



MINUTES



HRSMS Monthly Meeting
Date: March 12, 2003
Host Frank Mastini
Guest: Tim Wood, 2nd Meeting

The Meeting was called to order by the newly elected Skipper, Joe McCleary.

There were no corrections to the minutes as published. A purser's report was given.

Old Business: Dave Baker said that he was having some trouble making contact with a supplier of one of the critical parts for the proposed 2005

Dave Baker restated where to find the simple wooden models at Michael's Arts and Crafts. Bill Clarke reports that 20 people have signed up for the Banquet. The Bob Comet said that he had tabulated the ballots for the Founders' Award. He noted that the voting was neck-and-neck, but that a winner had emerged. He gave the information to John Cheevers so he could have the plaque engraved. The Society voted to present an award at the 2005 Model Competition. The details will be published at a later date. The conference committee decided they needed to meet, and were to decide amongst themselves when and where.

New Business: Bob Comet said that our newest member Gene Andes would not be able to host the September Meeting, so that month is open. Bob also said that the Mariners' Museum received an extension on the time to acquire signatures for commemorative Monitor License Plates. The issue of HRSMS bylaws resurfaced. The Skipper asked if Dave Baker, Jack Bobbitt and John Cheevers would review the current file. The Clerk said that he would e-mail a copy of the bylaws to for their review. The Skipper broached the subject of joint meeting with the Washington Ship Model Society and it was well received. No firm action was taken on this subject.

Show & Tell: John Cheevers showed some small cutting tools for his lathe and a ¼ in cutoff toll and holder. Frank Mastini

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Thanks

The members would like to thank the Frank Mastini and his wife for hosting the February meeting.

Mystery Photo



Answer to Mystery Photo #201: If you save your *Logbook*, as you know you all should do and do do, you would only have to reach as far back as issues #150 and 151 to find another Mystery Photo and another richly researched, well serving documentary of this ship class. (Note to ed: we might want to publish an index of Mystery Photos and solutions to help keep everyone on track.) Also, if your eyesight were keen, an important attribute for the ship modeler, you would have spotted the vessel's identification number neatly lettered on the bow just aft of the anchor; identification that I understand our editor so carefully failed to obscure. With that little gem of information, it's a short sprint to any ship listing to identify this Mystery.

And that seems to be exactly what Harvey Williams, and Tim Wood did! Harvey called the day the *Logbook* arrived and identified the vessel as one of the US Navy *Mahan*-class destroyers; he failed to notice the hull number but got the class correct by matching class attributes. The following day, Tim Called and identified the vessel as *USS Lamson*, DD 367—one of the *Mahan*'s.

Encouraged by these phone calls, I dug into my electronic files to retrieve column number 150. Since that column covered the *Mahan*-class in fairly extensive detail, I will not repeat the classes' attributes here, but I will use bits from that essay to highlight this column.

While I was thoroughly engaged in my usual research ritual, two more replies came in via e-mail. The first was from someone I don't know. A man named Dave Millman submitted this short three-word guess, "The *USS Cushing*." (Dave, please contact us again, we'd like to hear more from you and if you are a local gent invite you to our monthly meeting.) The second response actually became the first of a two-part response from Bob Comet. In his first response Bob nailed the identification as *Lamson* by reading the hull number with the aid of a magnifying glass. His second response, which is very intriguing, will come later in this report.

My previous column, Mystery Photo #150, ultimately dealt with *Lamson*'s sister, *USS Drayton*; the main theme of that piece centering on the importance of dating images of steel (modern era) warships, and the importance of building models of steel vessels to specific dated images. Models built of contemporary warships must withstand close scrutiny; comparisons against the photographic record and first hand personal recollection can destroy the provenance of

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a model not closely matched to the available documentation. Our Mystery vessel is an example where the precise listing and identification of equipment can lead, not only to a positive identification, but will also allow a particular, and apparently unique, configuration to be modeled.

There was only one guess, if you don't count Bob Comet's elimination of the Hampton Roads area due to the "hilly background", as to the location of the image. I called Rob Napier the other evening on a totally unrelated matter, and as conversations generally go, ours soon turned to the Mystery Photo. Rob thinks that this image was made at Bremerton, Washington, and was taken late in the war or possibly in 1946. I agree! The scene fits; with the hilly background, the large hammerhead crane, and even the presence of two Essex-class carriers, the only reasonable choice is Puget Sound Naval Shipyard. The carriers suggest a late war period when many of the class were in commission and individual ships could be spared from the battle line for overhaul and modification.

