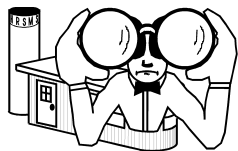


From The Bridge



Traditions

Our organization, like any organization, has its traditions. But lately some of our older traditions seem to be in the wind. Take for instance, our annual month of May strawberry bacchanal at Bill's house; stopped due to a change of venue and meeting date. Other traditions that are in abeyance include: rotating meetings in members homes, membership certificates and the banquet after dinner speaker. To be fair, older traditions are being replaced by new ones: take, for instance, the annual picnic. Maybe, with changing times, some traditions are no longer required or needed by a vibrant active membership. So, is abandoning tradition so bad?

Our group seems to be growing despite the constant, dire predictions of a graying/dying hobby from outside influences. The hobby is certainly going through a change. But we have an on-going, effective To-Build-A-Ship program, a regular meeting hall, and community presence through our staffing of the "Taco Stand," and some members earning good press for their accomplishments. We also have a steady stream of artists seeking membership. The HRSMS provides an outlet for those interested in nautical activity, with ship modeling at the core of these activities. This group and their interests will dictate new traditions.

Our future looks bright despite what people may say, only it may be different from what you are accustomed to. Change is good, changing traditions is good! Maybe next year a change will allow us to retire to the Museum Café to begin a new tradition of an after meeting strawberry daiquiri in the month of May.

John

AUCTION

Get ready for a marathon of an auction. We have 101 lots so far, and we're not done yet!! Don't let that stop you from digging through your piles for unused/unwanted items. You can preview the items here (no apologies for the poor pictures).

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

Greg Harrington

Mystery Photo



Mystery Photo #274: This month's offering continues the unplanned theme of vessels in distress. And, apparently, this image put the hard core players in distress as no responses were received. There is a lot of activity in this image—plenty of opportunity to respond. Let's see what the brave author has to say.

A quick glance reveals a good-sized, damaged yacht supported by a lift system. She is tipped forward (down by the bow), but I'm not sure if this is to drive the water inside the hull toward the suction hose or if the drag of the keel is responsible because the lifting slings are equal length. Some action befell this hapless vessel causing enough damage to possibly sink her. We happen upon the scene during her salvage; the good photographer chose an ideal spot to capture the event.

The combination of cables, spreader bars, and padding is reminiscent of the lifting rig you so often see used to unload tanks and trucks from Liberty ships. This crane, though, is on a barge placed next to the pier, a portion of its boom is visible in the upper right. The yacht appears to have rolled severely; the damage to the starboard forward and port aft bulwarks is significant. Part of the cockpit coaming is damaged as well. The railings, where you can see them, are all bent inboard. The vessel is dismasted, but it's not clear whether the accident or the subsequent salvage is responsible. The vessel is dark colored but I cannot tell if the hull is a dark gray or dark blue. Just aft of the aft spreader the vessel sports an unusual round coaming. The forward companionway is not on the centerline but sited off to starboard. In the port position sits a small skylight.

The yacht is being raised next to a wooden pier that is an extension of a concrete or stone jetty. Very near the corner of the jetty is a saluting gun half under a canvas cover. That and the men in uniform are the best clue that we are looking at a scene on a Navy or Coast Guard facility. I am betting Navy just 'cause I can; you ex-navy types can identify

(Continued on page 2)

MEETING NOTICE

Date: Saturday May 9, 2009

Place: Mariners' Museum

Time: 1400 Hours

(Continued from page 1)



Mystery Photo

the uniform for me. The presence of a few jackets would seem to eliminate any base south of the Mason/Dixon line. So you have to ask yourself what Navy groups operated a sail boat like this. Is there a sailing command located at Newport, Rhode Island? Is this a Naval Academy yacht? It is curious as to why a few of the folks are in civilian garb. Are they reporters? Is this a big news story?

