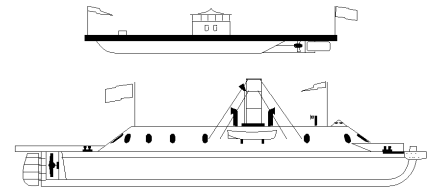


Hampton Roads Ship Model Society

Logbook



No. 270

WWW.HRSMS.ORG

DECEMBER, 2008

From The Bridge



Mystery Photo



Chastised

Somewhere along the way, I missed the clue—or so said the man on the other end of the phone. “What clue?” I asked. He said I totally missed writing about the most famous person to travel and die on Coniston Water. I said, “Oh, that clue.” He said he was disappointed. I didn’t apologize, but I guess I did miss it after all. So, for all of you astute readers and amateur Sherlock’s, I offer this image as another clue to unravel the mystery the mysterious man on the other end of the line wanted honored. Good luck?

Funny thing about writing essays for the Mystery Photo, they have a way of telling a story that may be different than what the guy who submits the photos wants told. I say, “you pays your money, you takes your chances.” If you hold the pen you tell the story—your way. There is always room in the Logbook for rebuttals and the occasional retraction. Your opinion counts, we want to hear it. I’m sure the editor would



welcome the opportunity to cull material when filling the 6 to 8 pages each month, but frequently he is looking to stretch those last few column inches.

We end this year with a nice upturn in meeting attendance and interest from prospective new members. We also enjoyed programs provided by several first time presenters. Here, here! Our treasure is sound and the crew is at full strength. I would report that our course runs true with fair seas and following wind. If I don’t see you before the New Year, you have a pleasant holiday season.

Blind and humble (?)

John

Mystery Photo #269: In this day and age where the typical American youngster cannot find Nebraska on the map or identify the three branches of government, how can we legitimately ask them to expound intelligently, or even through gestures and grunting, on the political fight that came to be called The Revolt of the Admirals. How can they discuss its significance and relevance to the current Mystery Photo? This thought comes to mind as I witness average young Americans, who fancy themselves slightly smarter than average because they made it to the final three in the Amazing Race, fail to identify two the faces of the last centuries most ominous villains, Vladimir Lenin and Joseph Stalin, from a field full of busts of famous Russian leaders. Their attitude on national television was embarrassing; when will the Ugly American stop trivializing things that they are not that familiar with and when will they once again take ownership and lead from the front? (Don’t get me started on the arrogance of the American automakers as they attempt to negotiate a bailout.) Can you imagine today’s leaders having the courage to place their careers and reputations on the line as the Admirals did in 1949?

“What’s he talking about?” You ask.

The Revolt of the Admirals did happen. Many senior navy men and civilian leaders resigned their positions or were relieved of their duties (fired) for standing up to principle. You can read about this affair at your leisure by finding it on the Net or in an excellent book of the same name written by Jeffery G. Barlow.

The short “Cheevers” version goes like this: At the end of World War Two, the United States found itself with a new weapon of war, the atom bomb. To deliver this new weapon, the United States Navy and the newly created United States Air Force (formed as part of the National Security Act of 1947) found themselves as unlikely competitors for the leading role, and accompanying budget, in controlling a new defensive strategy called Strategic Bombing. The early nuclear or atomic weapons were crude by today’s standard and

(Continued on page 2)

MEETING NOTICE

Date: Saturday December 13, 2008

Place: Mariners’ Museum

Time: 1400 Hours

(Continued from page 1)



Mystery Photo

therefore large and heavy, published reports indicate a weight of around 10,000 pounds. It would take new delivery systems on the drawing board to adequately implement the strategic deterrent plan.

On the political front, the United States and the Soviet Union, former allies against the Axis powers, found themselves diametrically opposed by ideological wills and locked in a war of words that became known as the Cold War. Since the Soviet Union was geographically on the opposite side of the world, a means to deliver the new atomic weapons to their soil was needed.

