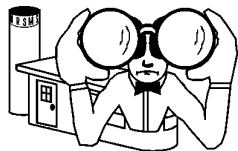


## From The Bridge



### The kid in all of us.

I had another column prepared for this space, prepared that is until last month's Annual Banquet. Along with the usual socializing, imbibing, and schmoozing, I had the chance to see the kid come out again in a couple of old sea dogs. You see, during the informative part of the after dinner activities, I happened to sight Bob and Tim who were more engrossed in a side activity than paying attention to what the Skipper had to say. It seems that a certain Founder's Award was more carefully wrapped this year than in years past. This year, what substituted for the 'ole 7-11 brown paper bag took Bob and Tim to a far away place.

Lacking said brown bag, I made use of a "printer's second" copy of a ship model plan. I thought that wrapping the trophy this way would be fun, but not this much fun. While I kept the rest of the crowd riveted to their seats with the fascinating tale of how the past Skipper's favor evolved, Bob and Tim were plotting and planning on how to build a model of the fine vessel depicted in the wrapping paper—the Coast Guard 75, or what came to be called a "six-bit" boat. I actually witnessed the modeler's equivalent of watching the child ignore the toy and play with the box. I was deeply moved. I called them to task for not paying attention, but I don't think they heard me.

I saw, once again, in these two, the exuberance that I feel for this avocation. I hope everyone reading this feels the same way from time to time. Our gatherings should nurture interest in the hobby(?) You should leave these meetings with a very strong urge to make shavings and sawdust. If you don't, I recommend you get yourself to the next meeting and catch the fever.

Congratulations, Tim Woods for winning the Founder's Award for 2007.

If you haven't done so yet, please call Lucy Mastini and arrange to see what she still has to sell from Frank's shop—good deals there, and she needs to part with the stuff as quickly as she can.

John

## Have you paid your dues?

## Mystery Photo



Mystery Photo #249: Usually, if it looks like a battleship; smells like a battleship; and talks like a battleship...you got a battleship. Here we got a battleship. Question is; what battleship? You have to answer the question.

Charles Landrum, Dave Baker and Alan Frazer did; their responses arriving in this order. Charles and Dave think the image is the Japanese battleship *Nagato*, while Alan thinks it is of the United States battleship *West Virginia*. No one bothered to identify the lone sailor on the starboard deck edge.

All three used the vessel's generally disheveled appearance to develop the reasons for their choice: Charles thinks the image represents *Nagato* in 1945 as she was moored to a buoy either awaiting movement to or immediately after arrival at Bikini Atoll for test Able of Operation Crossroads. He ultimately settles on "just before the blast" as his choice. Dave identifies *Nagato* by correctly identifying the "triple 25-mm AA mount visible at the bottom center of the photo, which was taken from the port side of the 5.5-in. rangefinder platform atop the navigation bridge." He elaborates further: "the photo appears to have been taken while she was lying at Yokosuka after the conclusion of hostilities. *Nagato* was the only IJN battleship still afloat on an even keel at the end of the war." Alan chose *West Virginia* based on the "dilapidated, damaged, rusted, and generally filthy condition. This is not a ship that has simply been laid up for awhile! He reasoned that [the image was made] soon after she was raised from the floor of Pearl Harbor in 1942 or just before scrapping in New York in 1959, after twelve years in reserve."

To help in their respective identifications, Charles mentions how "the turret shape from this angle looks American, like *Arizona*," but, in the end, he steered away from American designs in favor of the Japanese brand. Dave used the aforementioned AA gun. Meanwhile, Alan vacillated between choosing a *Colorado*-class or a *New York*-class battleship because they carried 2-gun turrets while also trying to justify or not justify whether the fore-

(Continued on page 2)

## Thanks

The members would like to thank Ryland Craze and his wife, Pam for hosting the March meeting.

## NAUTICAL TERM

**Ketch** Now a two-masted sailboat, the after mast (called the mizzen or jigger) being shorter, and generally stepped forward of the rudder post. An earlier definition was of a vessel with two masts, the relative size usually as in modern craft, but square-rigged. This craft was heavy, wide and slow. The term probably came, via Middle English, from Old French, *quacihe*, of this latter definition. An earlier English term was *cathe*.