The vehicles serve to really narrow the date of the image. I see what looks like the grill of an early 1950's Chevrolet peeking out from under the crane's boom. The other car is, if I'm right, a 1949 Kaiser Traveler, billed as the first hatchback. The fire truck is interesting; it's there to pump out the boat. I wonder if that blob at the tip of the hood is a MACK bulldog.

Like the board game Clue, I'm going to take an educated guess based on what I found. I think this is a Navy yacht damaged in a big storm in the mid Fifties. That was not much of a reach by the way.

I checked on big storms from that time, especially storms that did damage to naval facilities and came across an item about the damage caused by Hurricane Hazel to the Annapolis, Maryland area. Specifically, there was a reference to a Navy racing yacht that was battered against the Naval Academy seawall during the hurricane. Hazel came ashore in October of 1954 in the Carolinas and left a path of destruction clear through into Canada. In Annapolis, the high winds and storm surge flooded the downtown square and surrounding low-lying areas.

The battered yacht was listed as *Vamarie* a wishbone ketch-rigged ocean racing yacht designed by Jasper Morgan of Cox and Stevens, Inc. In DANFS I found this entry: "She



1949 Kaiser Travler

was built in 1933 at Bremen, Germany, by Abeking and Rasmussen, for S. Vadim Makaroff of Oyster Bay, Long Island. With Makaroff at the helm, the slim racing yacht participated in nine ocean races between 1934 and 1936, sailing over 30,000 miles. Donated to the Regiment of Midshipmen at the United States Naval Academy, Annapolis, Md., on 11 November 1936, *Vamarie* served as the Navy's racing yacht in local races in Chesapeake Bay during the racing season in 1937."

"*Vamari* participated in further local races into 1939. On 8 March 1940 she was classified IX-47. The yacht was officially assigned to the Naval Academy on 22 October 1940 and was placed in service on 10 November 1944. She operated under the aegis of the Severn River Naval Command until authorized for disposal on 24 February 1955. Struck from the Navy list on 22 June 1955, *Vamarie* was broken up in December of the same year."

Could this be our Mystery vessel? Several Google searches later I couldn't find a definitive photograph but I did find this caption accompanying the only photo of *Vamarie* at NavSource.com: "*Vamarie* was pummeled onto the Naval Academy seawall during Hurricane Helen[sic] in the fall of 1954." And these particulars in DANFS: "(Yacht: t. 45 (gross); l. 70'2"; b. 15'3"; dr. 10'4"; cpl. 14)."

Finally, the lines and arrangement of *Vamarie* can be studied in Uffa Fox's excellent examination of Sailing, Seamanship and Yacht Construction in his book by the same name.

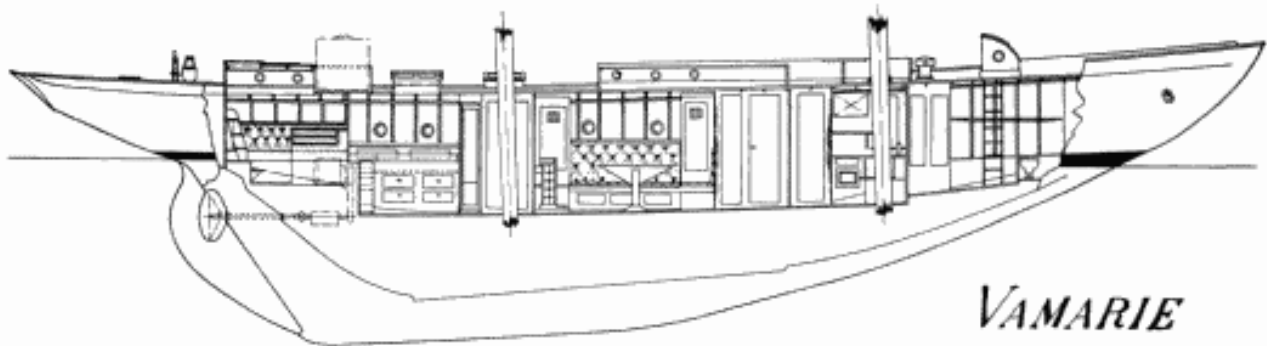
John Cheevers

THE ANSWER

The answer to Mystery Photo 274:
From the photo caption, Photo # 80G-649287
U.S.S. *Vamarie* (IX-47) Annapolis, Md.
Nov. 1954
Being raised after sinking in Hurricane Hazel

