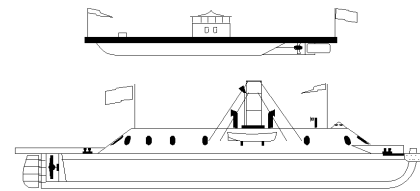


Hampton Roads Ship Model Society

Logbook

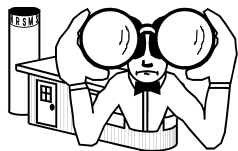


No. 274

WWW.HRSMS.ORG

APRIL, 2009

From The Bridge



What's in a word, etc.

If you read this column regularly you will notice my tendency to repeat terms like “compelling impression”, “art”, and “pleasing to the eye” as I continually focus on model quality. There is a reason for this. I am trying to hold to the ideal that ship modeling is more art than craft. It takes an artist's touch to promote a good but sterile model into one that compels the observer to look closer. This reasoning hits home in the forward, preface, and introduction of a book I just read that focuses on a very unique ship model restoration. There is a word repeated there, a simple redefinition of our workspace, that may help to define what we do. While most of us call our modeling space a shop (or some variation thereof), be it a dedicated room, a corner workbench, or the kitchen table, perhaps the area should be redefined and called a “studio.” Don't define the space by its walls or lack thereof; define it by what it produces.

A studio is where a true craftsman produces art. Webster's defines it as “the working place of a painter, sculptor, or photographer.” A studio suggests an artist's approach to a model rather than as a woodworker or even a model maker. It suggests that you are applying color, and texture, and composition to your ship model to make a specific impression. But most importantly, it suggests that you “get it” when it comes to creating world class ship models. Go ahead; elevate your game.

Thanks to a generous donation from the family of a former member, we have the seed material for a club auction. (Note: what we got will not sustain an auction on its own but there are some good things in the pile.) Since there was no auction last year, I assume your own holds and lockers should be overflowing with surplus tools, material, plans, and books—all the dunnage needed to equip a world class model-

(Continued on page 2)

NAUTICAL TERM

Topsail On a square-rigger, the second sail, or the second and third sails aloft. On a fore-and-after, a sail set above the gaff.

Submitted By: Tim Wood

Mystery Photo



Mystery Photo #273: What Rob Napier calls “a fascinating image” with “a serious oops,” Bob Comet is calling “a Destroyer in a most uncomfortable position.” The image captures a ship in obvious distress. She seems to have fallen off her blocking, but was it an accident or by design? This month's mystery photo elicited an assortment of responses. There were five in all with two correctly identifying the unfortunate vessel.

John Wyld and Bob Moritz think the image captures “*USS Cassin*” and “a barely visible *USS Downes* in Dry Dock 1 at Naval Station Pearl Harbor.” Dave Baker thinks “the ship in this month's Mystery Ship photo is the *Mahan*-class destroyer *U.S.S. Shaw* (DD 373), in floating dry dock YFD-2 after the 7 December 7th 1941 attack on Pearl Harbor...” Comet thinks “the ship is a *Farragaut* class destroyer,” settling on “*USS Aylwin* DD355.” Napier makes no guess other than to say it may be a destroyer; he concentrates his remarks instead on what he sees in the image.

According to Wyld, “*Cassin* and *Downes* were severely damaged by the Japanese attack, and salvage efforts were undertaken expeditiously with the goal of either floating the two destroyers out of the dock, or scrapping them in place - which ever was quicker - in order to clear the drydock to repair larger and more important ships. *Cassin* is shown blocked and shored onto her starboard bilge keel to enable welders to patch holes in the hull sufficient to float her free, which was done in early February, 1942. Ultimately, the decision was made to scrap both destroyers, due to the condition of their hulls, but to use the machinery in new hulls with the same original names. This was done, with *Cassin* returning to the fleet in 1944.”

