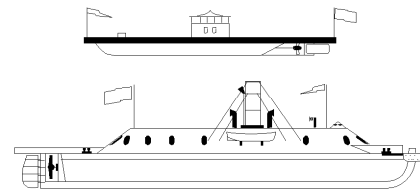


Hampton Roads Ship Model Society

Logbook



No. 215

WWW.HRSMS.ORG

MAY, 2004

MINUTES



HRSMS Monthly Meeting
Date: April 16, 2004
Host: Southside Bunch
Place: The Old Coast Guard Station

Guests: Steve Rowe, 1st meeting
Bill Dangler 3rd meeting

The meeting was called to order by the Mate, Dave Baker. Prior to the start of the business meeting, Col. Fielding Tyler gave an informative talk on The Old Coast Guard Station.

Guests were recognized. Bill Dangler, having meeting the three meeting prerequisite, was asked if he wanted to join the HRSMS. After a reply to the affirmative, Bill and the other guest were asked to leave the room. The membership went through the deliberation ritual. Bill and Steve were called back into the meeting and Bill was welcomed as a new member.

The Clerk escaped again this month with no corrections to the minutes.

There was no purser's report.

The Webmaster, Greg Harrington, reported on updates to the web site and noted that our guest, Steve Rowe had contacted us through the web site.

Old Business: The subject of a joint meeting was broached. Alan Frazer said that New Jersey is in contact with the Washington Ship Model Society. Alan and Bob Comet will meet the Yellow Shirt Group when they visit the Mariners' Museum on the 22nd. There were comments on the Annual

(Continued on page 2)

Mystery Photo



Mystery Photo No. 214, April 2004 Logbook

The mystery photo shows USS Shawmut in April 1924, as portrayed in Navy photo NH 42399 which can be found on the Naval History website (under USS Oglala). This ship had a long and varied career. She was built at Philadelphia in 1907 by William Cramp and Sons for the Fall River Line under the name SS Massachusetts. She was later sold to the Eastern Steamship Co. from which she was purchased by the U.S. Navy on January 7, 1918 and renamed USS Shawmut. Her sister ship, SS Bunker Hill, was purchased at the same time and given the name USS Aroostook. Both ships were used as mine layers to help lay the North Sea Mine Field or Barrage which was used to prevent German submarines from gaining access to the Atlantic during WWI. After the war, Shawmut was converted to an aviation tender. On January 1, 1928, her name was changed to Oglala (in honor of a Sioux Indian tribe from the Black Hills of North Dakota) and she was returned to mine laying duties as flagship of Mine Division One.

On December 7, 1941, Oglala was moored next to the cruiser Helena at Ten Dock in Pearl Harbor, Hawaii. During the Japanese surprise attack, Helena was torpedoed but did not sink. The concussion "unzipped" sections of Oglala's riveted hull, and much like Titanic nearly fifty years earlier, Oglala quickly sank, though she had suffered no direct damage. Oglala had to be salvaged to clear this important mooring area, but her severely weakened hull made salvage difficult and the job took over one year. She completed repairs on the West Coast and returned to duty as a repair ship under the designation ARG-1 on May 21, 1943. After war service, Oglala was struck from the Navy on July 11, 1946 and turned over to the Maritime Commission.

(Continued on page 2)

STRAWBERRIES AT BILL'S

A MAY MEETING TRADITION

(Minutes—Continued from page 1)

Banquet. All comments were complementary

New Business: Len Wine is running out of space for the HRSMS Library and needs to find it a new home. It was stated that an inventory needs to be taken and excess material should be removed and that the catalog could be placed on the web site for members use.

It was asked if there was interest in a picnic outing. When interest was shown, Greg Harrington and Bill Dangler offered to check on the availability of a shelter. No timeframe for the event was discussed. Dave Baker offered to host the February 2005 meeting and Bob Baycar offered to host the April meeting.

It was announced that there would be a marine art show at the Gallery on Merchants Square, May 7 – 31. Dick Moore will be participating.

Bob Comet presented the Founders' Award to Dave Baker.

Show & Tell: Dave Baker showed brochures from the Ships of the Sea Maritime Museum. Bob Comet related his trip on the *Pride of Baltimore II*. Bill Dangler showed an article about the discovery of a 2400-year-old vessel in the Mediterranean.

The meet was adjourned to a presentation by Jack Bobbitt on "Rigging".

(Mystery Photo—Continued from page 1)

Dave Baker, John Cheevers, Bob Comet and Alan Frazer all chose to play in the game this month. John identified the sister ship, Aroostook, but was not led astray and even found the same photo on the Naval History webpage which allowed him to identify the mystery photo, as well as the date and location of the image (see how easy I made it). Unfortunately, he copied down the name wrong and constantly referred to this ship as the "Shamut". He also noted that this was not a particularly large vessel having a displacement of 3,740 tons with a length of 386 feet, a beam of 32 feet and a draft of 15 feet seven inches.

