

## From The Bridge



### The Auction

Finally, the long awaited and the long wanted auction is here. Through the generosity of several model maker's estates, and our own giving members, we have a pile of stuff to auction that may set new records for revenue. There is first rate stuff here, some you know about as it is posted on the members' page and some you do not. Some stuff only just arrived a few weeks ago. Some of the items are large and may not be on site for the event—if not, they will be shown on the big screen. And, hopefully, some will arrive unannounced at the auction. As far as practical, an attempt will be made to inform you of the condition of the article before bidding begins.

We don't often get the opportunity to auction off this many tools, supplies, books, and fittings—and, this time, there's a little something for everybody. So, I urge and encourage you to bring lots of money, to be ready to bid, not to get offended if you enter into a bidding war and loose, and to play to win. But, by all means, keep it fun and competitive. The minimum opening bid will be \$1.00; the minimum raise will be \$1.00. The auctioneer has the final say in all matters related to the auction. All sales are final and payment is due to the purser at the end of the auction. You are responsible to remove your winnings.

Some of you will get deals, some of you may not. But if everyone is happy in the end, then the club prospers. Arrive with deep pockets, leave with bags full!

Good luck,  
John

\* People always say congratulations. When you're a successful bidder it means you're willing to spend more money than anyone else. I'm not sure if that's congratulations or con-

## Mystery Photo



Mystery Photo #275: This photograph offers two Mysteries—one should prove easy to solve and one that may be on the hard side. Rob Napier says he “feels obliged to respond to all Mystery Photos that feature aircraft carriers” but calls “the large sailing vessel double jeopardy,” while Alan Frazer is relieved that the image breaks the “continual theme of distress.” OK! I will treat the vessels as a “gimme” and a “real test” and spot everyone ½ credit if they get the carrier right. The “gimme”, obviously, is the aircraft carrier berthed port-in on the far side of the pier. The class number on the stack is a certain giveaway and the planes on deck and the car on the pier will certainly help to establish a fairly accurate time line. The really sharp players can identify the location, most likely by knowing where the carrier was at this time and by identifying the cranes.

As for the sailing ship, what a unique beauty! It has a certain déjà-vu quality to it, or more to the point, a vujà-dé — do you know why? Does anyone remember a certain Mystery named *Black Douglas*? Well, if you do, this ship ain't it, but this image does show the “before” configuration of a sailing barkentine that became a motorized research vessel. But, that's getting ahead in the story.

There were five responses this month, one each from Dave Baker, Rob Napier, Hugh Van Brimer, Alan Frazer, and Bob Baycar, all of whom had no trouble identifying the aircraft carrier as *USS Tarawa* (CV 40) in, as Dave Baker puts it, “the configuration and the paint scheme she would have been wearing after her re-activation and modernization overhaul and recommissioning on 3 Feb. 1951.” Rob further defines *Tarawa* as “one of the last long-hull *Essex*- or *Ticonderoga*-class carriers.” And he mentions that “she was never given the angle-deck and hurricane bow modernizations received by many other ships of her class.” Rob and Bob fo-

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## AUCTION

The HRSMS auction will be held at the June meeting Saturday June 13, 2009

2713 Magruder Blvd Hampton, Virginia

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Mystery Photo

cused on the deck load of aircraft to help refine the timeline to the years of the Korean War conflict (1951-1953.)

Dave, Rob, and Hugh think the image was made at the Norfolk Navy Base. Alan says “the probable



location is the U.S. Naval Supply Center at Bayonne, New Jersey.” Bob is silent on the subject but remembers “when [he] was crew on the *Essex* CVS 9 at Quonset Point, R.I., 1968-1969, she was berthed next to us. At that time the *Tarawa* had deteriorated.

And, as mentioned, the two carrier guys just had to comment on the planes on deck. And being very clever, they use this data to help define the timeline. Wrong-way Bob had this to say: “In the mystery photo there appear to be Banshee or Panther jets at the stern half and Skyraiders toward the bow. This places the period sometime during or around the Korean War for which she was reactivated.” Rob went into more depth: “The planes with the wings folded to a V-like position are Grumman F9F Panther jets, or one of their variants. The Panthers were in active naval service from 1949 until about 1962. Based on the angle of their folded wings, the wingtip shape, and the arrangement and spacing of ordnance pylons, I think the aircraft we see farther aft on *Tarawa*'s flight deck than the jets are piston-driven Douglas A1 Skyraiders. The versatile Skyraiders -- we called them Spads... had a longer useful life than the Panthers, so they don't help us date the MP.”