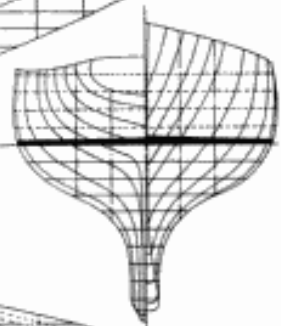
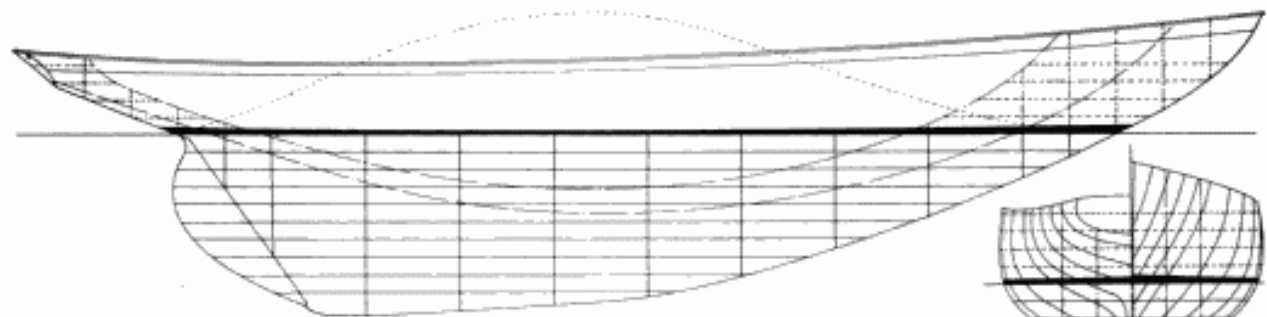
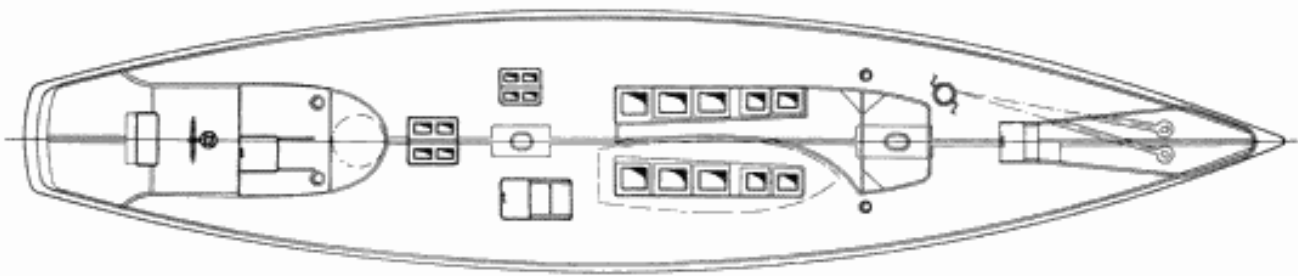
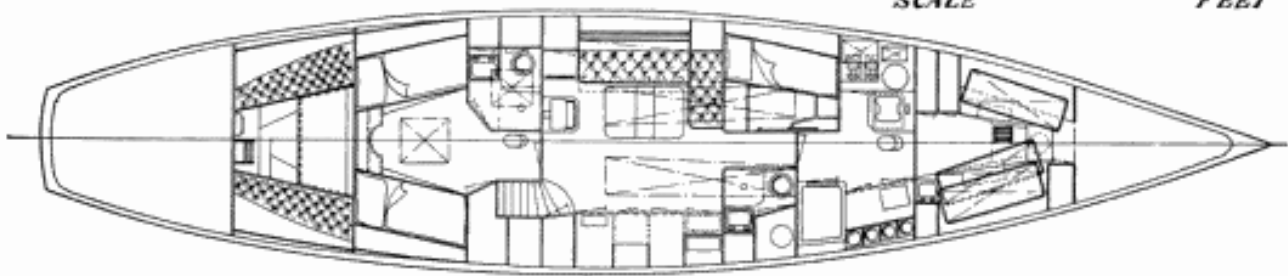


