heard of, starting from limited knowledge of where steamers of that configuration were generally found. I not only identified it but also pinpointed the stretch of the Willamette River where the photo was taken, and had a good shot at the time period. The presidential yacht *Despatch* was easier: I recognized it from past experience, but added to my knowledge with more, very

good, photographs. And tonight, within hours of receiving the December *Journal*, I wrote a long reply to Rob Napier concerning that magnificent shot of a rusty iron or steel windjammer, probably British.

I don’t want to steal Rob’s thunder, but in the course of writing I gave some thought to the economics of operating and maintaining old ships; why some parts would be more streaked than others; whether the deterioration was all due to rust; the identity, age and rig of the vessel; why a vent was covered; and why some rigging appeared “squiggly” while most was either taut or hung in catenary curves. Any such line of thought may sharpen your modeling knowledge. Trying to figure out one of the “squiggly” lines, I found it—yes, even drawn squiggly!—in Plate 34 of Underhill’s *Masting and Rigging*. And that got me to thinking of how few modelmakers have figured out the difference between taut and catenary rigging, and how to model those characteristics in the right places. And to model “squiggly” *only* where it should be, not in shrouds and braces!

—Alan Frazer

MISCELLANEOUS JOTTINGS

Over this past eighteen months I have enjoyed some good reading related to political and naval affairs that stimulated a number of diverse thoughts and musings. In merging and committing them to paper perhaps they may solicit further enlightenment from the membership.

My early education began across the pond, inevitably influenced by that nation’s geography, history, its political, economic and social system yet hopefully not by national bias nor its propaganda. Even so, unless one is a student of particular subjects we are all prone to national policies of emphasis and omissions. An example of this came after reading an account of naval activities in the Mediterranean during World War One. Of that war I was familiar with the operations in the Atlantic and North Sea as well as the failure at Gallipoli and like most children that was just about the extent of my knowledge. Yet here in the Mediterranean Sea

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seven navies were engaged, Turkish, Austrian, German, French, Italian and British, with the Japanese Navy rendering particularly valuable service to the allied side. Now in addition to being an interesting phase of that war; what a source for some interesting models.

Now moving right along and rambling on to a later period I have a question for those having an interest in the history of W.W.TT. Before doing so however I would preface this by stating that I have a lasting regard for the crews from many nations who went down to the sea and continued to do so for as a small boy my daily bread depended upon them for the duration of that war. I cannot say that these feelings extend as far as the Admiralty for it is to this body that my question will be directed. I am sorely tempted to ask many more however, I shall steel myself and confine the question to the subject of Royal Navy Aviation. Straight away the name Fairey Aviation may leap to mind. This company had a long standing association with the navy dating back to the 1920s and everyone knows that the carrier force of that navy entered the war equipped with Fairey Swordfish Biplanes having a top speed when fully loaded of between ninety and a hundred miles per hour. Eventually something had to be done and indeed it was. Fairey supplied yet another biplane namely the Fairey Albacore; an object of wonder. For what other navy could boast of having the most modern biplane in front line service?

Sensing that they might be on a roll the Admiralty then opted for the Fairey Fulmar a derivative of the Fairey Battle a model that was obsolete, totally outclassed and dropped from service with the P.A.F. in 1940. The Admiralty kept the faith however for next upon the scene came the Fairey Barracuda, another gem. Thus equipped I shudder to think of the outcome had the R.N. engaged the I.J.N. during the first eighteen months of war in the Pacific. Yet all the while this company continued securing additional contracts.

So now to my question, Who was responsible for aircraft procurement and naval aviation policy during this period? Compare this long standing outrage to the first line aircraft being delivered to the P.A.F. from various domestic manufacturers by late 1940 and early 1941, planes such as the Supermarine Spitfire, Hawker Typhoon, Bristol Beaufighter and the De Havilland Mosquito. Two of the above types did eventually make it to the navy in adapted form but not until 1943. Grumman supplied aircraft to the Fleet Air Arm and they were sorely needed hut the point is the navy could and should have been equipped with first class aircraft from Britain's own aircraft industry. In addition to thoughts of corruption, What was going on at the tactical and strategic level? The carriers seem to have been decent ships. So why this paradox? Were there competing factions at the Admiralty?