Alan Frazer, as you might expect, went through an extensive analysis of the photo alternating his favor between Shawmut/Oglala and Bunker Hill/Aroostook. He was temporarily led astray by the fact that Shawmut was re-boilered in the late 1920's giving her a different stack configuration than is shown in the 1924 photo. In the end, like a well bred blood hound, he returned to the correct trail and identified the mystery photo as USS Shawmut.

Bob Comet went for the Aroostook and opined that the mystery photo shows this ship returning Marines from Nicaragua in the late 1930's. Sorry Bob, turn in your surface warfare badge as you pass "Go".

John Cheevers also noted that plans for SS Massachusetts are available from the Independence Seaport Museum Library in Philadelphia. He observes that extensive changes were made to the ship after she was taken in to the Navy (her wooden superstructure was converted to steel for one thing), so extensive changes would need be made to the plan to put her into correct Navy configuration.

Dave Baker identified a key ingredient to the mystery by noting that Shawmut underwent a major engineering change shortly after the photo was taken. She was re-boilered with two Babcock and Wilcox boilers replacing her previous eight single ended saturated steam boilers. With this change she lost her forward stack and changed appearance considerably. Dave also noted that Shawmut and Aroostook were amongst the first ships to refuel at sea when they transited to Europe in 1918. They lacked the legs to make the voyage on their own bunkerage. Later Shawmut's fuel capacity was increased. I realized that this competition was like shooting fish in a barrel for Mr. Baker after John Cheevers reminded me that Dave had written an excellent article on Shawmut/Oglala for Warship International a couple years ago. Like P.T. Barnum said, you just cannot fool all the people all the time. In this case, I only fooled one person. I became interested in Oglala after reading the book, RESURRECTION, SALVAGING THE FLEET AT PEARL HARBOR, by Daniel Madsen. The salvage team showed great innovation and tenacity to raise this frail ship and return her to service. It was as if the salvagers were determined to return every ship sunk or damaged by the Japanese just to show that it could be done. All but three ships were returned to service. The book tells a very interesting story.

To recap, the mystery ship existed for nearly forty years, spending nearly 30 years in the U.S. Navy. She had three names, and served in three different roles during her Navy career.