Vadim Marakoff at the wheel of the *Vamarie*

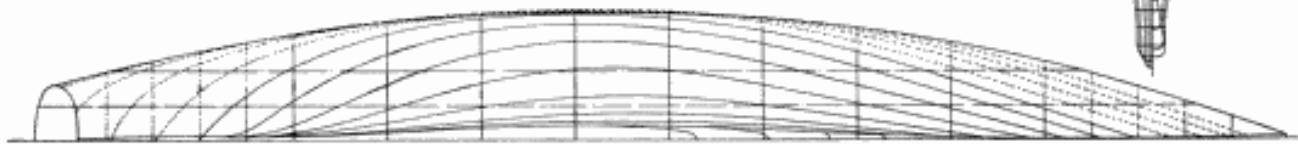


VAMARIE

SCALE FEET



VAMARIE
SCALE FEET



MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
April 11 2009
Mariners' Museum

Guests: Matt Stewart, 1st

The meeting was called to order by the Skipper, John Cheevers, at 1415 hours.

The Skipper recognized the guest Matt Stewart and had him relate his interest in the HRSMS.

One correction to the minutes was noted. Lists of items for the upcoming auction should be sent to Greg Harrington not John Cheevers as reported. The Purser's report was given by Eric Harfst. Eric reported that the society currently had 46 full members, 1 associate member and 2 honorary members. He also detailed the state of dues collection.

Old Business: Tom Saunders expressed thanks to Dave Baker for making arrangements for the banquet. Following a congratulatory comment from the Skipper Dave was given a round of applause from the members. Alan Frazer noted that meeting information on HRSMS brochure was outdated. Tom Saunders said that he would pick up a brochure after the meeting and devise a sticker with the correct information that could be affixed to the brochures. A late-arriving Greg Harrington gave the Webmaster's report. Greg said that he had started cataloging items for the upcoming auction. The Skipper asked that the members look through their treasure trove for items to donate to the auction. It was decided to have the auction at the June meeting to be held at Greg's workplace on Magruder Blvd. in Hampton. Bill Clarke noted that Dave Baker provided the hors d'oeuvres tray at the banquet and said he thought that the society should reimburse Dave for his expenditure. The magnanimous Mr. Baker declined reimbursement.

New Business: None

Show & Tell: John Cheevers showed a copy of *Wooden Boat* magazine and talked to its value to the modeler of wooden boat and ships. John Wyld talked about the book Resurrection as it related to the mystery Photo and a book on fire control before the age of electronics. Bob Comet talked praised the Lee Valley tool and hardware catalogs. Dave Baker showed plans for the *USS Casin* and the book Network-Centric Warfare: How Navies Learned to Fight Smarter Through Three World Wars, by Norm Friedman and a book on the history of carrier aviation. Bob Moritz had nine various editions of Jane's Fighting Ships for sale. Contact Bob for the particulars. Bill Clarke said that Hamilton Books is having a sale and

noted some titles and prices. David Tagg showed his Polish paper model of a KG-5 and talked about its construction. Matt Stewart showed his kit of the pilot boat *Phantom* and asked questions about its construction. Heinz Shiller showed pictures of his *Olympia*.

The meeting was adjourned to the presentation "Building the Niagara", by Bob Comet.

It Wasn't One Of Ours!

Dear Sir,

It is with regret and haste that I write this letter to you-regret that such a small misunderstanding could lead to the following circumstances, and hast, in order that you will get this report before you form your own preconceived opinion from reports in the world press, for I am sure that they will tend to over-dramatize the affair.



