

## MINUTES



HRSMS Monthly Meeting  
August 16, 2002

Ford's Colony Swim and Tennis Club  
Hosts Dave Baker and

The Meeting was called to order at 2005 hours by the Skipper, Bob Comet.

There were no correction to the minutes as published.

A Purser's report was given.

**Old Business:** Jack Bobbitt reported that, he delivered the contribution Check to the Mariners' Museum Library. He also reported that he met with John Hightower and discussed the 2005 Ship Model Competition. The HRSMS received two letters of appreciation, one from the Director of the Library, Susan Berg and one from the Museum President, John Hightower. It was decided to host the 2005 NRG Conference on the first weekend of November. Bill Clarke was asked to set the plans for the conference in motion. Heinz Schiller noted that Alan Frazer was listed as hosting the November meeting. The Clerk said that it was an oversight to place Alan's name in November slot and the correction would be made.

**New Business:** It was reported that a member had been caught drinking coffee in the ship modeler's booth (taco stand). This is a no-no, as it may spill and dilute the glue and paint. John Cheevers was presented a bag of cookies to replace those he lost while on the high seas to view the raising of the *Monitor* turret.

*(Continued on page 2)*

## Mystery Photo



Solution to Mystery Photo, *Logbook* No. 194: Those of you with keen eyes and sharp memories will recognize the photograph as one used by the editor as filler about six months ago. Back then, I offered everyone the chance to use this image in-lieu-of the regular Mystery Photo if they wished. I don't think anyone exercised that option, so technically, this is a new image for the column. If you care to check, the image ran in *Logbook* No. 188.

I'm willing to bet that the details seen in this image could seriously test the model maker's art. Just imagine if a modeler's hard work and skill resulted in a model of this vessel in 1/16-inch to 1-foot scale and it included all pipe straps, ladder rungs, rivets, and that bolted pipe flange seen here. And how about all of those conformal staging rods and grated platforms, wouldn't they be fun to model too? Also, notice that in those days safety belts weren't required.

Artistically, this is one of the better images we've seen. The geometric composition is very good with all of the crisscrossing straight and curving lines. That combination betrays this massive set(?) of smoke stacks and steam pipes handing the nationality of the vessel in question to the viewer. There's only one Navy that comes to mind when you see stacks shaped and grouped as these are—The Imperial Japanese Navy. Let's see if this is correct.

Other than the unique appearance of the structure, the only identifiable clue in this month's image is the two white horizontal stripes located just below what are questionably and arguably the funnel caps. These are probably squadron markings. This system of identification was in favor with many of the world's navies between the world wars making unit identification easier for fleet Admirals, aiding in their command and control endeavors. In this image, the black funnel cap provides a nice contrast to the

*(Continued on page 2)*

**NOTICE:** If any member would like to host a meeting in 2003, please check the open dates in NOTABLE EVENTS on page six and contact the Clerk. If your 2002 dues have not been paid, please remit them to the Purser.



white stripes.

Armed with these markings, what did our members find? Bob Krumpen sent the first response and begins our discussion with this: "The Mystery Photo in Logbook No. 194 looks like a WWII vintage Japanese cruiser. For some reason they favored trunking the uptakes into a minimum number in many of their capital ships. They also favored running some smaller pipes on the outside of the funnels as shown in the photo." Bob offers another piece of evidence by saying the image "...shows what I would call a fashion plate, which further tied the two funnels together."

Interesting item this fashion plate! A close examination of it reveals what is in actuality two plates riveted together with a vertical seam located approximately half distance between the funnels. A series of holes running parallel to the vertical seam are cut into the after end of the forward plate. Notice the slight jog in the bottom edge of the two plates. This connection has all the indications of being an expansion joint, which makes sense when you consider the heat associated with the working of these funnels.