As for the car: Dave an avowed non-car guy “Wishes [he] was a car expert so that [he] could identify the large sedan on the pier and pin the date down a bit more precisely.” Rob adds this: “I am also not much good with cars, but the white sedan on the pier seems to fit the mid-time period of the Panther jets.” While Alan asks if “Bill Clarke could clue us in on the age of that car,” and muses that “maybe it's the same 1948 Kaiser Traveler seen on page 2?”

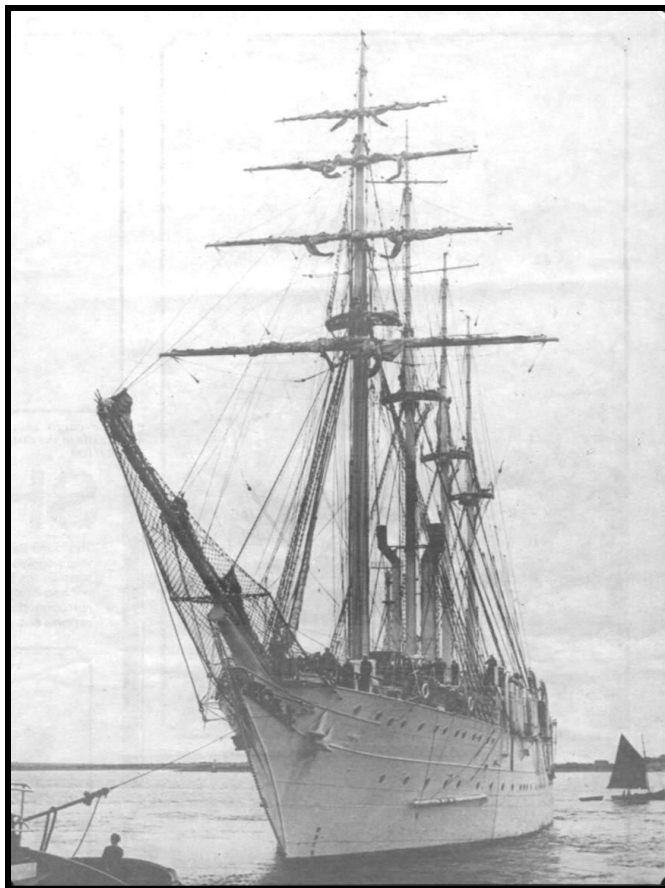
Five responses, ½ credit to each. From this point on the grades vary a bit. Rob calls this vessel “the elephant in the living room.” I am not sure why, but his reasoning may be

that, as he says, “this is simply because she is a big white sailing ship.”

The sailing vessel is obviously a four masted barkentine. Rob explains her rig this way: “...she isn't a ship because she has a four-masted rig that is fore-and-aft-rigged on the after three masts and square rigged on the foremast. This makes her a 4-masted barkentine.” Defining a vessel by its sailing rigs is as clear to him as discussing variations in modern masting and radar antenna are to the steel navy types.

If you look close you will see she sports several unique or unusual features: The first and most intriguing feature is the lack of a “cut down” waist, her sheer plating is constant height from bow to stern. This makes for a slightly full or heavy look to the hull. The waist seems to be decked over so the lack of port holes in this area is unclear. The row or vertically mounted floats or liferafts also robs the vessel of a clean, pleasing profile. Two smoke pipes surround the main mast and rise from the deck to about halfway up the mast. Their unusual crooked, forward bends give the pipes a bullish quality. A hard-to-spot cantilevered radar mast hides in the clutter just forward of these pipes and sits atop a two deck high bridge structure.

The lower masts all have rattled stays, while only the stays on the upper fore-mast are. The other three masts have



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Mystery Photo

Jacobs ladders fixed to their forward faces to allow seamen to reach the very small flag yards.