Submitted By: Tim Wood

(Continued from page 1)

deck showed indications of a deck edge notch which would have signaled a below deck casemated gun. Ultimately, he decided that no notch was visible in the image and since *New York* had the notch and *West Virginia* did not, he stayed with *West Virginia*.

It is very interesting to note how fast a vessel can go from clean and neat to severely weathered. The salt laden marine environment is definitely caustic—something to remember when seeking that realistic result in your model.

As stated above, *Nagato* is represented in this month's Mystery Photo. Dave graciously provides a detailed rundown of the vessel's specifications:

"The NAGATO had been built by Kure Dockyard (her only sister, the MUTSU, was built by Yokosuka Dockyard) and was launched on 9 November 1919 and completed on 25 November 1920. She was damaged by USN aircraft from Task Force 38 on 18 July 1945 at Yokosuka but remained afloat in quite good condition. The ship was lightly damaged in the 1 July 1946 Test Able atomic bomb trial at Bikini Atoll and was scuttled on 29 July.

As completed, the NAGATO displaced 38,500 tons full load and was 708 ft. overall by 93-ft. beam and 30-ft. draft. Given a major reconstruction during 1934-36, her hull was lengthened (primarily aft) to 725 ft. overall, while new bulges increased the beam to 113 ft. 6-in. and the draft went to 31 ft. 2 in. Needless to say, her displacement went up, too, and she displaced 42,850 tons after modernization. By July 1945, the full load displacement had reached 43,581 tons and her speed had fallen to 24.98 kts.

NAGATO had 21 boilers as built, reduced to 10 during reconstruction when she was also given new turbines that provided 82,300 shp to her four shafts. The ship reached 26.7 kts on 85,500 shp on trials in 1921 and had a range of 5,500 n.m. at 16 kts on 1,600 tons of coal and 3,400 tons of oil; after reconstruction, 5,650 tons of oil (no coal) were carried, and the more efficient Kampon boilers gave her a range of 8,650 n.m. at 16 kts. The original crew totaled 1,333, increased to 1,368 in the 1930s and to a lot more than that during the war.

NAGATO carried eight 16-in. 45-cal. guns in

four turrets; their elevation was increased during the major modernization. Secondary armament was 20 5.5-in 50-cal. single mounts in casemates, while originally she had four 3.1-in AA guns, 3 machineguns, and eight 21-in torpedo tubes (all fixed, four above and four below the waterline). After modernization, the number of 5.5-in guns was reduced to 18, while four twin 5-in. high-angle AA mounts replaced the 3.1-in guns. Her initial light AA mounting was 20 25-mm guns, but by October 1944, the total had increased to 68 in single and triple mountings. By July 1945, by which time two more 5.5-in guns had been removed, the ship carried 16 triple, 10 twin, and 30 single 25-mm AA. The torpedo tubes were deleted during the 1930s renovation. One catapult was added forward and to port of the raised 16-in gun mount aft and she could carry up to three seaplanes.

The ship as built had an 11.8-in thick main belt that tapered to 3.9-in. at the ends, while the 16-in. gun barbettes also had 11.8-in armor. The Conning tower had 14.5-in. armor, and the decks had 7-in. to 3-in armor."

Only thing we need the Great Clarke to settle is the debate over date and location of this image. Kudos to those who played; I leave you with another identified and dated image of *Nagato* featuring an unidentified tender moored alongside. This image is dated July, 1946.

John Cheevers



## THE ANSWER

The answer to Mystery Photo 249  
Ex I.J.S. Nagato  
29 Sept. 1945

# MINUTES



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Hampton Roads Ship Model Society  
Monthly Meeting  
March 9, 2007  
Host, Ryland Craze

The meeting was called to order by the Mate, Ryland Craze at 2000 hours. Ryland asked if there were any guests and received no response from the crowd. After a request for corrections to the minutes, Bob Comet made a correction in the published presentation schedule. It was also noted the slate of officers needed to be updated. Eric Harfst gave Purser's report. Greg Harrington gave the Webmaster's Report. Greg detailed expenses incurred in transferring the web site to a new provider and talked about how members will be able to upload their own pictures and add captions. Ryland commended Greg's work on the web site. Greg then gave a brief visual demonstration of the web site. The normal order of business was interrupted when Bob Comet introduced Bill Meuch who is going to give the reenactment of the Monitor-Merrimack Battle at the Mariners' Museum. Bill brought a model of the Monitor towboat Seth Low. Bill gave details of the models

construction. Due to Time constraints Bill had to return to Williamsburg to prepare for his next day's activities.