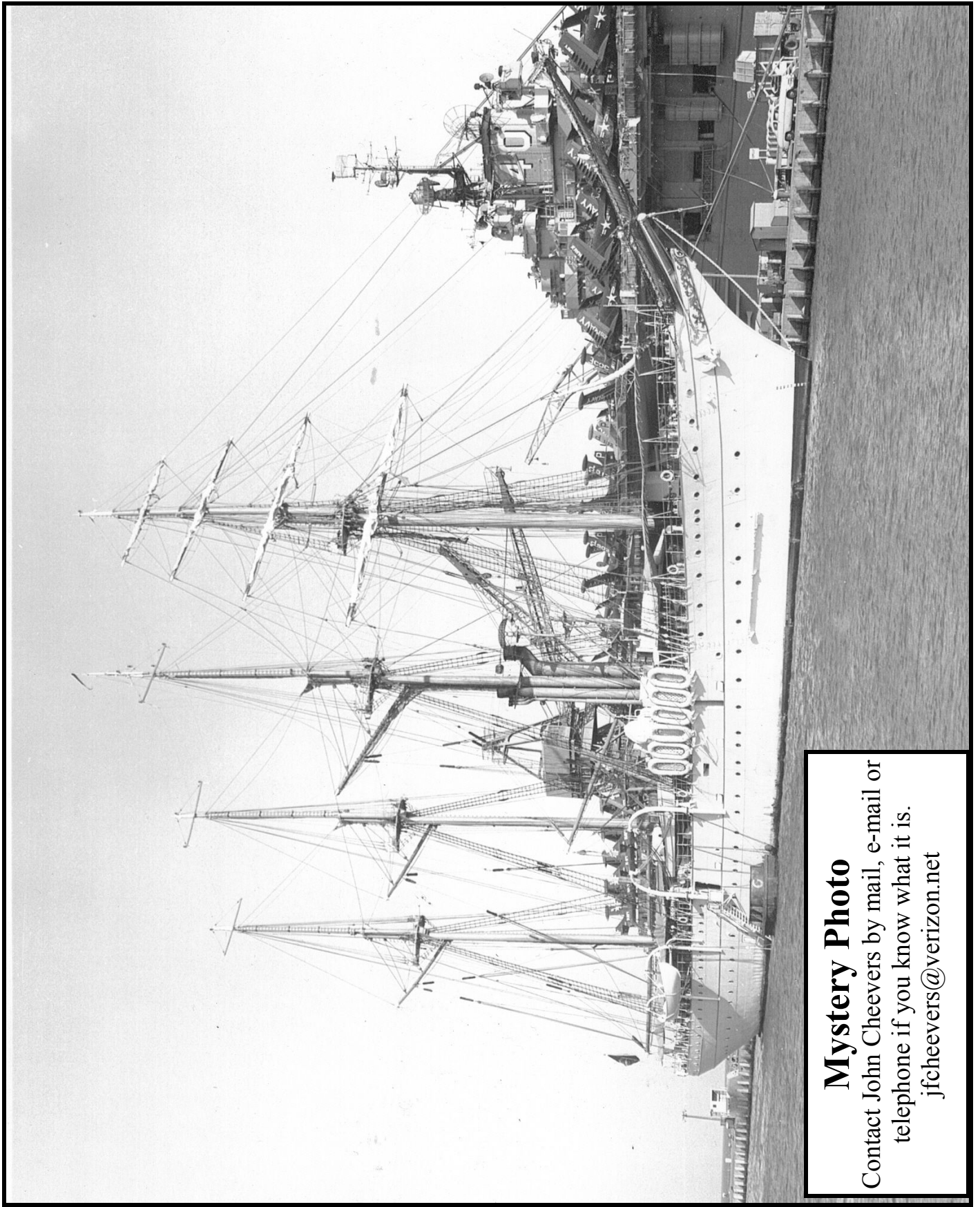
We had just picked up the pilot, and the apprentice had returned from changing the "G" flag for the "H", and being his first trip, was having difficulty in rolling the "G" flag up, I therefore proceeded to show him how, coming to the last part I told him to "let go". The lad, although willing, is not too bright, necessitating my having to repeat the order in a sharper tone.

