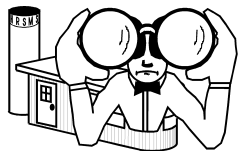


From The Bridge



Gaining Experience

Here is a bit of wisdom for you! Culled from the writings of master boat builder Pete Culler is this gem: "Experience Starts When You Begin." Never have so few words spoken such big volumes. I think about this apt phrase from time to time, especially after trying to motivate a neophyte ship modeler.

Experience starts when you begin...I wish I had said that. My message always sounds like this: "Eventually you gotta cut wood!" Or at least, "you have to make sawdust." You can't study or plan a model to death; I've tried, it doesn't work. Experience will tell you that no one executes the perfect ship model on their first try. Something is always awry, be it in the research, the materials, the technique, or the execution. But we learn from that experience, we learn from our mistakes. We improve our skill through our experience. We gain new understanding through our experience. We learn what not to do again. And we learn from others through shared experience; hopefully through contact in a brotherhood of like minded souls.

If your goal is to make a ship model you have to make sawdust, or plastic dust, or resin dust, or whatever. But it takes dust. A little blood, sweat, and tears won't hurt either. But you have to take the first step; a model will not build itself. Don't be afraid to toss out an inferior part. Practice your idea on scrap before you commit that high dollar exotic material. Hopefully, that brotherhood is encouraging your efforts.

So I think about all the un-tested modelers out there and I repeat my overworked phrase: go out and cut some wood. Make some dust, and start your experience!

Helmsman, turn her into the wind
John

NAUTICAL TERM

Sheer (1) The curve of the profile declines of any craft. (2) A sudden sharp change of course. (3) The angle a craft takes to her anchor and its cable. The term is believed to come from Old English, but the derivation is obscure.

Submitted By: Tim Wood

Mystery Photo



Internet and show it here.) That little vessel is the 103-foot Coast Guard buoy tender *Beech* which was stationed at St. George, Staten Island, New York at the time of the photograph. My interest arises from the fact that the tender was built at a now long forgotten local shipyard, which is a story for another time.

It was not to be, the image proved to be a very fine and rare portrait of the gunboat *USS Asheville* occupied with "airing bedding" as Bob puts it. Contemporary histories and three replies say *Asheville* "was lost to Japanese forces early in WW II, with only one survivor, who died in a Japanese POW camp." So Baker properly concludes that "there are really no details on her demise."

But we do have her characteristics and service history prior to the war. Dave provides a wealth of detail in this regard. I thank him and beg his indulgence while I quote heavily from his reply. He begins: "*Asheville* (PG 21) and her sister *Tulsa* (PG 22) were authorized as part of the enormous 1916 naval construction program, and construction of the PG 21 was assigned to the Charleston Navy Yard, Charleston, S. C., on 29 August 1916, the same day that President Wilson signed the authorization act. The ship was to cost not more than \$1,100,000.00. As completed [she] was 241-ft. 2-in. overall (225-ft between perpendiculars) x 41-ft 2 1/2-in. mainum beam x 11-ft 4-in. mean draft. She was listed as displacing 1,575 tons "normal" and 1,760 tons full load (at a max. draft of 12 ft. 8 5/8 in.)."

"The ship reached 12 kts on her trials on the 800 shp available from the set of Parsons double-reduction geared turbine engines geared to her single screw. She had three Bureau of Engineering-modified Thornycroft saturated steam boilers and originally burned coal AND oil fuel, with a capacity of 534 tons of coal and 149 of fuel oil; during 1923-24, she and her sister were modified to burn only oil fuel. That may have affected her crew complement, since on commissioning she had a complement of 11 officers, 12 chief petty officers, and 136 other enlisted, but by the late 1930s she carried only 40

(Continued on page 2)