Bob's response narrowed the field to the Imperial Japanese Navy. Before I get to his choice of vessel and the reasoning behind his choice, I'd like to share the response from our other player. This came from our good friend Dave Baker. He wasted no time in getting to the point. Without citing any references, Dave offered this limited commentary: "I'll probably regret committing myself, but I believe that the photo this month is of the port side of the forward stack of the Imperial Japanese Navy heavy cruiser ATAGO in a photo taken prior to her modifications at Yokosuka in 1939. The two stripes on the stack match those of ATAGO, and it's definitely a photo of a ship of her class. There; I've gone and done it." Yes you did, Dave, and we thank you for it!

Ok, we have Dave's pick, and now it's time to share Bob's pick. After that, I'll share the results from my research. The reason I placed the responses in this order will become clear as we proceed.

This is what Bob has to say: "For specific ships, the candidates appear to be the TONE class (TONE & TIKUMA) or the MOGAMI class (MOGAMI, SUZUYA, KUMANO, & MIKUMA). I will put in a bid for the MIKUMA on the admittedly flimsy evidence of the two white bands on the funnel and fashion plate." Citing two new sources for our column, Bob shows why he chose MIKUMA over the other ships: "In the book Japanese Warships of WWII, Edited by W. Green, 1963, on page 103 is a photo dated 1935 of the MIKUMA with the two white bands which denotes the second ship of the Seventh Cruiser Division. In another reference: Japanese Cruisers of the Pacific War by Eric Lacroix & Linton Wells, 1997, page 446, is another view of the same ship dated 1939 with the two white bands." By way of closing his remarks, Bob adds that MIKUMA was sunk at Midway in June 1942.

So we have one pick for ATAGO and one pick for MIKUMA. And here is my pick that details what I learned about this image and the vessel. Lacking ship listings for foreign navies (especially ship lists for Navies of the World Wars) I searched the World Wide Web for images of Japanese

naval ships and found a nice collection on the U S Naval Historical Center's site. The site contains a mixed bag of vessels from many different time periods, but mostly ships from World War Two. The vessels are listed alphabetically by name, but each has a sub heading listing vessel type and service dates.

I began at the beginning (naturally) and looking only for vessels that were either battleships or cruisers. This seemed like a logical way to proceed because of the size of the funnels. I came up empty until I got to the "M's" and there, under the listing for MIKUMA, was our Mystery Photo. Cited as photo #: NH73030, the image carried the following caption: "Close-up view of the port side of her smokestack, showing a man working near the middle, August 1938. The two white bands painted around the smokestack identify her as the second unit of the Seventh Squadron (*Sentai 7*)." A mister Kazutoshi Hando donated this image to the Naval Historical Center in 1970. One can only wonder if that is he up on that stack. Mystery solved.

But that's not the end of the story. On June 6, 1942 the United States Navy engaged the Imperial Japanese Navy in a battle of great historic significance. That battle had an extremely lopsided and fortuitous outcome for the United States. At the end of the day, Japanese imperial ambitions lay with the heart of the Japanese navy at the bottom of the Pacific Ocean. MIKUMA was one of the casualties, but before she sank, an SBD from the Aircraft Carrier ENTERPRISE (CV-6) shot a now famous photograph that epitomizes that battle. This image cited as photo #: 80-G-414422 (enclosed) shows a shattered MIKUMA wrecked and burning after being bombed by planes from USS ENTERPRISE and USS HORNET (CV-8). This official US Navy photograph has been published often in conjunction with articles about the battle of Midway and aptly shows the ravages of war.

John Cheevers

See Photo on the top of page 3

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**Show and Tell:** Jack Bobbitt showed the progress on his 1867 *George Latimer*, with attention drawn to the bowsprit and fittings. Joe McCleary reported on a letter he received from Sean Prichard. Greg Harrington circulated several pamphlets he collected while in Denmark. Dave Baker showed a photo book of wooden powerboats. John Cheevers presented a set of plans for a 110 foot sub chaser.