Baker has this to say about his guess: “[the image shows *Shaw*] before she was moved into a dry dock for the fitting of a temporary bow so that she could be towed to the West Coast for reconstruction. Most 7 December photos show

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MEETING NOTICE

Date: Saturday April 11, 2009

Place: Mariners' Museum

Time: 1400 Hours

(Continued from page 1)



Mystery Photo

the ship upright, with the dry dock heeled toward the destroyer's port side. In this photo, the dock has been righted, but the destroyer is heeled over after her forward magazine blew, partially off the blocks. Some work has been done in removing topside gear, like the armament..."

Comet hints that the scene may be on purpose: "Here we have a [ship] lying in a graving dock on her starboard side, with the starboard screw removed so work can be performed on her port side." After narrowing his choice of mystery vessel to "*Monaghan DD 354* and *Alywin DD 355*" he sets about finding the proper justification. "*Monaghan* was in Noumea in Nov 1942 and hit an unknown submerged object and damaged her screws. They were hastily replaced in Pearl Harbor and she sent back to war time duties in 21 Feb 1943.

I really don't think this is the *Monaghan* in the mystery photo, because she wouldn't have need for the careening depicted in the photograph. The photo shows the after 5"/38 open mounts as being removed, which wouldn't be the case if only the screws were hastily being replaced.

Further research of ships in the class lead me to the *Aylwin DD355*, stationed in Pearl Harbor with other ships of the squadron. There, on 19 March of 1941, during a training exercise at sea she was severely damaged when the *Farragut* ran into her port side, damaging 23 frames and nearly slicing off her bow. Incident to the collision a severe fire broke out in *Aylwin*, resulting in extensive damage. She was subsequently towed to Pearl Harbor for repairs. The photograph is consistent with repairs of severe damage to the port side. It is interesting that the #4 gun has been removed with what looks like the base ring bolts still in the deck."

Who is right? Wyld and Moritz earn top marks this month by selecting *USS Cassin* as the correct identity to the Mystery. The image, NH 55061, shows the destroyer under salvage at Pearl Harbor on 23 January, 1942. The vessel is shored as she came to rest after suffering fire damage while in dry dock with *USS Downes* and *USS Pennsylvania*—an incendiary bomb exploded *Downes'* fuel tanks, causing uncontrollable fires on board both destroyers. It is interesting to note that the photo caption uses the word "capsized" to de-

(Continued from page 1)



ing studio. Take the time to sort the flotsam from the jetsam and get a list of your auction-able donations to Greg Harrington for collation. The date for this event is not yet set but Greg has again offered the use of his workplace, the site of the last few auctions. Stay tuned...

Also, the club now owns a fine Kodak carousel-type slide projector. For those of you not wanting to use the computerized power point or picture editor software to prepare presentations or if you have an old presentation in slide format, the tool is available for your use at "To Build a Ship Model."

John

scribe her condition. Rolled might be the better term as she was not afloat when she careened.

Napier, in his response, makes an argument that the dockmaster might be at fault for the vessel's condition: "The aft end of what appears to be a row of keel blocks is visible behind the starboard propeller strut. The two most visible keel blocks are flat on top. This, more than anything, indicates to me that the vessel was intended to sit on the blocks. But perhaps the hull was misaligned as water was pumped out of the dock, and the hull rolled to starboard, easing down, onto her bilges. Oops. I have often thought that dry dock crews do a mighty fine job of aligning vessels, but they must mess up

(Continued on page 3)

2009 BANQUET

The Riverwalk Restaurant in Yorktown was the setting for the annual March Banquet of the Hampton Roads Ship Model Society. Thirty eight attendees (members, spouses, guests and family) gathered there on Saturday night 28 March 2009 for an evening of seeing old friends, making new friends, and catching up with life's events.

The evening began at 6:30 p.m. with happy hour (some members arriving earlier). Hors d'oeuvres (provided by Ann and Dave Baker) and drinks were enjoyed as the decibel level rose with the arrival of every new attendee. Near the time of 7:30 p.m. (How many bells is that?) the blessing was given by Alan Frazer and the meal began. The four courses (soup, salad, entree, and desert) were well presented and punctually served. No complaints were heard at my table (How about yours?) as the guests enjoyed the repast.