We know that things in general improved for the navy but it took almost four years before the Admiralty adapted and

came to grips with the realities of modern warfare and by then two thirds of the wars duration had elapsed. Throughout, experienced knowing men continued out to sea, some were survivors of two, sometimes three vessels having been torpedoed and sunk from under them.

At wars end, did those in high places who upon receiving their peerages, cast a lingering thought to those lost at sea and to the many who should not have died? Did their lordships then ponder the nations wealth lying in millions of tons, strewn along the ocean's floor, far in excess of that acceptable in war? Or did their insularity remain for ever intact?

Definitive reading pro and con that the membership might recommend would be appreciated.

Graham Home

BRAIN TRUST

At the December meeting of the HRSMS Greg Harrington reported that we are receiving more and more "hits" on the society's web page. In addition, Greg is beginning to receive quite a few inquiries from persons who have visited the page and are seeking assistance or information about ship model building and allied subjects. Greg was being a bit overwhelmed by these inquiries as he did not really have the time to answer them and or to perform the needed research if he did not have the required information readily at hand. In short, he needed some help. Bob Comet and Joe McCleary have volunteered to be the HRSMS "brain trust" (although this combo represents very little brain power and almost no trust).

The way the system will work now is that Greg will forward all inquiries to Joe for screening. Joe will answer the general questions and will in turn forward questions concerning kits to Bob Comet. In some cases Bob and Joe may seek assistance from other club members who have unique experience or information. So far the system is working well. The back log of inquiries has almost been cleared and as of December 31st all but two inquiries have been answered. Of the two outstanding inquiries, one was terminally brain dead and has been thrown in the "round hold file" and the other needs a bit more research.

Hopefully this service may attract a few new members to the HRSMS.

Joe McCleary

Mystery Photo



Researching old photographs is both challenging and rewarding. In “Mystery Photo,” the challenge is learning to use photographs as primary reference sources. The reward is a clearer historical record and solid evidence for model making. Dating these photographs brings chronological order to it all. Careful and sometimes exhaustive research into old photographs most often directs the modeler into producing more accurate details and settling differences between plan and prototype. This is important because models of vessels that fall under the photographic umbrella are subject to more intense scrutiny than others. Bill Clarke uses a most apt phrase to illustrate this when he urges modelers to “Pick a day” if they model a modern vessel.

With this installment of Mystery Photo, *Logbook* No. 150, Bill provides a rare look at “yard modifications.” Called “ship alterations” or “ship alts” in the trade, this photograph credits Mare Island Naval Shipyard and dates to World War Two. Throughout the war, thousands of these photographs were taken to document structural modifications and equipment alterations aboard navy vessels. White circles on the photograph indicate changes made during a yard period, probably as proof that the work was complete. The photographic record of a vessel’s alterations freezes its configuration in time making possible our highly accurate miniature reproductions. These close-up images are absolute gems to the modern ship modeler and are becoming more main stream--their availability increasing--as more modelers become research savvy.

Casual observation of a photograph can easily lead to an incorrect identification. It is more often a subtle or half hidden clue that solves the “Mystery” of the photograph. What do we have for visual clues this month? The most obvious are: a single, round smoke stack, a pole mast, a half shielded gun mount, an open-topped gun director, early war radar antenna, and a whale boat. Several very subtle clues are there as well, and these will provide the vessel’s class if not an actual ship name. They are: the camouflage paint scheme visible on the stack (*measure 12*), the stack cap, four mysterious “fingers” (at the bottom left of center in the photograph), the canvas covered railing atop the bridge, the angled portion of deck just forward of the gun, an “AA” gun on the gun deck just below the bridge, and the just visible bulwark structure forward on the main deck.

So, what ship is it?