Rob mentions that “the flag at the taffrail is unreadable and there is no jack flying on the white staff at



### Buque Escuela Juan Sebastián de Elcano

the bow.” Alan is “unsure about the flag at her stern; my only book on flags (1953) shows the Spanish flag as three horizontal stripes (red/yellow/red, with the yellow wider than the reds); it shows no flag, of any nation with diagonal (“X”) stripes! I saw the same red-and-yellow flag on “Jeopardy” tonight.” Bob simply says “The clue that led my research is the Brazilian Flag at the stern.”

Finally, a very defining feature for most vessels is noticed by Rob: “The hawse is level with the aft end of the trailboards and above the lowest rail along the sides.” The shape of the stem and stern and location of the hawser pipe almost never change.

Before we reveal the identity of this vessel, let’s see what our responders have to say. In order of receipt: Dave Baker says the “May Mystery Ship is the sail training ship *Almirante Saldanha* of the Brazilian Navy.”

Rob managed to “[locate] material for two four-masted barkentines (also spelled barquentine)” during an “overly time-consuming” (his opinion, Tom!) internet search. “Both were generally similar to the one in the MP... The two vessels are the *Esmeralda*, a sail-training four-masted barkentine commissioned in 1954, and thus about new at the time of the MP. *Esmeralda* was operated by the Chilean navy. Her so-called sister, *Juan Sebastian De Elcano* (there are various spellings) was completed in 1927 and operated by the Spanish navy.” Rob does note the differences between these two vessels and the defined features of the mystery vessel, but explains how changes over time could obscure them. All that is

except for the location of the hawser pipe.

Hugh Van Brimer offered this: “Here goes another guess, my record is less than sterling. I believe and hope that the mystery vessel is the Chilean Barquentine *Esmeralda* (BE-43). I hope that I am correct because I have a personal relationship with the *Esmeralda* aka The White Lady. In 1954 while returning from Korea to our home port of Norfolk aboard my ship The *USS D. H. Fox* (DD 779) we tied up at Balboa, CZ before entering the canal. The *Esmeralda* subsequently tied up across the pier from us. She was on her maiden voyage from the builders yard at Cadiz Spain to her future home port at Valparaiso. What a thrill for a bunch of grimy destroyer sailors to be piped aboard this beautiful new vessel and have sherry in its paneled wardroom. We had 2 wonderful days with the Chilean officers. As an interesting side note, as she left under power we noted that the exhaust stack for diesel main engine was the hollow after mast.”

Alan is “99% sure that the major (nearest) ship is the Spanish sail training ship (4-masted topsail schooner, or barkentine; I won’t explain the difference here) *San Juan*

*Sebastian de Elcano*. As built, her main deck was at the level of the rubbing strake and the top of the boarding ladder (in the photo), with raised forecastle from just ahead of the foremast to the stem and quarterdeck from about 15 feet forward of the fourth (“jigger”) mast to the stern. Later re-buildings extended the upper deck to full hull width and length, and presumably changed some deck names. Information above is from Harold Underhill’s *Sail Training and Cadet Ships* (Brown, & Ferguson, Ltd., Glasgow, 1973), so I am unable to locate a later image for other changes. Underhill also states that the exhaust from her diesels exhausted through one of her tubular steel lower masts, but the Mystery Photo has two or three tubes against her mainmast.” Later he amended his response with this: “Lack of sufficient proof-reading before sending: The ship’s name is simply *Juan Sebastian de Elcano*..., without the *San*... I don’t know whether “Juan” was a saint, a flunky, a noble, or a business man. He’s not in my encyclopedias.”

Bob’s “quick glance” almost got him in trouble: “I thought it was the *Esmeralda* of Chile, but many things don’t match. The porthole configurations, absence of the condor figurehead, “panels” amidships, stackpipe structures attached to the mainmast, a hawse pipe higher than on *Esmeralda*, oval life rafts, etc. The vessel is consistent with the Brazilian Navy training Barkentine *Almirante Saldanha*, launched 1933, named after Almirante Luiz Fillipe de Saldanha da Gama.”

And there you have it, Dave and Bob are correct the

(Continued on page 4)

# MINUTES



## Hampton Roads Ship Model Society Monthly Meeting

May 9, 2009

Mariners' Museum

Guests: Fred Schreiber, 3rd meting

Jason Boushard

William Boushard

The meeting was called to order by the Mate, Ryland Craze, at 1407 hours. Having met the three meeting requirement, Fred Schreiber was asked if he wished to join the HRSMS. With his affirmative reply, Fred was asked to leave the room while the voting ritual was conducted. Fred returned and was welcomed as a new member. There were no corrections to the minutes. Eric Harfst gave the Purser's report. Eric gave the status of dues collection and read a letter from a member who wished to terminate his membership. Due to Greg Harrington's absence, no Webmaster's report was given. Ryland commented on all the good work Greg as done with the web site.