The evening's events closed with the presentation of the Founders' Award, this year won by a well deserving Ryland Craze. Conversation continued until 10:00 p.m. as the guests did not seem to want to leave. The only things missing were the club's bell (has anyone seen it recently?) and concertina accompanist. I missed the sea shanties!

The tradition of the annual dinner meeting began on the first anniversary of the Society in March of 1968. It was originally established to honor the wives who indulged their husbands to attend a monthly meeting and who also acted as a hostess when the meetings were held in their homes. This was when attendance at monthly meetings was small enough to do this. We have recently outgrown members' homes and are meeting at the Mariners' Museum.

The first banquets I can remember were held in the basement of Sewell's Ordinary Restaurant in Gloucester. It was served family style and were no complaints even though the space was small and we were crammed in! Other places I can remember were the Hispaniola in downtown Hampton (long gone), The James River Country Club (hosted by the Bobbitts), and the Radisson Hotel. It's great that the tradition continues!

Bill Clarke

(Continued from page 2)



sometimes. Maybe this was one of those times.”

Mystery Photo

Bob, Dave, and Rob all mention missing or removed gear. I think it’s safe to say that the top-side gear was removed to help salvage the vessel. What I find interesting is the empty starboard shaft strut. The barrel is almost resting on the dock floor. It is not bent or distorted. This is a clear indication that the propeller and shaft were pulled prior to 7 December. Do you agree?

Baker and Comet mention the unusual color of the vessel. Baker says this: “...and it even appears that she has been painted (photos during the attack show her still in the light gray pre-war paint scheme, but the mystery photo has the remaining structure painted the dark shade of blue that came into use even before the attack on larger combatants).” While Comet merely states:”War time dark gray paint.” I happen to think it might not be paint at all but either a coating of bunker or, more appropriately, a staining of oil and fire blackened steel. I call your attention to the lines on each stack that are level to the



October 28 1935, launching at Philadelphia Navy Yard.



The USS Cassin (DD 372) is half way down the building was at Mare Island Navy Yard on 16 June 1943. The partially completed hull of the USS Spadefish (SS 411) is to the left behind the staging.

horizon. These lines are at about the level where the dock flooded. Below is oil above is smoke and soot.

USS Cassin has a unique distinction in the US Navy, one she shares with *USS Downes*, in that her keel was laid twice and not just twice but once on each coast. After salvage and towing to Mare Island Naval Ship Yard for repair it was determined that the heat from the fire had ruined her steel. A new hull was constructed to the original design and fitted with her original engines and other salvaged gear. She returned to duty 6 February, 1944.

For extra credit and “a great account of the salvage efforts after the attack,” Wyld “recommends reading ‘Resurrection - Salvaging the Battle Fleet at Pearl Harbor’, Daniel Madsen, Naval Institute Press. (The cover photo is a bow-on shot of CASSIN and DOWNES, in DD 1 forward of USS PENNSYLVANIA, just after the attack.)” And Rob would like to know “what’s filling up that battered oil drum over on the right.”

Finally, for those of you who receive Warship International, the answer to their Mystery Photo No. 172 is contained in the essay.

John Cheevers

THE ANSWER

The answer to Mystery Photo 273:
From the photo caption, Photo # NH 55061
Capsized USS Cassin under salvage at Pearl Harbor
23 January 1947

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
March 14, 2009
Mariners' Museum

Guests: Fred Schreiber 2nd mtg.
John Homatidus 3rd mtg.

The meeting was called to order by the Skipper at 1410 hours. The minutes were approved as published. Eric Harfst gave the year-end Purser's report. There was some discussion on expenditures during the previous year and projected revenue deficiencies. Eric made his annual plea for dues to be paid. Greg Harrington gave the Webmaster's Report. Greg noted several of the e-mails he received.

Old Business: The first item discussed was the banquet. Dave Baker gave some details of the event and talked about the area surrounding the restaurant. Bill Dangler reported a shelter at Newport News Park had been reserved for our picnic. The date for the picnic is September 19.