For the Air Force this weapons delivery capability manifested itself in a huge land-based bomber with intercontinental range—the B-36 peacemaker. For the Navy, the ability to deliver the heavy nuclear weapon meant obtaining a bomber with sufficient size and lifting capacity that could also operate from an aircraft carrier. The Navy at the end World War Two found itself heavily capitalized in a large and relatively modern fleet of aircraft carriers too small to do the job. Even the recently completed *Midway* class carrier was too small to adequately do the job with existing aircraft.

The largest bomber available to the navy in the late 40's, the P-2V Neptune, could launch from a Midway with rocket assist but could not land aboard. A new, larger ship able to operate aircraft of 100,000 pounds was needed to stay in the strategic game.

One aspect of the aforementioned National Security Act of 1947 was the consolidation of the civilian management of the armed forces under a single cabinet level position titled the Secretary of Defense. The first Secretary of Defense, former Secretary of the Navy James Forrestal, supported the Navy and authorized construction of this new, larger carrier to be named *United States*. However, he had to resign for health reasons on March 28, 1949 and was replaced by Louis A. Johnson, who supported the Air Force and ironically, or coincidentally, had been on the board of directors of the Consolidated Vultee Aircraft Corporation, commonly known as Convair, manufacturer of the B-36.

On April 23—less than a month after taking office, and without consulting Congress—Johnson, ostensibly acting under Presidential direction, ordered the cancellation of *United States*. Several United States Navy admirals and high-ranking civilian officials, including Chief of Naval Operations, Louis E. Denfeld, as well as Secretary of the Navy, John L. Sullivan, publicly disagreed with the President and

the Secretary of Defense's strategy and plans for the military forces. They revolted and resigned in protest or were fired.

While their brave act cost them their careers, they did stand on principle. But in the final analysis it might be fair to say that Johnson's cancellation of the *United States* was a blessing. It forced the navy back to the drawing board and allowed them time to really study the requirements of the next-generation aircraft carrier and carrier aircraft and develop what we have all come to know as super-carriers. Ironically, or as a slap in the face to someone, the first super-carrier (and I personally hate that term and feel it is as irreverent as "tall ship") was named *Forrestal*, for James Forrestal, Louis Johnson's predecessor.

Tim Wood and Dave Baker provided this month's responses. Tim's reply identifies the vessel in the Mystery Photo as "CVA-58 *United States*... Never completed!!!" The remainder of his reply speaks about an unnamed web page that yields information about *United States* including mention that it "features all the views we have related to the cancelled aircraft carrier *United States* (CVA-58)."

Dave's response correctly identifies the Mystery vessel this way: "The ship model is, of course, of the ill-fated UNITED STATES (CV-58)." He goes a bit further with the identification in stating, "The model was built for the seakeeping tank at David Taylor Model Basin and was quite detailed for its type; it even came equipped with a complement of model aircraft and had the hull number painted on the bow and stern." In the Mystery image we do not see the aircraft but we can see a hull number painted on the flight deck. It's up to you to determine if you can read it or not. Our photo submitter claims it is legible in the original print and I will admit that the rendering at the stern can be deciphered as "58." The "other" images that Tim refers to can be found at the Naval Historical Center's semi-moribund web site (It will take a while for the images to download to your computer.) These images, dated circa 1947, show the model in the tow tank undergoing seakeeping tests with aircraft on the flight deck. They can also be found in Norman Friedman's excellent book *U.S. Aircraft Carriers*, which details the development of the United States Naval aircraft carrier. On the web site, these images are captioned as "Copied from a photograph in File F-3, B-36 Carrier Characteristics File in the records of OP-23, held by the Operational Archives Branch, Naval Historical Center, 1982."