Old Business: Ryland encouraged the members to attend the banquet. Alan Frazer reported on contacts with the Poquoson and York County libraries for a model ship exhibition. He talked about insurance issues related to the libraries hosting the exhibit. Tom Saunders made a motion to increase the monies allotted for the web site transition from \$100 to \$120 to cover additional expenses incurred. The motion received a second and was passed by the membership.

New Business: Tony Clayton referred to a comment made by Dave Baker that he was out of model kits to hand out at the Mariners' model booth. He presented a prototype of a model kit and said that he would be willing to produce the kits for distribution. After some discussion, Tony was commended for his effort and encouraged to continue with the project.

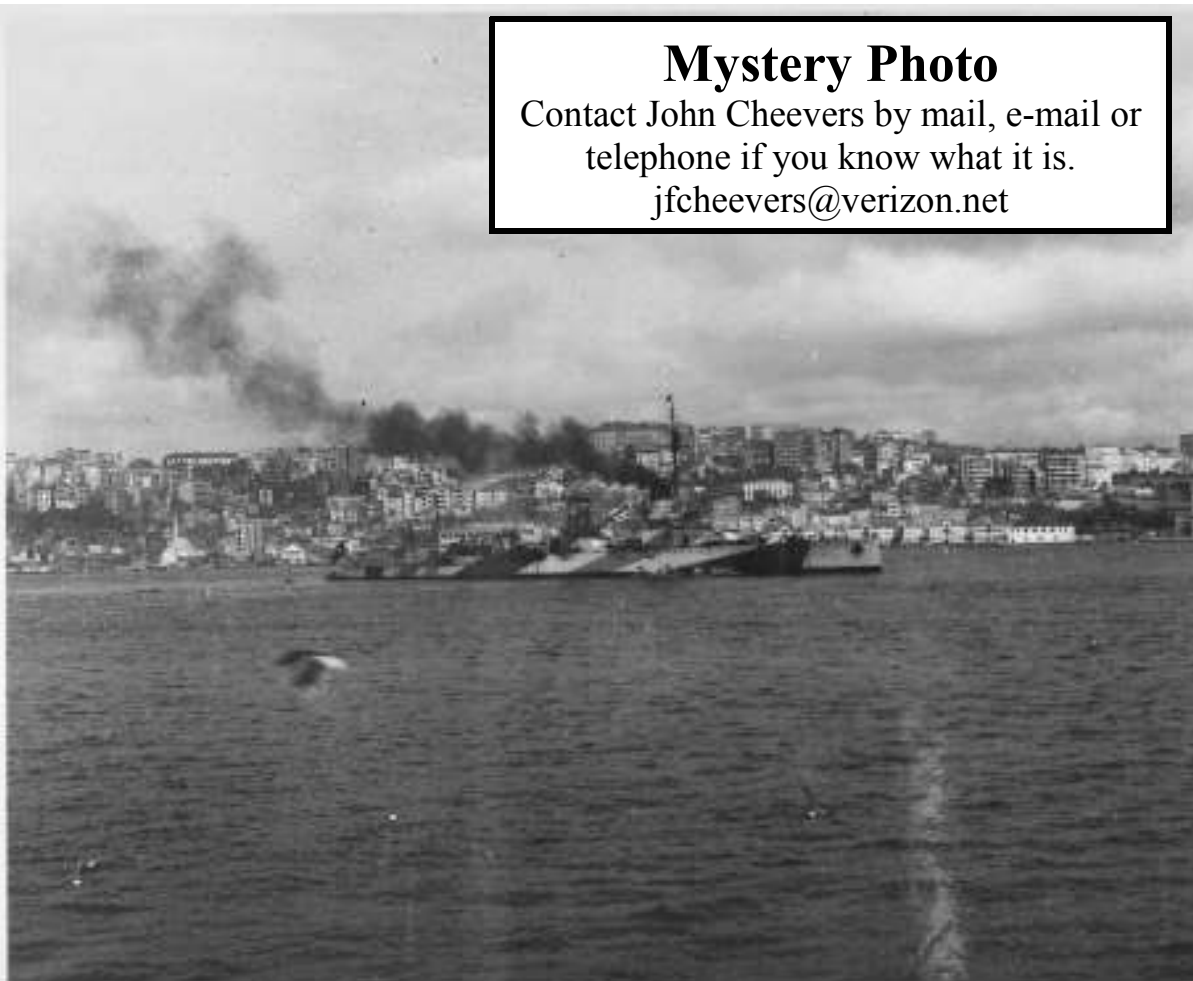
Show & Tell: Bill Clarke showed the book (Warships and Warship Modeling), that he and Dave Wooley authored. Alan Frazer talked about the opening of the Monitor exhibit.