The meeting was adjourned to a presentation on construction techniques by Joe McCleary.

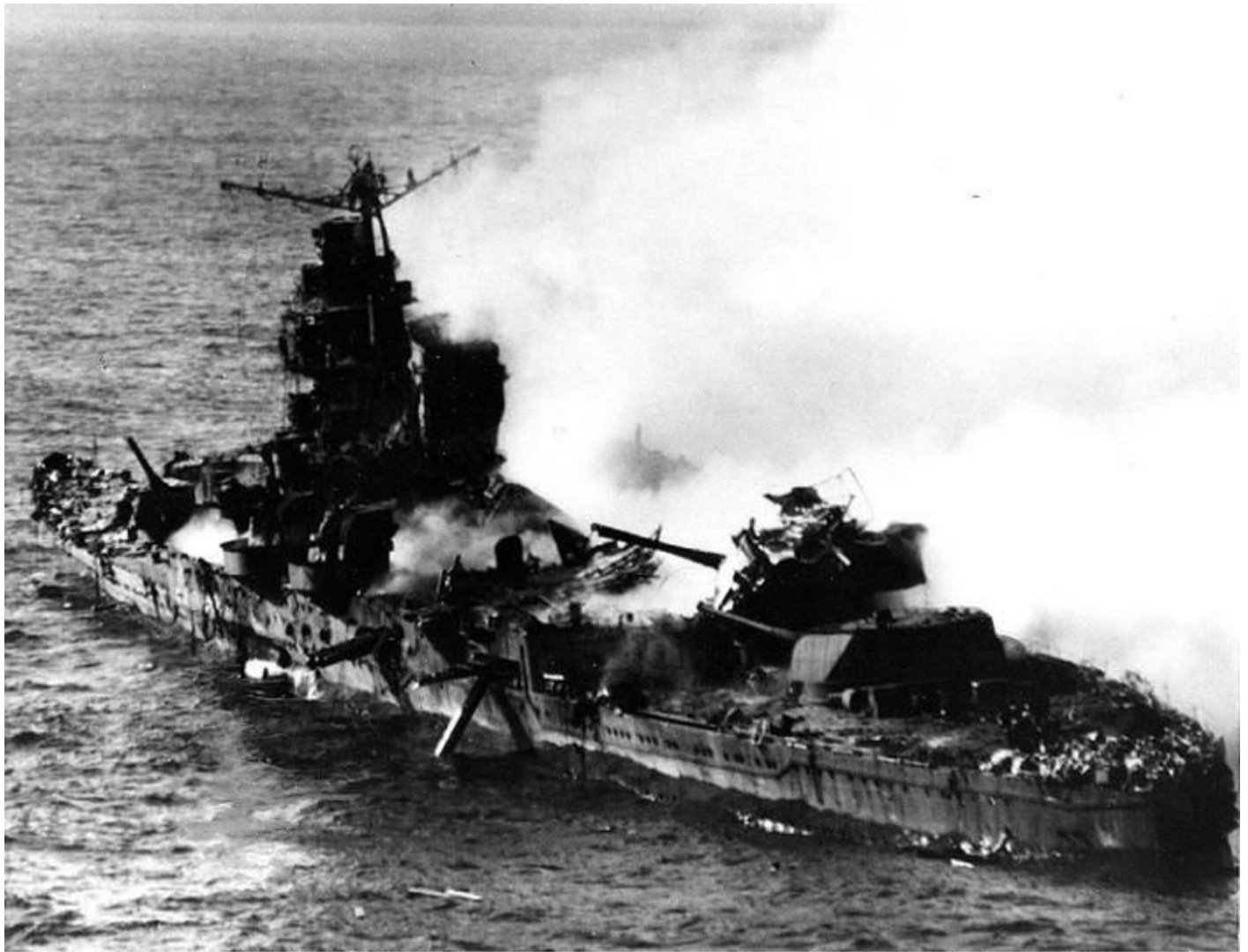


Photo # 80-G-414422 Burning Japanese cruiser Mikuma, 6 June 1942

## ***Mikuma* (Cruiser, 1934-1942).**

*Mikuma*, a 11,169-ton light cruiser built at Nagasaki, Japan, was completed in August 1935, and massively rebuilt a year later to repair serious design defects. Originally constructed as a light cruiser with fifteen six-inch guns, she was converted to a heavy cruiser with ten eight-inch guns in 1939. *Mikuma* played an active role in the early months of World War II in the Pacific, helping to sink USS *Houston* (CA-30) and the Australian light cruiser *Perth* in the Battle of Sunda Strait on 1 March 1942. On 6 June 1942, during the Battle of Midway, *Mikuma* was sunk by air attacks from the U.S. aircraft carriers *Enterprise* (CV-6) and *Hornet* (CV-8).

<http://www.history.navy.mil/photos/sh-fornv/japan/japsh-m/mikuma.htm>

### **Seaways/Seaways' Ships in Scale CD Set**

**We've finally finished our archival CD project!**  
We now have every issue of the first ten volumes of our magazine- first known as "Seaways" and

subsequently as "Seaways' Ships in Scale"- recorded for posterity (and for you!) on a double-CD set. That takes us from Volume I, Number 1 in January-February, 1990 through Volume X, Number 6 of November-December, 1999. That's fifty-nine complete issues (there was no May-June 1990 issue), with every cover and every page, each reproduced in the original order. That's what we mean by an 'archival' reproduction.