Before we get too far into our analysis of the Mystery Photo, we need to take a step back and review Dave's very well written remarks concerning the political situation that place this model in the proper context: "The UNITED STATES was intended to be able to carry out long-range strategic nuclear strikes with her large jet bombers and was thus in direct competition with the then-new U.S. Air Force's strategic role. Politics roiled back and forth in the late 1940s, and when senior Navy admirals in effect sacrificed their careers by testifying to Congress that the Navy should have a part in the nuclear mission (the so-called "Revolt of the Admirals"), heads rolled, and the ship was cancelled by President Truman's newly-appointed SECDEF, Louis Johnson, who had

(Continued on page 3)

NAUTICAL TERM

Bugeye A double-ended, shoal-draft, ketch-rigged vessel with extreme-raked mast, characteristic of Chesapeake Bay. While these vessels were registered as schooners, ketch in its modern definition better describes the rig. The origin of the name is uncertain, but it could be from a custom of decorating the hawsholes in the form of large eyes; or, from the Scottish word *buckey*, oyster, which bugeyes were used to fish for.

Submitted By: Tim Wood

(Continued from page 2)



Mystery Photo

been involved with the development of the USAF Strategic Air Commands long-range land-based bomber program.”

OK, is this what we are supposed to get from this image? Maybe not! It is possible that our Mystery photo actually documents the famous Carderock sawhorses. These horses have appeared in countless formal posings of towing tank ship models. You can see the care with which they were made, especially in the end plates; you can see how professionally the pads were installed to protect the fragile bottoms of the ship models. And you see how well the paint has held up after years of use. Also of note is the professional backdrop. And anyone who paid attention to Tim Wood’s excellent primer on shooting images of ship models will attest to its fine quality. That we have captured a rare out-of-the-water image of a preliminary version of the ill-fated carrier *United States* is just a bonus!

Dave provides a wealth of information concerning the design of *United States*. As received: “The ship, per her March 1949 contract design data, would have been 1,088 ft. long (1,030 ft waterline), with 125-ft. hull beam and 190-ft.

mension, with the fourth being 60 x 60 ft; all would have had a capacity of 100,000 lb. She was initially to have carried 98 fixed-wing aircraft: 80 F2H-1 Banshee fighters and 18 notional 100,000-lb. "ADR-62" bombers (i.e., no design was available, but on other photos of the same model, a twin-engine, swept-wing aircraft similar to the smaller Skywarrior was shown on deck; as an interim weapon, the Navy proposed using the Lockheed P2V by Neptune at one point). There were to be four 4H9 hydraulic catapults, and she would have carried 500,000 gallons of aviation fuel and 2,000 tons of aviation ordnance.

The propulsion plant would have included eight 1,200 p.s.i., 950-deg. superheat boilers, with the four sets of steam turbines producing a total of 280,000 shp and a maximum speed of 33 kts. The electrical plant included eight 2,000 kw turbogenerator sets and four 1,000 kw diesel sets. Her endurance at 20 kts was designed to be 12,000 nautical miles on her maximum fuel load of 11,545 tons.

The ship was to have had accommodations for 349 officers and 3,778 enlisted personnel, including the air group.

The armament suit would have consisted of eight twin-barrel 5-in. 54-cal. Mk 39 dual purpose guns (same gun as on the MIDWAY class), eight twin 3-in. 70-cal. AA (a type that didn't enter service until the mid-1950s on NORTHAMPTON (CC-1) and NORFOLK (CLK-1) and was soon removed, as its principal function was jamming), and 20 single 20-mm 70-cal. AA, Four Mk 67 directors for the 5-in guns would have been fitted and 5 Mk 56 directors for the 3-in guns, with seven of the 5-in. mounts equipped with the Gunar fire control system, which provided an on-mount radar for local-control.