With the vessel and location identified so readily, what else do we see in this photograph that is interesting and significant in terms of having a uniquely configured vessel? How about the paint scheme? It looks like the hull wears the measure 22 camouflage pattern, but the forward stack is still carrying a bit of another pattern. Bob Comet noticed and commented on the gun director sited atop the bridge. He says, "but I can't make out Fire control radar on the forward director, which incidentally is not the standard Mk 37 director, but looks like the director it was built with." MP#150 has this to say about Lamson's fire control; "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... 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 fire control radar atop the MK 33." Certainly the single torpedo bank sited high off the deck between the funnels is different.

It struck me as odd, that Dave would submit a photograph of a vessel so easily identifiable and only expect this group to identify the vessel by name. Dave's selections sometimes contain a hidden, deeper-seated qualification. The solution to the photograph's mystery may be as simple as coincidental dates (the vessel made history in the same month as we run our image, for instance.) So, what does he have in mind this month? Could it be that this image was made in April of, say, 1945? Could the configuration be the sole example of an armament configuration? Does the photograph represent the ultimate anti-air weapons package for pre-war destroyers? Is it as simple as documenting *Lamson's* final outfit prior to her participation in the Bikini hydrogen bomb tests?

As I wrote the last paragraph it suddenly occurred on me to review the image from the *Warship International* article to see if there was something to help answer the questions I posed. You could have knocked me over with what I found.

Not only did the image help, it was the same image as our Mystery Photo. A Mr. Arthur Davidson Baker, III, used it to illustrate an article titled: "The 1945 Anti-Aircraft Armament Augmentation of U.S. Navy Destroyers—*Porter* through *Sims* Classes." The image shows *Lamson* (DD-367), as seen on 2 April 1945 at Puget Sound Navy Yard. The photo caption mentions another photograph taken of *Lamson* at Puget Sound on the same day showing an oblique view off the port bow that is identified as NA 19-N-80819.

Bob Comet also answered many the questions I posed and, in doing so, probably answered the reasons why Dave selected the image. Here is the substantive part of Bob's second reply: "...In 1945, because of the Kamikaze threat, a proposal was made to have the *Mahan* class remove the two quad midship's torpedo tubes and replace them with two quad 40MM mounts. The only *Mahan* class ship to have this accomplished was the *Lamson*, DD 367. This is the configuration in the photo, which puts it as being taken in 1945 or 1946. After the war, in 1946, all the *Mahan* class ships except the *Lamson* were scrapped." He follows with an interesting anecdote worth sharing: "The *Lamson* was used in 1946 as one of the target vessels at the A bomb tests conducted at Bikini Atoll. I was in company with *Lanson* at this time, as I was the 1st Division officer and #1 Turret officer in the *USS Fall River*, CA 131, which was the flag ship of V Admiral Fahrion, commander of the Bikini target fleet. It was there that I learned, with many others, that eating weevils was not harmful but a source of protein. (All of the flour had weevils in it, and if you wanted to eat bread you also ate weevils.)"

There you have it. If you are interested in constructing a model of this vessel, you now have a day and a specific configuration to work to. But, you don't have to lace your bread with weevils to be completely authentic.

HRSMS BANQUET

The HRSMS Annual Banquet was held as scheduled on March 29th. The group assembled in the lounge for a social hour and moved to the dining room at 1945 hours.

The membership presented the outgoing Skipper, Bob Comet, a first edition copy of Charles Davis' Ship Model Builder's Assistant in appreciation of his service. In return, with great flourish, Bob presented Joe McCleary a book (the title was not recorded) on the ancient Chinese art of Feng Shui. Bob then presented the Founders' Award to Tom Saunders.

With business out of the way, the 28 in attendance enjoyed dinner and an evening of fellowship.

August and September still need a host for the monthly meeting. If you can help, contact the Skipper.