### **Original Ships in Scale CD Set**

We're back with more new CD's! That's right...we've just finished our archival CD reproduction of the original Ships in Scale magazine- the entire run! Here you will find every issue of all nine volumes of the magazine's publication, recorded for posterity (and for you!) on a double-CD set. That takes us from Volume I, Number 1 in September-October 1983 through Number 46 of March-April 1991.

From:  
<http://www.modelersboatyard.com/shipsinscale/ShipsInScale.htm>

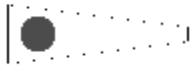
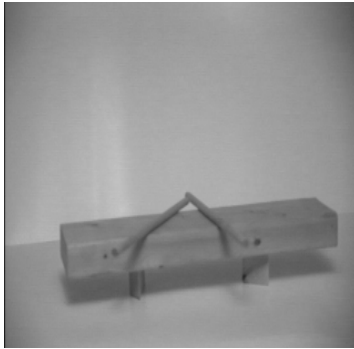


**Mystery Photo**  
Contact John Cheevers by mail, e-mail  
or telephone if you know what it is.  
[jfcheevers@juno.com](mailto:jfcheevers@juno.com)

# BILGEWATER

Noted local maritime photographer and archives hound, Arby Won, has finally seen fit to build a ship model. While sleuthing around and dodging mosquitoes, I purloined the documentation of his effort. Left to his own devices, the bloke never would have let us know. Now we can get off his back.

Cabin Boy



Only the finest materials were selected from the Dumpster behind Home Quarters.



Care must be taken to insure the symmetry of the hull.



Careful alignment of the masts results in Polished appearance.



Fishing line stained with a magic marker is an excellent substitute for linen cordage.



I woke up at a meeting one night and Jack Bobbitt was talking about "Deck Furniture", so I added some.



Bob Comet says, "human figures add a sense of scale".



Adhering to the thoughts of mentor Joe McCleary, the fine woodwork will not be painted.

Environmental Statement: No fittings containing lead were used in the construction of this model.