MEETING NOTICE

Date: Saturday August 16, 2008

Place: Mariners' Museum

Time: 1400 Hours

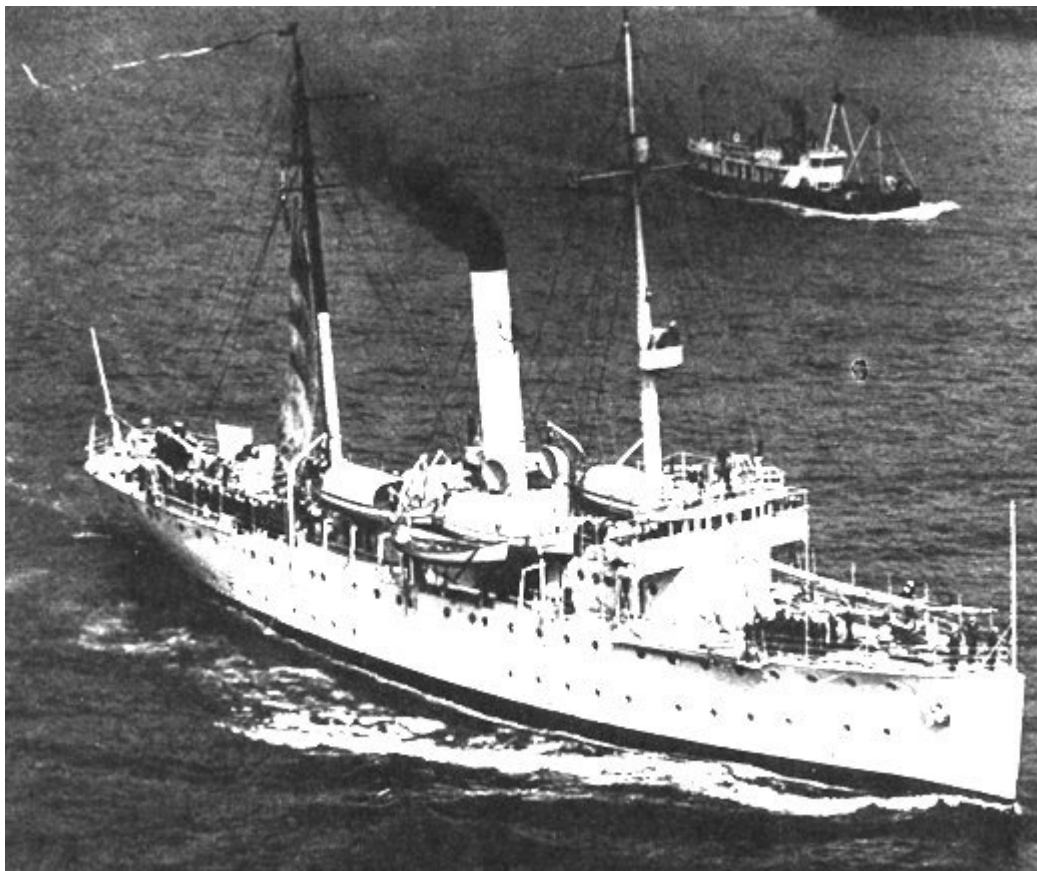
(Continued from page 1)

enlisted personnel while still allotted the same number of officers and CPOs.”