Joe McCleary

THE ANSWER

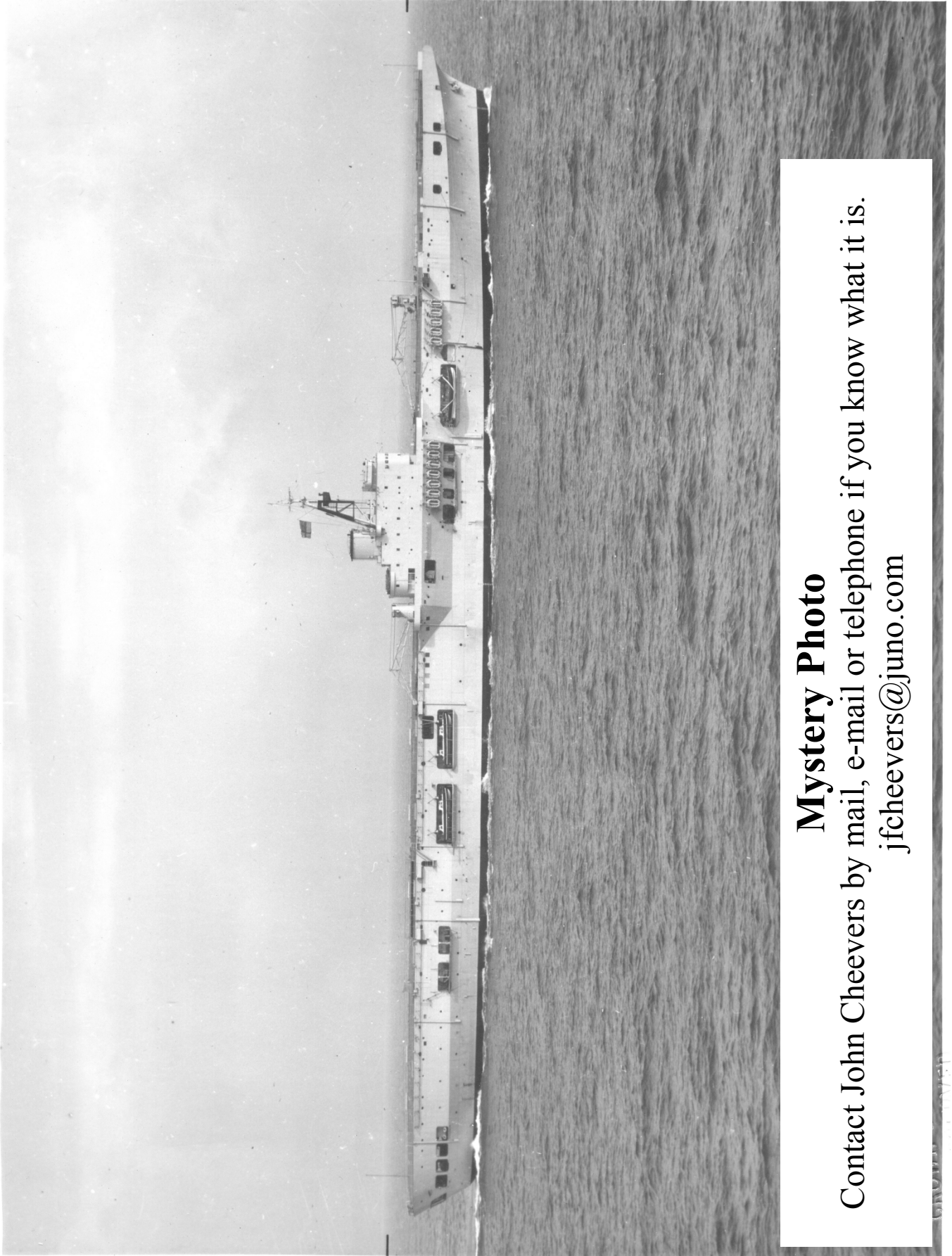
The answer to Mystery Photo 214

Photo #: NH 42399

USS *Shawmut* (CM-4)

In the Caribbean area, April 1924.

U.S. Naval Historical Center Photograph.



Mystery Photo

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

NOTABLE EVENTS

MAY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke
Making Treenails, Special Hull Planks; Bob Comet

JUNE

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker
Model Painting ,Part I; Jack Bobbitt
- 18-20 Antique and Classic Boat Festival , CBMM

JULY

- 9 **H.R.S.M.S.** Monthly Meeting: Host, McCleary - Wine
Model Painting, Part II; Jack Bobbitt

AUGUST

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Eric Harfst
Jigs, Mass Production Techniques, Making Close Fits: Joe
McCleary

SEPTEMBER

- 4 Mid-Atlantic Maritime Festival, CBMM
- 10 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword
Making Tapered Spars; Bob Comet
- 17-19 NRG Conference, Portland Maine

OCTOBER

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
How To Make Art Work and other tips on Ordering
Brass Etchings; John Cheevers

NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller
Making Scale People; Bob Comet

DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
Making Ventilators and other Metal Forming
Techniques; Joe McCleary

JANUARY

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

FEBRUARY

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker
Election of Officers

MARCH

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Joe McCleary (757) 253-1802
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
Webmaster: Greg Harrington (757) 930-4615

Next Meeting

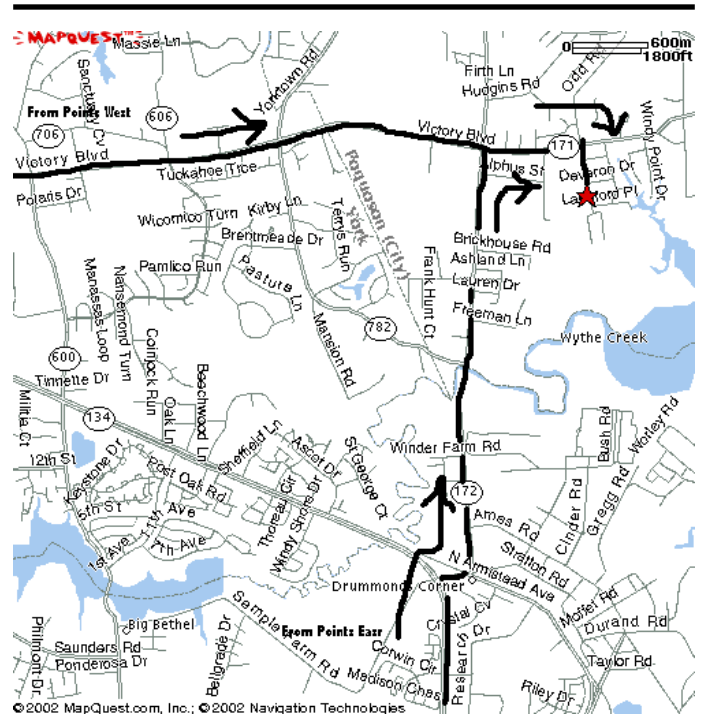
Date: May 14, 2004
Place: 190 Odd Rd Poquoson, VA 23662-2035
Time: 2000 Hours
Host: Bill Clarke

From Points West:

Take I-64 E. 65.88 miles : Take the VICTORY BLVD EAST exit- exit number 256B- towards POQUOSON. 0.30 miles : Merge onto VICTORY BLVD. 5.02 miles : VICTORY BLVD becomes VA-171/LITTLE FLORIDA RD. 0.49 miles : Turn RIGHT onto ODD RD. . 0.25 miles

From Points East:

Take I-64 W. : Take the VA-134 N/MAGRUDER BLVD exit - exit number 262B- towards NASA/POQUOSON. 0.25 miles: Merge onto VA-134 N/MAGRUDER BLVD. 2.92 miles: Turn RIGHT onto SEMPLE FARM RD. 0.14 miles: Turn SLIGHT RIGHT onto N ARMISTEAD AVE. 0.02 miles: Turn LEFT onto VA-172/WYTHE CREEK RD. 2.10 miles: Turn RIGHT onto VA-171/LITTLE FLORIDA RD. 0.49 miles: Turn RIGHT onto ODD RD. 0.25 miles



Thanks

The members would like to thank the Southside Bunch and The Old Coast Guard Station for hosting the April meeting.