Old Business: Ryland gave the results of the audit of the societies financial records. All was found to be in order. Ryland next talked about the upcoming auction to be held at Greg Harrington's workplace. Tom Saunders said that directions would be included in the next issue of the Logbook

New Business: None

Show & Tell: Charles Landrum noted that the Fighter Factory in Pungo would conduct a air show on the weekend of May 16th. Charles also noted that there will be a International Plastic Model Society (IPMS) show on Fairfax Virginia on May 30th and that the IPMS National Convention will be held in Columbus Ohio during August. Fred Schreiber talked about construction of the *Rattlesnake* using the Harold Hahn method. Charles Landrum showed a mini hack saw from Harbor Freight and plastic kit of the *IJN Akagi*. David Tagg talked a paper model of the Monitor and the lack of numbering on the engine room parts. Graham Horne showed a miter jig foe a small saw and dyed wood strips from Woodcraft.

The meeting was adjourned to a presentation, "Working With Photo Etch", by Charles Landrum.

## THE ANSWER

The answer to Mystery Photo 275:  
From the photo caption, Photo # 80G-643721  
Brazilian Training Ship *Almirante Saldanha*  
Hunter's Point California, 21 Aug. 1954

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vessel is the sail training ship *Almirante Saldanha*.



Mystery Photo

As built *Almirante Saldanha* exhibited these characteristics: From Dave: "Built by Vickers Armstrong at Barrow-in-Furness in the UK, she cost some £314,000 was launched on 19 December 1933 and completed during June 1934. As completed, the ship displaced 3,325 tons full load and measured 307-ft. 3-in. overall (not including her bowsprit), and with a beam of 52-ft. and a mean draft of 18-ft. 3-in. She was initially armed with four 4-in low-angle guns, a single 3-in. AA gun, four 3-pdr saluting cannon, a 13-mm machinegun, and two other machineguns, and she was equipped to lay mines for training exercises. In addition to her sails (which had a total area of 25,990 square feet), the ship had a single Busch-Sulzer auxiliary diesel engine that provided 1,400 brake horsepower and gave her a speed of 11 kts under power (she made 12 kts on trials). Her range is given as 12,000 nautical miles on the 390 tons of fuel carried. She carried a crew of 356 plus 100 naval cadets and midshipmen." To this Bob adds "one 533mm torpedo tube."