Mystery Photo

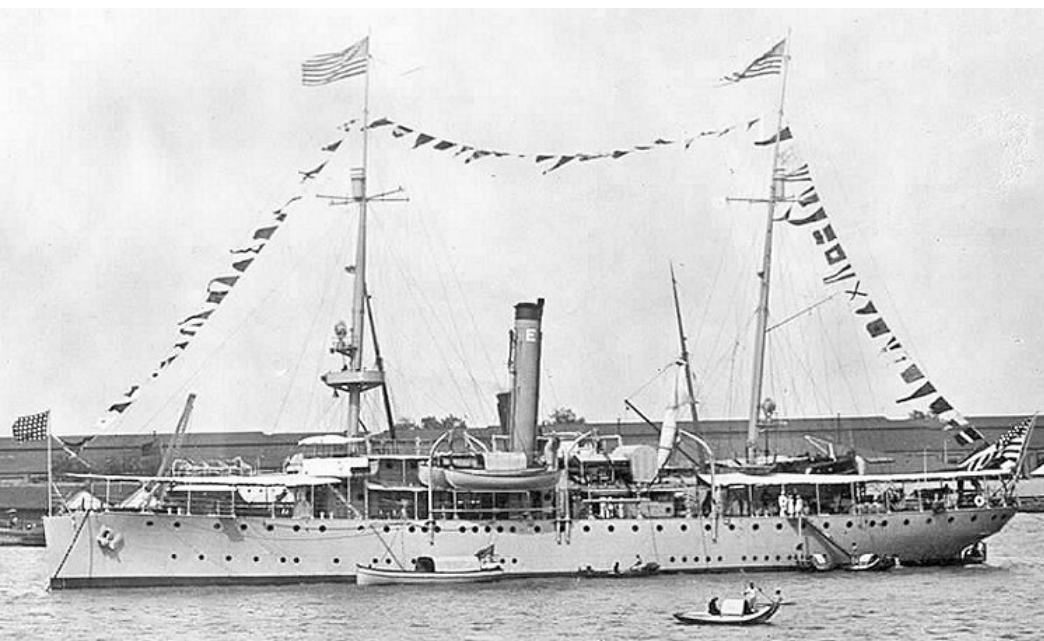
“*Asheville* and *Tulsa* were armed with three single Mk 12 4-in. 50-cal. low angle guns of the same type carried by contemporary U.S. Navy destroyers; all three were on the centerline, with the forward mount given a shield, while the other two were unshielded and were mounted on the fantail. She also carried two 3-pdr guns (primarily for firing salutes), two 1-pdrs, and four single .30-cal. machine guns; also aboard were two 3-in field guns. Her lack of any significant AA armament was never rectified, and it proved her downfall. PG 21 and 22 also carried cots for 200 Marines and had frequent need to use that capability, both in the Caribbean and in Chinese waters while defending U.S. interests in the 1920s and 1930s.”



Sacramento PG-19 Late '30s in New York Harbor

Asheville was initially operated in Central American waters, based in Panama, but in 1922 she was sent to the Asiatic Fleet, and she operated in Asian waters for the rest of her career, aside from a brief respite in 1929-32 when assigned to the Atlantic Fleet's Spe-

cial Service Squadron. *Asheville* and *Tulsa* were pulled out of Chinese waters on 5 July 1941 and relegated to inshore patrol duties in Philippine waters, based at Manila, due to their inadequate armament and speed. The



Asheville

two gunboats were ordered to sail to Surabaya, Java on 11 December 1941 and were later based at Tjilatjap on the south coast of Java. With the Japanese advance, the gunboats, along with the heavily-armed yacht *Isabel* (PY-10) and the "Bird"-class minesweeper were ordered to sail to Fremantle, Australia, and departed in company on 1 March 1942. *Asheville* developed engine trouble and soon fell behind. On 3 March, while about 300 miles south of Java, she was attacked by a Japanese surface force under Admiral Nobutake Kondo, with two battleships, two heavy cruisers, and three destroyers. *Asheville* had only one survivor, 18 year-old fire-

(Continued on page 3)

(Continued from page 2)



Mystery Photo

man Fred L. Brown, who lived until March 1945 in a POW camp.”

Does Dave’s reply provide any hints to locate our Mystery vessel? Are there clues in the image that does so? Can we learn anything about navy life and routine from the image? What does the image offer the modeler?

Looking closely at the image, several things jump out. The first thing is the overall impression of a neat ship. The topsides are reasonable clean and well painted. The only rust streak emanates from the hawser where staging is set in hopes of dealing with the infirmity. Below the neat boot top, down near the waterline, is evidence of the need for docking and a good bottom scrub; something tough to do while on station far from home. The next thing to really hit me is the double awning. I’ve seen lots of single awnings, but a double must work twice as well. If you think of an insulated boundary layer designed to soak up the suns punishing heat you can see how this may work well to keep the decks reasonably cool. The period fittings

strongly suggest a time between the World Wars for this image--tall masts with die-pole antenna, crows nest, lack of radar, socketed boat booms, the searchlight all scream the 20’s and 30’s. Did you notice how the bow is cut-down to provide a better forward firing arc for the deck gun? Finally, we get to all that top hamper along the main and bridge deck rails. Comet already identified it as “airing bedding.” Indeed it was good and necessary to air out bedding on a regular basis. My question is: “on what day of the week was this done?”

Dave and I and Bob and I had long discussions about what we saw in the image and our hypotheses are: with Dave, we think that the presence of the “S-class” submarine, the dirty bottom, and the double awnings suggest that the image was made in a hot climate, possibly the Philippines, and most likely at Cavite Naval Base sometime in the mid to late 1930’s. With Bob, the theory is that the image was made on a Wednesday as that was the day they aired the bedding.