At this moment the Chief Officer appeared from the chart room, having been plotting the vessel's progress, and thinking that it was anchors that were being referred to, repeated the "let go" to the Third Officer on the forecastle. The port anchor, having been cleared away but not walked out, was promptly let go. The effect of letting the anchor drop from the "pipe" while the vessel was proceeding at full harbour speed proved too much for the windless brake and the entire length of the port cable was pulled out "by the roots." I fear that the damage to the chain locker may be extensive. The braking effect of the port anchor naturally caused the vessel to sheer in that direction, fight towards the swing bridge that spans a tributary to the river up which we were proceeding.

The swing bridge operator showed great presence of mind by opening the bridge for my vessel, unfortunately he did not think to stop the vehicular traffic. The result being that the bridge partly opened and deposited a Volkswagen, two cyclists and a cattle truck on the foredeck. My ship's company are at present rounding up the contents of the latter which from the noise-I would say were pigs. In his efforts to stop the progress of the vessel the Third Officer dropped the starboard anchor, too late to be of practical use for it fell on the swing bridge operator's control cabin.

After the port anchor was let go and the vessel started to sheer, I gave a double ring Full Astern on the Engine Room Telegraph, and the Engine Room to order maximum astern revolutions. I was informed that the sea temperature was 53 degrees and asked of there was a film tonight. My reply would not add constructively to this report.

(Continued on page 6)



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

NOTABLE EVENTS

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

MARCH

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

**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
Chaplain: Alan Frazer

(Continued from page 4)



Up to now I have confined my report to the activities at the forward end of my vessel, down aft they were having their own problems. At the moment the port anchor was let go, the Second Officer was supervising the making fast of the after tug and was lowering the ship's towing spring down to the tug.

The sudden braking effect on the port anchor caused the tug to "run in under" the stern of my vessel, just at the moment when the propeller was answering my double ring Full Astern. The prompt action of the second Officer in securing the inboard end of the towing spring delayed the sinking of the tug by some minutes, thereby allowing the safe abandoning of that vessel.

It is strange, but at the very same moment of letting go the port anchor, there was a power cut ashore. The fact that we were passing over a "cable area" at that time may suggest that we may have touched something on the river bed. It is perhaps lucky that the high tension cables brought down by the foremast were not live, possibly being replaced by the underwater cable, but owing the shore blackout it is impossible to say where the pylon fell.

It never fails to amaze me, the actions and behavior of foreigners during moments of minor crises. The pilot for instance, is at this moment huddled in the corner of my day cabin alternately crooning to himself and crying after having consumed a bottle of gin in a time that is worthy of inclusion in the *Guinness Book of Records*. The tug Captain on the other hand reacted violently and had to be forcibly restrained by the Steward, who has him handcuffed in the ship's hospital where he is telling me to do impossible things with my ship and my person.

I enclose the names and addresses of the drivers and insurance companies of the vehicles on my foredeck, which the Third Officer collected after his somewhat hurried evacuation of the forecastle. These particulars will enable you to claim for the damage that they did to the railings at number one hold.

I am closing this preliminary report for I am finding it difficult to concentrate with the sound of police sirens and their flashing lights.

It is sad to think that had the apprentice realized that there is no need to fly pilot flags after dark, none of this would have happened.

For weekly Accountability Report will assign the following Casualty Numbers-T/750101 to T/750199 inclusive.

Yours truly,
Master

The above article is an excerpt from "Signal", Irish Shipping Ltd., Vol. 18. No. 3 82/83, Winter Edition.

Submitted by, Tim Wood

"No one likes an ugly boat, however cheap or fast."

Roger Duncan