Before we solve this month’s mystery, several members have asked about how to get started and where to look for information to solve these mystery photographs. This may not be text-book, but this is how I approach each photograph. I

begin, as I always do, by gathering all the pertinent books from my library and systematically search for data that supports the mystery photo. Determining what class of vessel, and sometimes from which navy it belongs, is relatively easy--look for flags or specific markings on the print. All that is necessary is to match the features in our photograph with those of identified vessels in other publications. It’s easy to narrow the field using ship listings and reference manuals, in this case: *Jane’s Fighting Ships*, *Conway’s All The World’s Fighting Ships 1922-1946*, and *Paul Silverstone’s U.S. Warships of World War II*. After I identify the class, I use more specific works, such as Friedman’s book *U. S. Destroyers an Illustrated Design History* and A. D. Baker III’s *U.S. Naval Vessels 1943*, to help separate specifics in individual units of a class. From this, I either identify the vessel or I take my best guess. I then wait for responses from the “at large” group and weave it all into a coherent story. (*Pay close attention to foot-noted references and check each bibliography for additional reference material. Then, get thyself to the Mariners’ Museum Library!*)

The December “Mystery Photograph” produced an excellent debate on ship recognition and, for once, the quality of the copy may have contributed to the quality of the discussion. This is reassuring and ample proof of the knowledge, skill, and talent contained within our Society’s membership.

This month we begin our discussion at the December HRSMS meeting and conclude it with letters, phone conversations, and E-mail received well into December. Dick Moore got the ball rolling by handing me a note listing his guess and rationale. In his note, Dick chose a *Farragut*-class vessel as our mystery ship and sites four reasons for his choice: The two 5-inch mounts forward are open and have half shields, the shape of the forward stack, the general bridge configuration, and--*my favorite*--a wild guess. Dick’s note got Bob Comet and me talking about the photograph. Bob initially thought we had a destroyer escort because of the open gun mount and the open bridge. I admitted I wasn’t sure what ship it was but that I was leaning toward the *Farragut* class due to the general appearance and layout.

The discussion continued through the social portion of the meeting with Dick, Bob, and several others joining in. Bob Krumpfen added that a second gun mount forward was obscured by the angled portion of deck forward the number two mount. I added that the two stacks on the *Farraguts* were different in cross-section but I thought the forward one was the thicker of the two. We were all working from memory, and since we received the mystery photo only one or two days prior to this discussion, we really hadn’t had time to research it properly. I left the meeting, however, with the opinion we were looking at a *Farragut*.

Narrowing the field:

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Later, Bob Krumpen wrote and expanded the field beyond the 8 *Farragut*-class destroyers to include the succeeding 18 *Mahan*-class destroyers, both classes built between 1934 and 1937. Citing Fahey's *The Ships and Aircraft of the United States Fleet 1942*, he correctly points out that the two partially enclosed mounts (*forward*) reduce the available candidates to these two classes. Favoring the *Mahan*-class, he goes on to say that they were originally built with tripod foremasts which were converted to pole masts during 1940-1941. In a further note, he identifies those four mysterious fingers at the bottom of the photograph as torpedo tubes and says they were ordered removed in 1945. His research gives us a working window of between 1941 and 1945. Later, Bob Comet sent a letter agreeing with Krumpen but moving the search solely to the *Mahan*-class. Comet identifies the open gun director as a MK 33 and says that the photograph is definitely from the W.W.II era because it shows surface search (*SG*) and air search (*SC-2*) radar on the mast. He states that not all *Mahans* carried the mast cap, and he calls our attention to a feature unique to the *Mahans*, the large manger or breakwater in front of the #1 mount. Comet concludes by saying that while he can't be certain of the specific ship he will venture a guess and pick *Conyngham* because photos of her show all the same characteristics as our mystery photo.

Krumpen and Comet each identifies one of the defining characteristics that limit our search to the *Mahan*-class destroyers. The combination of a quadruple torpedo tube mount just aft the forward funnel and the bulwark or manger around the number one mount is unique to the *Mahan*-class. The *Farraguts* carried no torpedo tubes between the funnels and lacked the manger.

We can narrow our search window to two years, from 1943 to 1945, by turning our attention to the 20-mm gun forward the bridge. As originally built, the *Mahans* carried 50-caliber machine guns atop the number two gun crew shelter--in 1942 they were replaced by 20-mm in the same gun tubs. This 20-mm gun, however, sets one deck lower and astride the gun crew shelter; a similar gun arrangement is to port. This change in "AA" armament came in the latter half of 1943 as more weapons became available.