John Homatidus was in attendance at his third meeting. John indicated that he would like to join the HRSMS, so he and the other guest were asked to leave the room while the ritual was observed. Upon their return, John was welcomed as a new member. The ever vigilant Purser promptly noted that his

dues were payable. Greg Harrington reminded everyone that he still had Joe Hinds's nautical prints for sale. This triggered a discussion on fund raising.

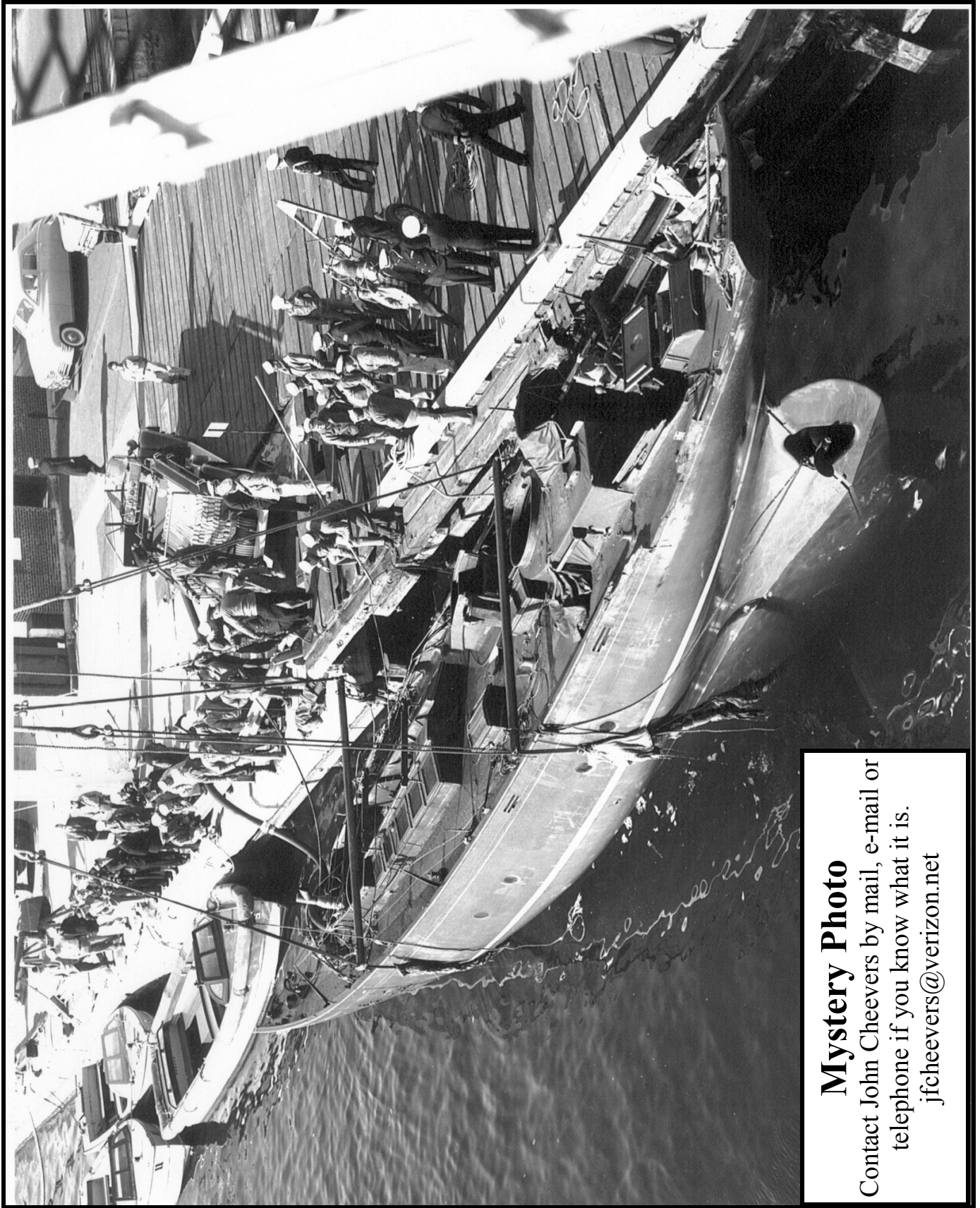
New Business: John Cheevers talked about a trip that he and Greg Harrington took to North Carolina to retrieve the remnants of Jack Bobbitt's shop. John asked for those that had items to donate toward an auction to send him a list of those items and he would start compiling a catalog for a future auction to be held at Greg's workplace with the time and date to be determined. Bob Comet said that he had presenters scheduled through August and asked that additional members willing to give a presentation contact him. John Cheevers asked if a member would take a list of eight books from an estate and estimate the market value and send the results to Bob Moritz. John said that he would email the relevant e-mail. Tom Saunders said that he was contacted by a woman who wanted to sell a Model Shipways kit of the Willie Bennett and said that he would provide the contact information. Tim Wood raised the possibility of raising the dues at a later date. The Skipper excused himself due to another commitment and turned the meeting over to the Mate, Ryland Craze.