Protection included: 2-in. thick flight deck and 1-in. thick gallery deck, with the hangar deck being 1.5-in. thick and another 1.5-in on the first platform (3 in. over the magazines and aviation fuel tankage. She had an armored belt of 60-lb. steel (about 1.5-in. thick) with 30 and 25-lb plate on the hangar sides. There was a small armored conning tower, and the steering gear compartment had 4-in. sides and bulkheads and a 5-in. deck

(Continued on page 4)

Photo # NH 93832 Seakeeping tank tests of CVA-58 preliminary design model, circa 1947



maximum beam over the flight deck. The hull molded depth was 101 ft, and the design displacement was 79,000 tons full load (66,569 tons standard. The final weight calculations for displacement included an 83,249-ton estimate at full load. The flight deck would have been 1,034-ft long by 190-ft. wide, and the hangar deck would have been 856-ft. long by 113-ft. maximum width by 28-ft. 1-in. max. height clearance. Three of the four elevators would have been 52 x 63-ft. di-

THE ANSWER

The answer to Mystery Photo 269:

Model CV 58

Photo number 80G-481212

4 April 1949

(Continued from page 3)

over it. Torpedo protection included a triple bottom, with the outer plating being 40.8-lb. steel (1 in. thick). The outer skin below the waterline amidships was of 60-lb. plate, and there were no less than five torpedo protection bulkheads inboard from the skin.”



Mystery Photo

Does the description you just read reflect the model in the Mystery photo? The answer is—yes and no. Our Mystery photo shows a proposed configuration of *United States* optimized for her limited Strategic role. It does not reflect thinking on how to operate a large carrier in the tactical sense. Operational reports from the slightly smaller *Midway*'s suggest that they may be too large to effectively operate an aircraft compliment in the manner just perfected in WWII, just a few short years prior. The sortie or cycle time required to get the entire air wing in the air, formed up, and on its way had gotten too long simply because the aircraft complements had increased. The problem was somewhat self correcting as the new, just arriving, jet planes were larger automatically reducing the complement. Dave's remarks about four catapults, two were to be angled outboard in waist sponsons reflect attempts to correct the situation in the final arrangement. That is why he gives a max width dimension of 190-feet and mentions 4 catapults. The arrangement we see in the Mystery photo does not support those characteristics.

Dave mentions that her “most striking design feature was her eight folding funnels (which swung from vertical to nearly horizontal at right angles to the ship's centerline, like those on the earlier *RANGER* (CV-4), and the various telescoping masts for radar and other sensors. She was to have been a truly flush-decked carrier.” According to Friedman, these folding funnels were necessary to clear the straight flight deck of obstructions that would impede the long winspan of the planned nuclear capable bomber.

I agree that these are striking features, but I'm a hull man and I noticed other features that deserve mention. To begin, I get a strong sense that this preliminary design is really a stretched “*Midway*.” There are a lot of similarities in the deck edge arrangement for guns and equipment. That's a logical assumption to make as designs are usually evolutionary rather than revolutionary. Beginning on the left we see an open bow very similar to that carried by every design of American carrier to date. I also see a full length knuckle along the hull. It may play out amidships where the hull seems vertical above and below the waterline line, but I suspect this is not the case and I

see an indication of the knuckle dropping below the boot toping in the vicinity of the after two folding funnels. I cannot tell where elevator #4 is but it must be internal to the hull and pierce the flight deck. The other three are arraigned around the perimeter of the flight deck with the port one being very far forward. Underwater, aft we see a departure from the “*Midway* configuration and a return to a protective arrangement previously seen on the *South Dakota* class battleship—the tunnel stern. You'll notice that the two outboard shafts transit through enclosed skegs. The casual observer may be tempted to think this is a single screw vessel by what he sees. What we actually see is the outboard port shaft and the port rudder. The shape of the stern indicates that the navy specification to drive the ship at high speed in reverse (to land plane via the bow if the stern has a casualty) is still in vogue.