BILGEWATER
ALL THAT IS FIT TO PRINT
AND SOME THAT IS NOT

Have you ever been eating a good-ol-sloppy hot dog, having to hold it just that certain way to keep the mustard and chili from running down your hand or dripping on your clean shirt, and as you go to take the last bite, the very best of the hot dog jumps out of the bun and hits the ground? DAMN! Well, last month I was reading in the Logbook "From: Dictionary of American Naval Fighting Ships, Asheville" and when I got ready to take the last bite it was not there. DAMN! It was awful. I could not sleep. What was a fellow who hungers for knowledge supposed to do? The next morning I had a double bowl of grits cause I knew I had to have strength, pumped up the tires on my fat-tired J. C. Higgins bicycle and headed all the way cross-town to the Mariners' Museum Library. Sure enough, they had the last bite.

"Following a refit at Boston, *Asheville* took part in important Anti-Submarine Warfare Development experiments out of Quonset Point, R. I., and Port Everglades, Fla. From

September 1945 until January 1946 she *served as a radar experimental ship with TF 69. Decommissioned at Norfolk Navy Yard 14 January 1946, she was sold 13 June 1946.*"

Enough for now, I have to go pick up a can of Fix-A-Flat, cause I had to push Higgys half the way home.

Cabin Boy



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showed a catalog where he had procured flexible files and an exotic lumber catalog. Joe McCleary showed a tool catalog from Leichtung, Inc.

The Meeting was adjourned to a presentation by Frank Mastini on his model building techniques.



MYSTERY PHOTO

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

NOTABLE EVENTS

APRIL

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword
Presentation, Casting, Joe McCleary

MAY

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke
Presentation, Gratings, windows and sky lights,
Joe McCleary
- 17 International Small Craft Center Opening,
Mariners' Museum

JUNE

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer
Presentation, Lofting for Modelmakers, Jack Bobbitt

JULY

- 11 **H.R.S.M.S.** Monthly Meeting: McCleary, Wine
Presentation, Rigging III, Bob Comet

AUGUST

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

SEPTEMBER

- 6 Mid-Atlantic Maritime Festival
6 2003 Sship Model Regatta & Display
Independance Seaport Museum, Philidelphia, Pa.
- 12 **H.R.S.M.S.** Monthly Meeting:
20 Festival in the Park, Mariners' Museum
27 Scientific & Navigational Instrument Exhibition
Opening, Mariners' Museum

OCTOBER

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington

NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller

DECEMBER

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

JANUARY

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

FEBRUARY

- 13 **H.R.S.M.S.** Monthly Meeting: Election of Officers

MARCH

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

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Joe McCleary (757) 253-1802
1st Mate: Dave Baker (757) 565-7991
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: April 11, 2002

Place: 2 Lynn Drive, Portsmouth, Va.

Time: 2000 Hours

Host: Dean Sword

From the Peninsula West: 1: Take I-64 East 2: Take the I-664 S exit- exit number 264- towards DOWNTOWN/NEWPORT NEWS /SUFFOLK /CHESAPEAKE. 0.53 miles 3: Merge onto I-664 S.12.62 miles 4: Take the VA-164 E/US-17 N exit - exit number 9- towards PORTSMOUTH/JAMES RIVER BR. 0.24 miles 5: Keep LEFT at the fork in the ramp.0.64 miles 6: Merge onto VA-164 E. 5.89 miles 7: Turn RIGHT onto DETROIT ST. 0.38 miles 8: Turn SLIGHT LEFT onto WILLIAMSON RD. 0.04 miles9: Stay straight to go onto SURRY ST. 0.16 miles10: Turn RIGHT onto LYNN DR. 0.35 miles

From Virginia Beach: 1: Take the I-264 W towards I-64/ NORFOLK/I-264 W/RICHMOND. 0.32 miles2: Merge onto I-264 W. 9.75 miles 3: Take the exit- exit number 7- towards DOWNTOWN PORTSMOUTH/NAVAL HOSPITAL/ NAVAL SHIPYARD. 0.04 miles 4: Keep LEFT at the fork in the ramp. 0.09 miles 5: Merge onto BART ST. 0.11 miles 6: Turn RIGHT onto EFFINGHAM ST/VA-141. 0.37 miles 7: Turn LEFT onto LONDON BLVD/VA-141 N. 1.24 miles 8: LONDON BLVD/VA-141 N becomes LONDON BLVD/US-58 W. 0.37 miles 9: Turn RIGHT onto VA-164/MT VERNON AVE. 0.80 miles 10: Turn LEFT onto DETROIT ST. and proceed as above