The scarcity of published close-up photographs and detailed vessel histories make a positive identification extremely difficult. Let's try a different tack to identify our mystery ship. Let's list the *Mahan*-class destroyers and look for reasons to exclude members from our group of possible vessels. The *Mahan*-class officially contained eighteen units; the last two units being completed to a slightly modified design with enclosed forward mounts on base rings. Our Mystery Photo shows open forward mounts which limits our search to the first sixteen vessels. A listing from Paul Silverstone's *U.S. Warships of World War II* gives, on page 118, the name, number, and fate of all eighteen units of the class. They are:

DD-364	MAHAN	Lost 7/12/44	
DD-365	CUMMINGS	Scrapped 1947	
DD-366	DRAYTON	Scrapped 1947	
		Expanded atomic tests Bikini 2/7/46	
DD-367	LAMSON	Scrapped 1948	
DD-368	FLUSSER	Scrapped 1948	
DD-369	REID	Lost 11/12/44	
DD-370	CASE	Scrapped 1948	
DD-371	CONYNGHAM	Sunk as target	
DD-372	CASSIN	Scrapped 1948	***
DD-373	SHAW	Scrapped 1948	***
DD-374	TUCKER	Lost 4/8/42	*
DD-375	DOWNES	Scrapped 1948	***
DD-376	CUSHING	Lost 13/11/42	*
DD-377	PERKINS	Lost 29/11/43	*
DD-378	SMITH	Scrapped 1948	
DD-379	PRESTON	Lost 14/11/42	*
DD-384	DUNLAP	Scrapped 1948	**
DD-385	FANNING	Scrapped 1948	**
* vessel sunk before probable date of photograph			
**vessel built to slightly different design with enclosed forward mounts			
***vessel rebuilt with different bridge design following damage at Pearl Harbor			

By eliminating those vessels marked with asterisks we reduce the available candidates to nine. We can further eliminate *Cummings* because as Bob Comet stated, and I confirmed in Friedman's book on page 102, its MK 33 gun director was enclosed. *Mahan* and *Reid* are possible candidates for elimination because they were both sunk in 1944, but I'll include them and look at the operational histories of the remaining eight. Using *DANFS* as the source, we find that six of the eight vessels reported to Mare Island for overhaul sometime from Spring to late Summer 1944. This information allows us to safely drop *Reid* and *Case* from consideration. We are left with six strong candidates for this mystery photo: *Mahan*, *Drayton*, *Lamson*, *Flusser*, *Conyngham*, and *Smith*.

I'll begin with *Lamson*. Friedman's book *U. S. Destroyers an Illustrated Design History*, page 210, contains a picture of *Lamson* sporting the same camouflage paint scheme as the vessel in our mystery photo but with a gun fire control radar atop the MK 33--this is not evident in our photo. In *Warship International, No.1 1978*, page 61, there is a photograph of *Lamson* taken at Puget Sound Navy Yard on 2 April, 1945 wearing the measure 22 camouflage with no trace of the gun

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fire control radar atop the MK 33. Is this enough to dismiss *Lamson* from consideration?

Next I'll look at *Smith*. I am unable to find any photographs of *Smith*. But *DANFS* reports that she suffered serious fire and torpedo damage forward during the Battle of Santa Cruz. It is possible that she was not repaired to her original configuration.

This leaves *Mahan*, *Drayton*, *Flusser* and *Conyngham*, Bob Comet's pick!

In *Warship, Vol. 2*, on page 177, there is a photograph of *Mahan* at Mare Island in June 1944 wearing the same camouflage paint scheme. Curiously, she carries a MK 22 radar dish attached to the front of her MK 33 5-inch gun director. Could this be the reason for the white circle at the front of the MK 33 on our photograph? One final check of the photograph reveals a gaff yard extending aft from the mast near the cross yard. I cannot find it in any other published photograph of *Mahan*-class destroyers. This is our tell-tale and the item that will identify our ship. According to *DANFS*, *Mahan*, *Drayton*, and *Flusser* were all at Mare Island Navy Yard in June 1944. The dates no longer favor *Conyngham* as a candidate. All I have been able to find of *Drayton* and *Flusser* in the way of photographic evidence is early 1942 images with these ships wearing a solid dark gray or blue paint scheme.

It would seem that our Mystery Photograph is either *Mahan*, *Drayton*, or *Flusser*.