The more familiar arrangement we often see in the only published sketch of *United States* shows port and starboard sponsons supporting waist catapults with integral smoke pipes exiting under the deck edge. Despite this, the orientation of the flight deck is still fore and aft, still rooted in original carrier thinking. In late August of 1949 it was becoming apparent that the large jet bomber could be reduced in size to around 70,000 pounds. Dave places the vessel in correct chronological order of carrier development by stating that “the design was not a precursor to the British-invented angled deck, since the Mk 6 arrestor gear was arrayed at right angles to the centerline of the flight deck.” The design was not revolutionary and would have had limited value in a short period of time and would have required significant alterations as the

(Continued on page 6)

Photo # NH 93833 Seakeeping tank tests of CVA-58 preliminary design model, circa 1947



MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
November 15, 2008

Guests:

Alan Hale (2nd meeting)
Bob Moritz
Mike Ortega

The meeting was called to order by the Skipper, John Cheevers. When asked for corrections to the minutes, it was noted that the electronic version of the Logbook was delayed in its delivery, due to a senior moment by the editor. In light of the abbreviated minutes, they were approved. The Pursers report was given by Henry Clapp due to the absence of the Purser, Eric Harfst.

Old Business: Thanks were extended to Bill Dangler for his work in making the October picnic a success.

New Business: A motion was made to consider revising the bylaws to hold the monthly meeting on the second Saturday of the month. After some discussion there was noted there is a requirement to read the proposed change at one meeting with the vote to occur at the following meeting. There will be a reading of the proposed change at the December meeting. (The proposed change can be found elsewhere in this issue.) Bob Comet clarified a section of the Docents' Handbook relating to items created at the museum. John Cheevers said the location of our last banquet, The Rivers Inn, is closed. He asked if anyone has a suggestion for another venue to bring it forward at the December meeting. Greg Harrington was asked if he had a Webmaster's Report. Greg said he was working on the site Bob Comet said that he had not developed a list for meeting programs for 2009. He asked for volunteers to give presentations. Bob received several responses. Bob also asked for members to relay to him topics of interest so programs could be tailored to meet the needs of the membership. Graham Horne broached the issue of having an auction. The consensus was that there was not enough swag to hold an auction at this time. Greg Harrington said that the artist who did the artwork for our new logo was interested in letting us sell his prints on consignment. Greg will remain in contact with the artist. The Skipper mentioned the Cabin Fever Model Engineering Expo and said the members could contact Len Wine for details.

Show & Tell: John Cheevers talked about Rob Napier's new book about reconditioning a 300 year-old ship model. Bob Comet showed his work on a Niagara kit designed by Ben

Lankford, and talked about his construction techniques. Greg Harrington showed his Portuguese rowboat.

The meeting was adjourned to the presentation "photographing Your Ship Model" by Tim Wood.

PROPOSED BYLAW CHANGE

Current

ARTICLE VII — MEETINGS

Section 1— Regular meetings shall normally be held on the second **Friday** of each month, but any meeting may be changed by consensus of the elected officers. Notice of the new date shall be mailed to members at least seven days prior to the original date or the revised date, whichever comes first.

PROPOSED

ARTICLE VII — MEETINGS

Section 1— Regular meetings shall normally be held on the second **Saturday** of each month, but any meeting may be changed by consensus of the elected officers. Notice of the new date shall be mailed to members at least seven days prior to the original date or the revised date, whichever comes first.

First reading will occur at the December meeting. The second reading and vote will occur at the January meeting

NO STRAIN NO PAIN

A friend who built his own 46 ft deadrise workboat, talked to me about bending the hull planks before fitting them to the ribs. He would steam the planks, put them in a jig to get the proper twist and leave them there until thoroughly dry. Only then would he fit the planks to the hull. He said, "You don't build a strain into her."

The same maxim is true for model ships. Don't rely on glue or fastenings to hold the bend of a plank and keep it to the hull. Planks not fitted properly may have a tendency to lose their hold after a period of time. A quick search of the net will yield several methods of plank bending such as steam, soaking and dry heat. Use the method that works for you.

To help keep a model from developing a twist, work from side to side. Fit the planks in pairs working on alternate sides.

Remember; don't build a strain into her.

Tom Saunders

(Continued from page 4)



Mystery Photo

Essex and *Midway* classes did in the fifty's to adequately operate the new jets and other carrier capable planes that were becoming available.