Show & Tell: Greg Harrington showed a precision fence for a Proxon table saw, a book on Portuguese boats and a brochure from the Yamato Museum. Ron Lewis showed a children's kit from Franklin Crafts. David Tagg showed a paper model kit of the *King George V*. Alan Frazer had a Nautical Research Journal CD No. 3 for sale.

The meeting was adjourned to a presentation "ASW In the Cold War", by John Wyld

Recently
launched
Loof Lirpa
on her
maiden
voyage.





Mystery Photo

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

jfcheevers@verizon.net

NOTABLE EVENTS

APRIL

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Bob Comet

MAY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Greg Harrington

JUNE

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Charles Landrum

JULY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, George Livingston

AUGUST

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Tim Wood

SEPTEMBER

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

OCTOBER

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

NOVEMBER

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, John Cheevers

DECEMBER

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

JANUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers
Presentation, Bob Comet

FEBRUARY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers

| |
|---|
| <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

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

Spring be on the way, time to git minner fishin fur the local bait shops. As the docks come to life, another tale comes to mind.

Little Mike was a wee bit of a feller from upstate New York, bout five foot three and 115 pounds. He was smart as a whip, some kind engineer he was. He reminded me of Wally Cox. The ole boy drank his self to death at the ripe ole age of 32. Me thinks he was tryin to drown a broken heart. Yer now got a picture of him in yer head.

Captn Bernie had him a wooden 26 ft cruiser with a flyin bridge. The topside were like a big ole sail and made her a bugger to handle in close quarters. It was a bright summer day. The wind were puffin right good out of the nor west. Bernie and Mike had been out for a ride and were commin back into Dandy Haven. Captn Bernie had Little Mike on the bow and was goin to have him grab holt of the dock when he nosed her in. All was going good, Bernie nosed up to the dock, Mike grabbed holt. Then, here come the wind. Bernie had already kilt the engine, the boat were backin away, Little Mike were gittin stretched out. The Little feller had a death grip on the dock and his tippy toes were draggin off the bow. There were Mike hangin from the dock with his feets drawed up under him just out o the water. The screams could be heard all the way to Belle Isle, "Bernie, HELP, I can't swim." Captn Bernie busied hisself with gittin the ole tub cranked back up, all the while laffin so hard he could hardly stand. Mike just knowed a shark was goin to eat him or he was goin to drown. As the terror in Mike's pleas were brigin notice from folks all round, Captn Bernie hollered "PUT YOUR FEET DOWN!". Poor Mike slowly lost his grip on the dock and fell bout six inches. He won't in bout 18 inches of water. There he was standin in water jus above his knees.

The best part o this tale is ole Bernie sittin at the big round table tellin on Little Mike. The boys was howlin and there was a hang-dawged Mike tryin to act like it didn't bother him none.

Cabin Boy

CONGRATULATIONS

A salute goes To Ryland Craze for being the recipient
of the
2009 Founders' Award.