A final note: Bill Clarke, for some mysterious and inexplicable reason, offered the names of three vessels this month: Half Moon, Golden Hind, and Joe McCleary. What do you suppose that is all about? Maybe he has "Limey Disease!"

John Cheevers

The Answer to Mystery Photo 150
U.S.S Draton (DD-366)
Mare Island Navy Yard, 6-26-44
19N-68069

Hampton Roads Ship Model
Society (Greg Harrington)
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MINUTES



Minutes of Dec. 1998

The meeting was called to order at 2007 Hours by the First Mate. Guests present were: Bob Krumpen, Jonathan Peach. There were no corrections to the minutes.

A pursers report was given.

Old Business:

A round of thanks was given to Bill Clarke for his work on the 2K NRG conference. There was a discussion of what favors should be given at the conference.

Greg Harrington said that he had been getting a lot of e-mail on the HRSMS homepage and wanted help in answering questions that were posed.

New Business:

Joe reminded the membership that the nomination of officers will take place next month. Bill Clarke wanted to know if anyone wanted him to pick up something from the International Model Show in England.

Joe reminded the members of the NRG-Mariners Museum Symposium to be held on April 23-25. Notices will be sent by the museum.

Richard Moore gave a severe criticism of a model of the *John Paul Jones* that was commissioned by friend of his from a model builder in New York.

The meeting was adjourned at 2046 hours.

Bill Peach showed a piece of worm eaten wood from his boat and a book on Trumpy Yachts. Bob Comet showed his scratch built *Benjamin Latham*. Joe McCleary Showed his work in progress on the *Pawnee*'s engine room, stack and hull. Graham Horne showed a vice with reversible jaws that he purchased at home depot. Jack Bobbitt showed his work on the *Wild Goose* and asked for suggestions as to a good method of showing the engine room detail. Ulrich Guenther asked how he could keep the rigging on his models from becoming slack due to changes in humidity. The consensus was that it could not be prevented.

Hugh Melton
Hugh_Melton@ccnotes.ccity.com

Tom Saunders
t.e.saunders@worldnet.att.net



MYSTERY PHOTO

Contact John Cheevers by mail or telephone if you know what it is



The Mariners' Museum
 100 Museum Drive
 Corner Warwick and J. Clyde Morris, exit 258-A off I-64
 Phone: 1-800-581-SAIL (7245) or 757-596-2222
 Daily 10-5, except Dec. 25 and Thanksgiving day
<http://www.mariner.org/>

U. S. Naval Academy Museum

U. S. Naval Academy
 Preble Hall
 Phone: (410) 263-6933
 Bookstore: (410) 298-6110
 Mon-Sat: 0900-1700, Sun: 1100-1700
 Closed: Thanksgiving, Christmas, New Year's
[http://www.nadn.navy.mil/MuseumU. S. Naval Academy Museum](http://www.nadn.navy.mil/MuseumU.S.NavalAcademyMuseum)



Hampton Roads Naval Museum
 Nauticus, The National Maritime Center
 One Waterside Drive, on the Elizabeth River
 Phone: (804) 444-8971
<http://xroads.virginia.edu/~VAM/HRNM/hrnm1.html>



**THE OLD
 COAST GUARD
 STATION**
Virginia Beach, Va.

The Old Coast Guard Station and The Life-Saving Museum
 24th St. and Atlantic Ave.
 Phone: (757) 422-1587
 FAX: (757) 491-8609
 Tue-Sat 1000-1700, Sun 1200-1700
http://www.whro.org/cl/old_cg_station/



Chesapeake Bay Maritime Museum
 Mill St., Navy Point
 Phone: (401) 745-2916
 Daily 0900-1800, fall/spring daily 0900-1700, winter Sat-Sun,
 holidays 0900-1700
 Closed Thanksgiving, Christmas, New Year's
<http://www.bluecrab.org/cbmm/cbmm.htm>



Calvert Marine Museum
 Routes 2 and 4
 Phone: (410) 326-2042
 Daily 1000-1700
<http://www.quikpage.com/C/calvmar/>