As I alluded to earlier, Secretary Johnson may have

done the navy an enormous favor cancelling this ship. The follow on *Forrestal* class, although initially designed without an inland house, did incorporate all of the lessons learned by the United States and other operators of aircraft carriers like Great Britain in WWI and reflected what was needed in the design to handle the new fangled jets. These advances included the steam catapult, the angled flight deck, with its attendant efficiencies, and the modern arrestor wire. Gone was the requirement to steam backwards for emergency flight operations and we see the introduction of the enclosed hurricane bow and the transom stern. The ship was set up from the beginning for simultaneous take-off and landing operations by the air wing. There was sufficient size, power, magazine capacity, and tankage available to significantly extend flight operations and to handle aircraft growth over 50 years. The basic shape and arrangement introduced by the *Forrestal* has been altered only very slightly over the years with new carrier classes.

Regarding *United States*: Of significance is the vessel's keel laying date: "she was laid down at Newport News, Virginia, on 18 April 1949." For those of you who may not know this, her keel laying was the day after Easter and the story that was always told in the "old shipyard" was that the keel plates were laid out in the shape of a cross because of Easter. Five days later the ship was cancelled. I remember hearing stories told by an old lofter who was still around when I began work in the Mold Loft back in the late 1970s who worked on the molds for *United States*. He said that the work involved in getting the shell plates right in the tunnel section was horrendous. He was smiling when he said it because that is the kind of lofting that separates the men from the boys, and after 30 years on the clock, I fully understand why he was smiling.