I apologize now if I misquoted Dave or Bob with the conclusions as I am quoting them from memory...

John Cheevers

2008 IPMS USA National Convention



Several brave hearted HRSMS members just finished 4 grueling days at the IPMS USA National Convention. From 2:00PM Wednesday until



Bob Comet and John Cheevers manning the table at the IPMS Convention.

3:00PM Saturday we did a little over 30 hours of proselytizing for ship modeling. We were the

lucky ones. The unlucky ones were the members of the conference committee who toiled the long hours to guarantee everything would run smoothly and be a success. Hats off to Chairman Charles Landrum, Registrar John Wyld, and others for the yeoman’s job they did throughout the weekend; I suspect they’re all very tired. Having worked in a similar capacity for Nautical Research Guild conferences, I can tell you they pulled off an excellent conference.

In our little corner of the lobby, I can say that the HRSMS table was a hit as well. We met many prospective new members and got reacquainted with a few old friends who prefer the modeling medium offered by IPMS. Any chance to highlight our brand of ship modeling is a chance not to miss. The table was full of a variety of scratch built and kit models some of which needed a good dusting.

Bill Clarke, Tom Saunders, Heinz Schiller, Bob and Karen Comet, Dave Baker, Ryland and Pam Craze, and yours

(Continued on page 4)

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
July 12, 2008
Mariners' Museum

The meeting was called to order by the Skipper, John Cheevers at 1414 hours. There were no corrections to the minutes as published. The Purser's report was given by Eric Harfst. Eric reported 44 full members and 1 associate member. There was no Webmaster's report.

Old Business: The Skipper resurrected a signup sheet for those wanting to staff the HRSMS tables at the International Plastic Model Society National Convention in August and set it out for those of the flock who wished to participate in the event. John asked that members manning the table bring projects or finished models. John Wylde fielded several questions concerning convention registration and the model competition. Discussion of the October picnic was deferred to the August meeting.

New Business: Alan Frazer received a call from Lloyd Warner asking for details from the NRG Symposium held at the Mariners' Museum in 1998.

Show & Tell: John Cheevers showed a letter from Rob Napier that gave a different perspective on this month's nautical term. John also showed the progress on the tug *Susan Moran*. Alan Frazer talked about the tribulations of threading a 1/16 rod and asked for advice on completing the task. Alan gave all the details of a trip on the riverboat, *Delta Queen*. Bill Fox showed a rubber band powered submarine model. Bob Comet showed his work on a resin kit of the *CSS Albemarle*. Bob gave an interesting narration of the history of the *Albemarle* and her sinking. Tony Clayton had two catalogs from Edward R. Hamilton Bookseller to give away. Henry Clapp showed a set of plans for a drake tail vessel he procured from the Chesapeake Bay Maritime Museum.

The meeting was adjourned to a presentation, "Scale; A Matter of Proportion", by Tony Clayton.

(Continued from page 3)

IPMS truly all manned the display. Heinz also entered models in several categories including the sailing ship category sponsored by the HRSMS. We'll have to let him tell us how he did as winners were not announced until the Saturday evening banquet; long after we broke camp and departed the scene. The competition was very stiff as there were many well executed ship models.

In fact, there were many well executed models! These guys model everything from airplanes to whimsy; with detours through trucks, cars, rockets, figures, dioramas, to you