## NOTABLE EVENTS

### SEPTEMBER

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Len Wine  
Presentation: Bob Comet, Sail Making

### OCTOBER

- 11 **H.R.S.M.S.** Monthly Meeting:  
17-20 **NRG Conference**, Langhorne, Pennsylvania

### NOVEMBER

- 8 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Shiller

### DECEMBER

- 13 **H.R.S.M.S.** Monthly Meeting: Host: Jack Bobbitt

### JANUARY

- 10 **H.R.S.M.S.** Monthly Meeting: Host: Bob Comet

### FEBRUARY

- 14 **H.R.S.M.S.** Monthly Meeting:

### MARCH

- 14 **H.R.S.M.S.** Monthly Meeting: South Side Bunch

### APRIL

- 11 **H.R.S.M.S.** Monthly Meeting:

### MAY

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

### JUNE

- 13 **H.R.S.M.S.** Monthly Meeting:

### JULY

- 11 **H.R.S.M.S.** Monthly Meeting:

### AUGUST

- 16 **H.R.S.M.S.** Monthly Meeting:

## Thanks

The members would like to thank the Williamsburg Group for hosting the August meeting

**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: Bob Comet (757) 934-1279  
1<sup>st</sup> Mate: Len Wine (757) 566-8597  
Purser: John Cheevers (757) 591-8955  
Clerk: Tom Saunders (757) 850-0580  
Historian: Len Wine (757) 566-8597  
Editors: John Cheevers (757) 591-8955  
Bill Clarke (757) 868-6809  
Tom Saunders (757)-850-0580

## Next Meeting

Date: September 13, 2002

Place: Synerject, LLC, 201 Enterprise Dr., Newport News, VA 23603

Time: 2000 Hours

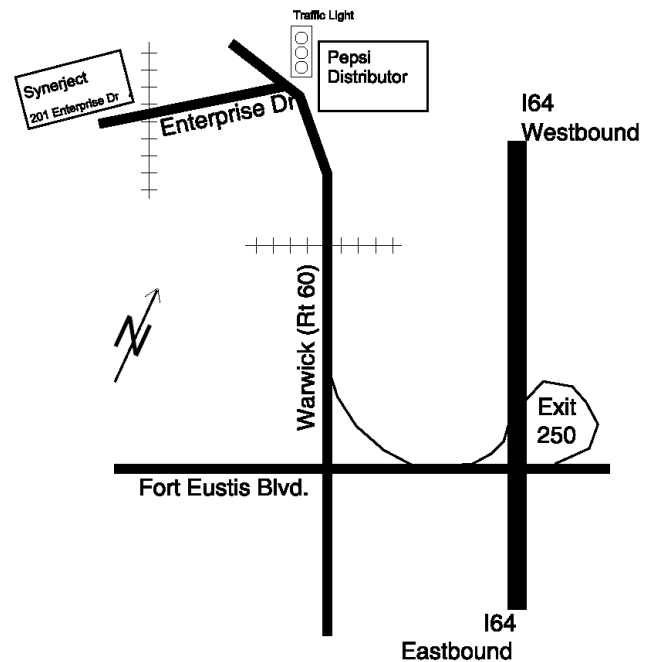
Host: Len Wine

From Richmond

**Take I-64 EAST 55.3 9.** Take the **VA-143/YORKTOWN (VA-238)** exit towards **LEE HALL**, exit **#247 0.3**, Turn Left on **MERRIMAC TRL 0.1 11.** Continue on **JEFFERSON AVE 1.1** Bear Right on **YORKTOWN RD 1.1**, Continue on **WARWICK BLVD 0.8**, Turn Right on **ENTERPRISE DR 0.7**

From Norfolk

**Take I-64 WEST 27.7**, Take the **FT EUSTIS BLVD/VA-105 WEST** exit towards **FT EUSTIS**, exit **#250A 0.2**, Bear Right on **FORT EUSTIS BLVD 0.7**, Continue towards **US-60 WEST/OAKLAND PLANTATION INDUSTRIAL PARK 0.3**, Continue on **WARWICK BLVD 0.6**, Turn Left on **ENTERPRISE DR 0.7**



## THE ANSWER

The answer to Mystery Photo 194:

I.J.S. Mikuma  
1938 NH73030