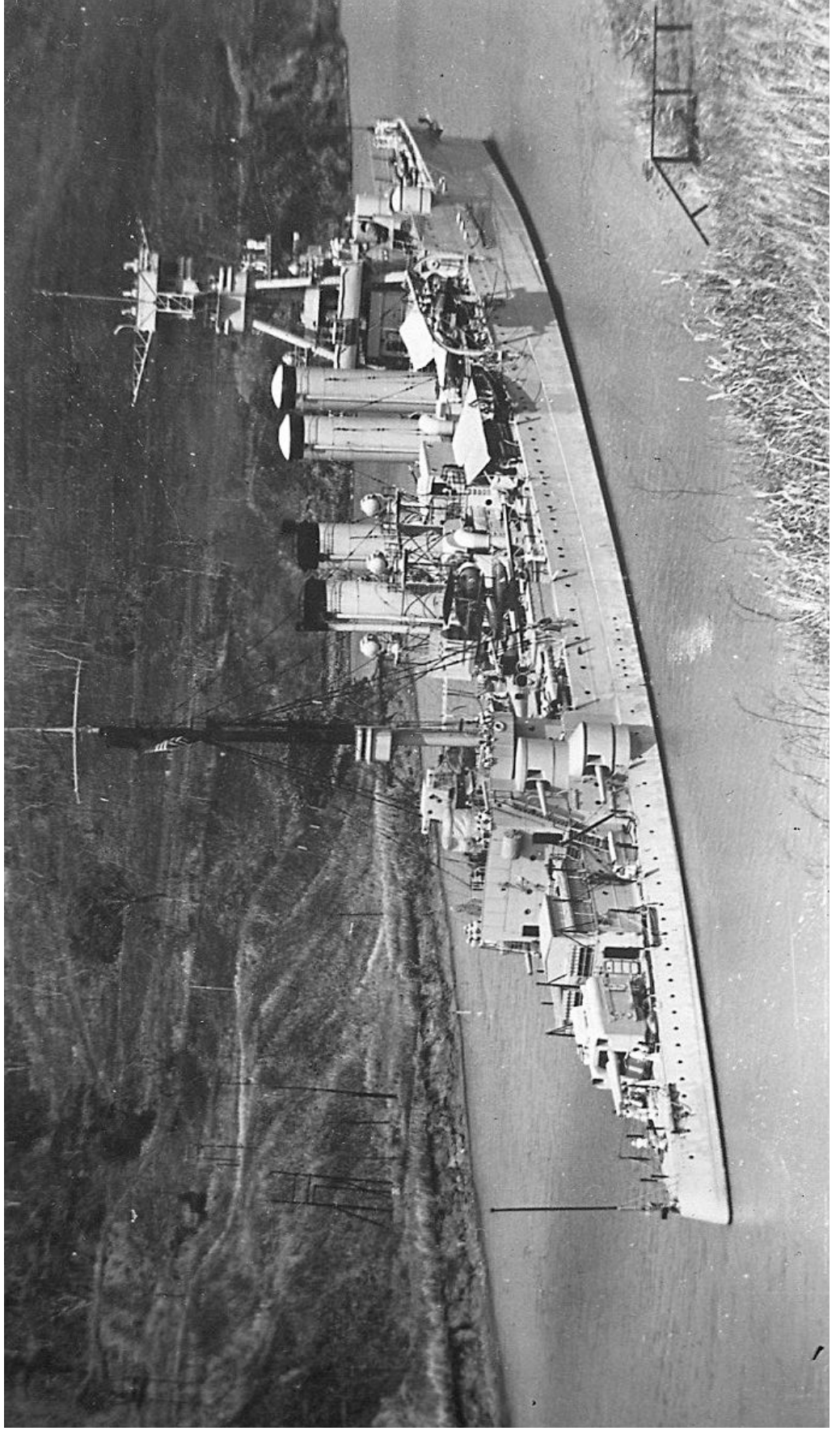
John Cheevers



Photo Submitted by:
Tim Wood

Mystery Photo

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



NOTABLE EVENTS

DECEMBER

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

JANUARY

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers
16-18 Cabin Fever Expo 2009; York, Pa.

FEBRUARY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers
28 IPMS Model Show and Contest, Richmond, Va.

MARCH

- 14 **HRSMS** Monthly Meeting: Mariners' Museum

APRIL

- 11 **HRSMS** Monthly Meeting: Mariners' Museum

MAY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum

JUNE

- 13 **HRSMS** Monthly Meeting: Mariners' Museum

JULY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum

AUGUST

- 8 **HRSMS** Monthly Meeting: Mariners' Museum

SEPTEMBER

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
19 Talk Like a Pirate Day

OCTOBER

- 6-11 NRG Conference, Buffalo, NY
10 **HRSMS** Monthly Meeting: Mariners' Museum

NOVEMBER

- 14 **HRSMS** Monthly Meeting: Mariners' Museum

DECEMBER

- 12 **HRSMS** Monthly Meeting: Mariners' Museum

<p>WATCH, QUARTER AND STATION BILL</p>



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
Chaplain: Alan Frazer

FROM THE WEBMASTER

All members are now able to update their roster information online (name, address, phone number, etc).

* Go to

<http://www.hrsms.org/run.php?script=members>

* Enter your user name and password (let me know if you need this information or if you have other problems)

* Find and click the link that says "Edit my roster info"

* Make any necessary additions / corrections / changes

* Enter your password again at the end of the form and click "Submit Changes"

If you do not have internet access, you can send me the information and I will update it for you.

Two items of interest are email addresses and roster photos. Those members with no email listing are shown below. If you have an email address and wish it to be listed, follow the steps above or send me the info and I will enter it.

Those members with no roster photo are also shown below. Please consider emailing me a photo, or sending one by mail (I will scan it for you). If you already have a photo in the roster but want to submit a different one, you may do that also.

Let me know if you have any other ideas for the website.

Regards,

Greg

Members with no email listing:

Eugene H. Berger
Bill Dangler
Ulrich Guenther
Graham Horne
Hugh Melton
Don Sample
Robert Sumrall
Hugh Van Brimer
Harvey Williams

Members with no roster photo:

Eugene H. Berger
Bill Caldwell
Ulrich Guenther
Jim McCurdy
Hugh Melton
Nicholas Rumsey