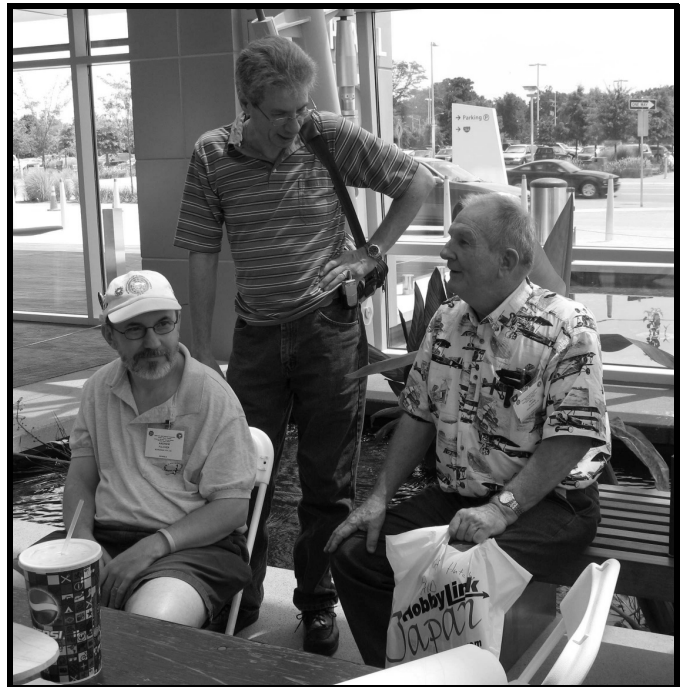
name it (a semi-scratch/kit bashed fire truck was my favorite.) The guys who really get it have mastered fit up and painting. Some of the finishes are too good to believe. We never really got tired of looking at these gems.

The vendor space was also too good to believe. Didn't bother to count how many were there but you really needed the full 4 days to see and talk to everyone. There were plastic kits of every description, resin kits of ships including the supplier of the resin monitor that Bob Comet just built (you really needed to see these,) tool suppliers, paint suppliers, books and magazines that you don't need but you want, and tons of other stuff. I can honestly say that HRSMS members did their fair share to buoy up the profit margin of several vendors.

For the inquisitive amongst us there were excursions to things military, past and present. I took in the trip to the Fighter Factory, primarily for the opportunity to bathe in Carolina style BBQ, and for the opportunity to see restored World War Two fighter planes. Bill was whisked off to see yet another modern naval combatant at NOB.

Excellent conference! The weather was great, we ate like kings, told a lot of lies, and traffic cooperated for the daily commute (Dave will have to report separately about Friday afternoon.) I had a great time, I wore myself out, and I probably spent too much but I'd do it again!

John



Bill Clarke with a bag of booty at the IPMS Convention

Victory awaits those who have everything in order?

- People call that luck.

Defeat is certain for those who have forgotten to take the necessary precautions in time ?

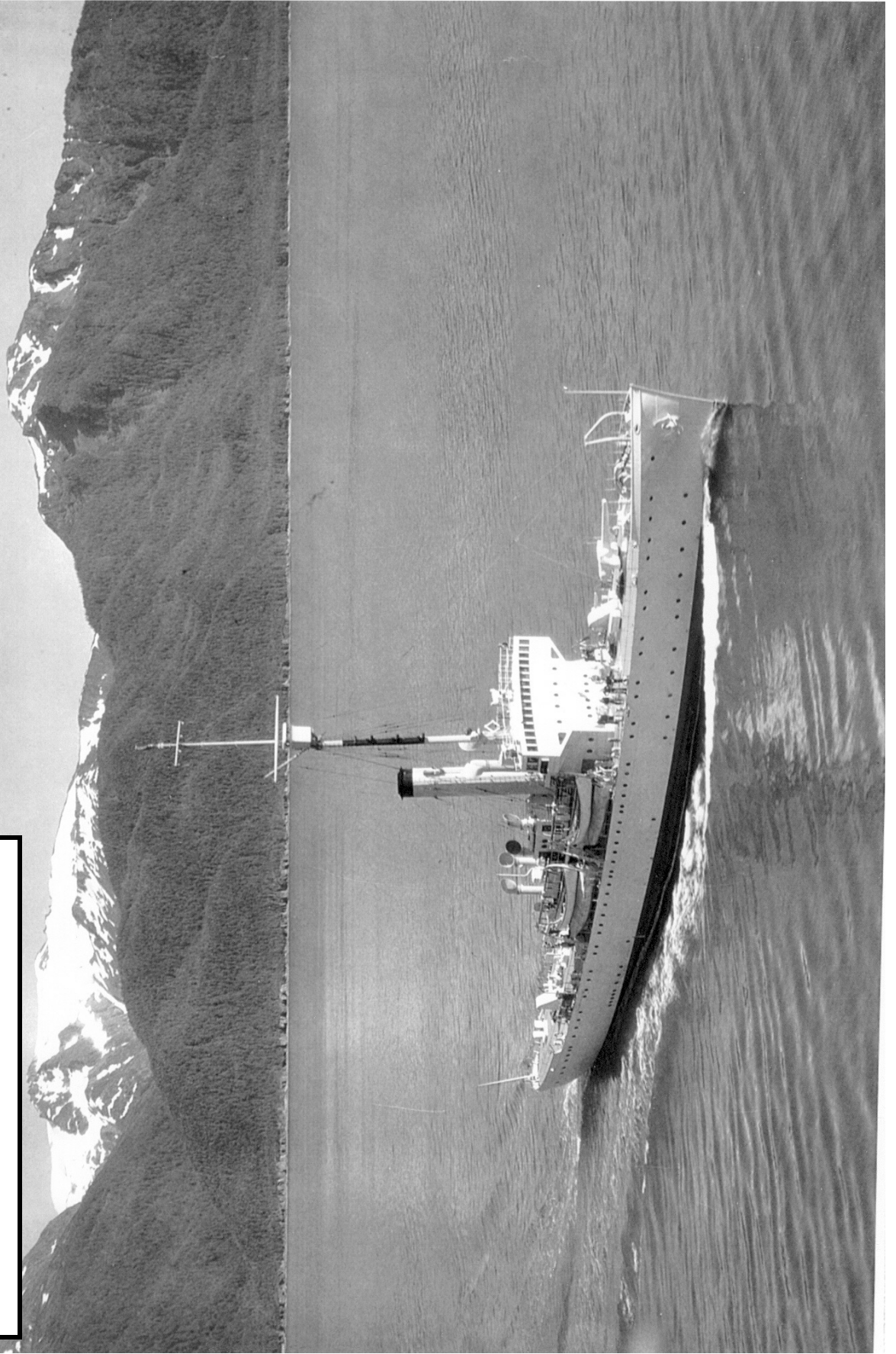
- That is called bad luck."