NOTABLE EVENTS

JANUARY

8 **H.R.S.M.S.** Monthly Meeting: host Alan Frazer

FEBRUARY

12 **H.R.S.M.S.** Monthly Meeting:

MARCH

12 **H.R.S.M.S.** Monthly Meeting:

APRIL

9 **H.R.S.M.S.** Monthly Meeting: Harvey Williams
23-25 Nautical Research Guild and Mariners' Museum
Model Building Symposium

MAY

14 **H.R.S.M.S.** Monthly Meeting: host Bill Clarke
14-15 CBMM- 7th Annual Mid-Atlantic Maritime Arts
Festival

JUNE

11 **H.R.S.M.S.** Monthly Meeting: David Tagg
25-27 CBMM- 8th Annual Wooden Boat Show

JULY

9 **H.R.S.M.S.** Monthly Meeting:

AUGUST

13 **H.R.S.M.S.** Monthly Meeting: host Williamsburg
AARP (Hinrichs, McCleary, Sanderson)

SEPTEMBER

10 **H.R.S.M.S.** Monthly Meeting: host Dean Sword

OCTOBER

9 **H.R.S.M.S.** Monthly Meeting: Ulrich Guenther

NOVEMBER

12 **H.R.S.M.S.** Monthly Meeting:

DECEMBER

10 **H.R.S.M.S.** Monthly Meeting: host Jack Bobbitt

Thanks

The members would like to thank Jack Bobbitt and his wife Jeanne for hosting the December meeting.

WATCH, QUARTER AND STATION BILL



Skipper:	Alan Frazer	(757) 865-7300
1 st Mate:	Joe McCleary	(757) 253-1802
Purser:	Bob Comet	(757) 934-1279
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Jim McCurdy	(757) 482-5426
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

Next Meeting

The next meeting will be hosted by Alan Frazer, 108-G Indian Summer Drive, Yorktown, Va. on January 8 at 2000 hours.

From Richmond:

Go East on I-64 exit to VICTORY BLVD.

Go 0.2 miles and bear right onto VICTORY

Go 1.7 miles and bear right onto STATE HIGHWAY 134

Go 2.7 miles and turn right onto INDIAN SUMMER

Go 0.1 miles to 108 INDIAN SUMMER DR

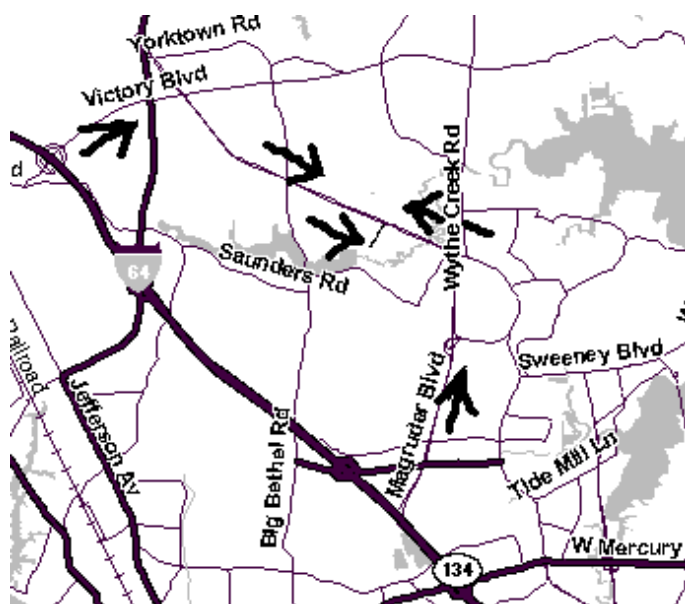
From Norfolk:

Go west on I-64 exit onto STATE HIGHWAY 134

Go 0.5 miles and continue on MAGRUDER

Go 3.6 miles and turn left onto INDIAN SUMMER

Go 0.1 miles to 108 INDIAN SUMMER DR



EDITORS NOTE

The editors encourage participation in the Logbook by the membership. Articles, tips, sources, plans, photos and news are welcome. Submissions should be received 15 days prior to the next meeting. Items may be submitted by mail to:

Thomas E. Saunders

11 Eldorado Ct.

Hampton, Va. 23669

E-mail: t.e.saunders@worldnet.att.net

FAX (prior arrangements required)