The meeting was adjourned to a presentation on airbrushing by Charles Landrum.

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## Mystery Photo

Contact John Cheevers by mail, e-mail or telephone if you know what it is.  
[jfcheevers@verizon.net](mailto:jfcheevers@verizon.net)



## NOTABLE EVENTS

### APRIL

- 13 **HRMSMS** Monthly Meeting: Host, Tim Woods  
Presentation "Tools for the Ship Modeler" by John Cheevers

### MAY

- 11 **HRMSMS** Monthly Meeting: Host, Bill Clarke  
Presentation "The Inclining Experiment or How to Weigh a Ship" by, Bill Fox

### JUNE

- 8 **HRMSMS** Monthly Meeting: Host, Eric Harfst  
Presentation "Using Offset Tables for Developing Ship Lines" by John Cheevers

### JULY

- 13 **HRMSMS** Monthly Meeting Host, John Wyld  
Presentation "WWII ASW Capability" by. John Wyld

### AUGUST

- 10 **HRMSMS** Monthly Meeting:  
Presentation "Building the Nashville Part II" By Bob Comet

### SEPTEMBER

- 13-16 NRG Conference, Manitowoc, Wi.  
14 **HRMSMS**. Monthly Meeting:  
Presentation "Plastic Resin Casting Demo" by Dean Sword  
22 **HRMSMS** Picnic, Newport News Park

### OCTOBER

- 12 **HRMSMS**. Monthly Meeting: Host, Greg Harrington  
Presentation "Making Water " by Charles Landrum

### NOVEMBER

- 9 **HRMSMS** Monthly Meeting: Host, Heinz Schiller  
Presentation "Technique for Milling Sheer and Camber"  
by John Cheevers

### DECEMBER

- 14 **HRMSMS** Monthly Meeting:  
Presentation "Model Ship Research Via the Internet"  
by John Wyld

### JANUARY

- 11 **HRMSMS** Monthly Meeting: Host, Bob Comet  
Nomination of Officers

### FEBRUARY

- 8 **HRMSMS** Monthly Meeting: Host, Dave Baker

**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: John Cheevers (757) 591-8955  
Mate: Ryland Craze (804) 739-8804  
Purser: Eric Harfst (757) 221-8181  
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: April 13, 2007  
Place: 206 Water Pointe way, Suffolk, Va.  
Time: 2000 Hours  
Host: Tim Wood

From the peninsula take I-64  
1: Merge onto I-664 S/HAMPTON ROADS BELT via EXIT 264 toward DOWNTOWN/NEWPORT NEWS/SUFFOLK.



18.9 miles  
2: Merge onto US-460 W/US-58 W/US-13 S via EXIT 13A toward SUFFOLK. 9.9 miles  
3: Take the VA-10/VA-32 ramp toward SMITHFIELD/NEWPORT NEWS/DOWNTOWN SUFFOLK. 0.2 miles  
4: Turn LEFT onto VA-32 S/GODWIN BLVD/VA-10 S. 0.3 miles  
5: Turn LEFT onto HANNAH HUNT BLVD. 0.1 miles  
6: Turn RIGHT onto RIVERWOOD TRCE. 0.3 miles  
11: Turn LEFT onto WATER POINTE WAY. <0.1 miles

From Southside take I264 west

1: Continue to follow I-264 W.  
2: Merge onto I-664 N/HAMPTON ROADS BELT toward US-13/BOWERS HILL/US58/SUFFOLK/US -460/NEWPORT NEWS. 1.1 miles  
3: Merge onto US-460 W/US-58 W/US-13 S via EXIT 13A toward SUFFOLK.

Proceed from step 3 above.