Ronald Amundson 14 December 1911

Mystery Photo

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

jfcheevers@verizon.net



NOTABLE EVENTS

AUGUST

- 6-9 IPMS National Convention, Virginia Beach, Va.
16 HRSMS Monthly Meeting: Mariners' Museum
Presentation "Shipmodeling Research via the Internet"
by John Wyld

SEPTEMBER

- 13 HRSMS Monthly Meeting: Mariners' Museum
Presentation "Tall Ships Op Sail Photographs"
by Peter Tagg

OCTOBER

- 11 HRSMS Monthly Meeting: Picnic, Newport News Park

NOVEMBER

- 15 HRSMS Monthly Meeting: Mariners' Museum
Presentation "Photographing Ship Models using Digital
Cameras", by Tim Wood

DECEMBER

- 13 HRSMS Monthly Meeting: Mariners' Museum
Presentation by Dave Baker



Bob Krumpen at the March meeting
with a cross-section model of the *Victory*

LETTER TO THE EDITOR

Below is an excerpt from a note received by the editor.

While "Down Easter" may be a very general term pointing to any vessel that might have New England (not just Maine) origins, we in New England might consider "Down Easter" a little differently (Nautical Term, Logbook 265). Vessels so-called here were specifically full-bodied but graceful square-riggers carrying ship or bark rigs. They were the natural descendants in shape (although fuller), size (although larger), and wooden construction style (about the same) of the great American clipper ships of the early 1850s. Down Easters had a more consistent deck arrangement than the clippers. As a class, Down Easters emerged in the early 1860s. Their construction blossomed in the 1870s and 1880s, and few were built after 1890. Construction of vessels of the type was not limited to Maine. They were built everywhere east of New York, including along Long Island Sound in Connecticut. Dozens were built at Massachusetts ship-building ports including Boston, East Boston, Medford, Newburyport, and elsewhere. Some were built in New Hampshire and dozens were built in Maine. The term "Down Easter" to define these vessels was evidently not a development of waterfront or shipboard usage, but is credited to the author Basil Lubbock who discussed them in his great work named -- you got it -- "The Down Easters."

Rob Napier

THE ANSWER

The answer to Mystery Photo 265:
U.S.S. Asheville (PG-21)
Coco Solo, Panama
13 Dec. 1929
#80G-461042

HRMS PICNIC

Newport News Park

October 11, 2008

WATCH, QUARTER AND STATION BILL



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