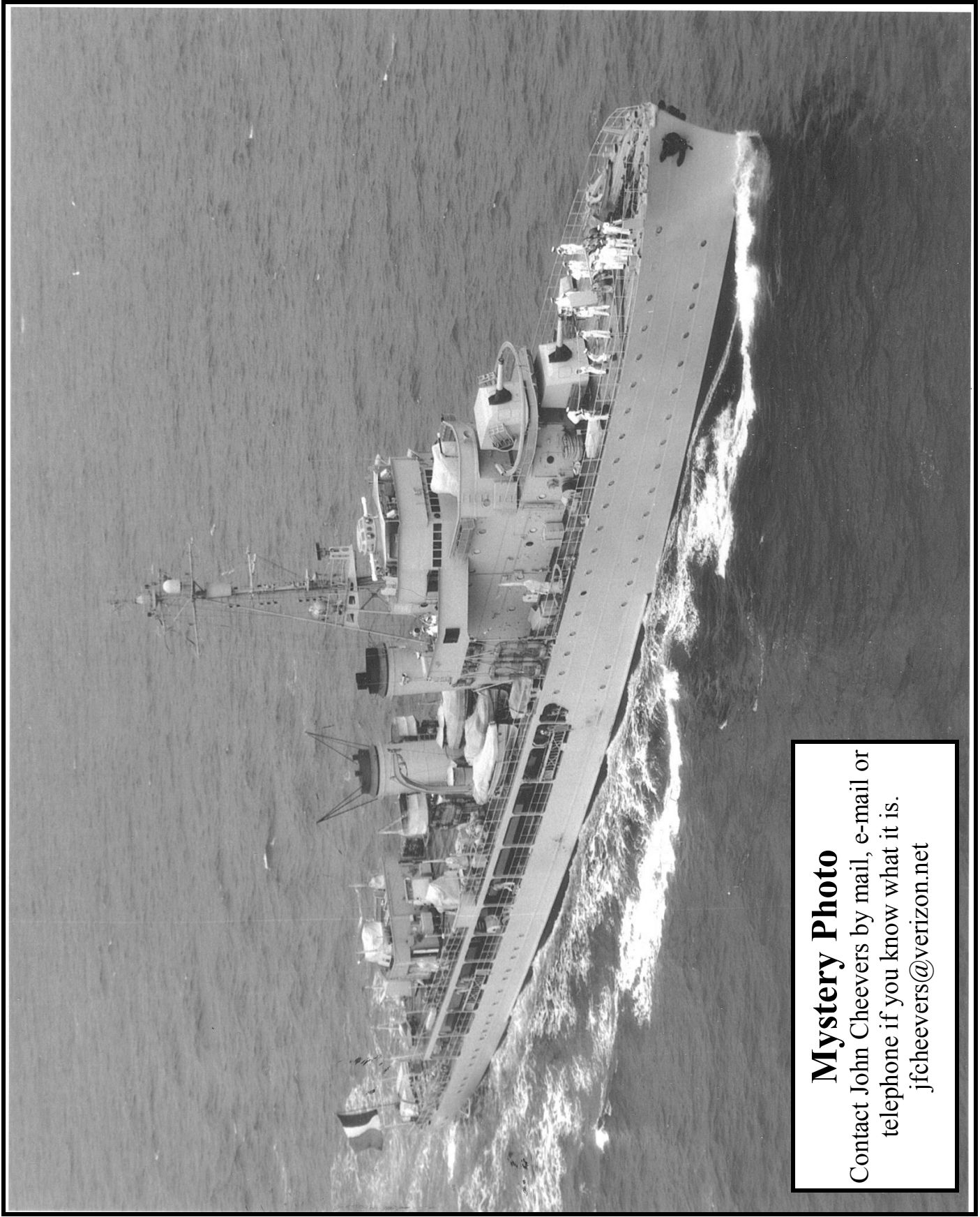
Dave finishes her career the vujà-dé way: "Accordingly, the *Almirante Saldanha* was ordered to be reconstructed to serve as an oceanographic research ship. In a major refit completed in July 1961, the ship lost her four masts and bowsprit (Bob unceremoniously states that they were "sawed off"), while a 2-level superstructure with a single streamlined funnel was added, and the side plating amidships was cut away at the first platform level. After the conversion, the ship's full load displacement had increased to 3,825 tons (3,325 tons standard). Her Busch-Sulzer diesel engine was retained, but her maximum speed was reduced to 10 kts. As an oceanographic research vessel, she carried a crew of 210, and she was also employed as on training duties.

The *Almirante Saldanha* completed a further refit in June of 1980 to perform zooplankton research; at that time she received the latest in navigational aids, including NAVSAT and an Omega radio navaid, along with new current and salinity measurement equipment. The ship was retired on 6 August 1990."

Two odd remarks that I could not correlate with my examination of the image are these: Alan is sure that a tug boat is visible to the left of the sailing vessel tied to the pier and uses it to tied his guess to the New York area, and Bob says "There is clearly a cannon on the poop deck."

And if you think these claims are odd, Bob mentions an incident aboard: "In 1958 the ship's photographer photographed what appeared to be a UFO near an island 600 miles east of Rio de Janeiro. I think it may have been one of our area 51 experimental craft." The image is available on-line by Googling the vessel's name or going to this site supplied by Bob: "www.naviosde guerrabrazilos.hpg.ig.com.br/A/A044/A044-f03.htm. Harold Underhill has the plans."

John Cheevers



**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

### JUNE

- 13 **HRSMS** Monthly Meeting:  
2713 Magruder Blvd Hampton, Virginia  
AUCTION

### 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

## NEXT MEETING

Date: June 13, 2009

Place: 2713 Magruder Blvd Hampton, Virginia, Suite H

Time: 1400 Hours

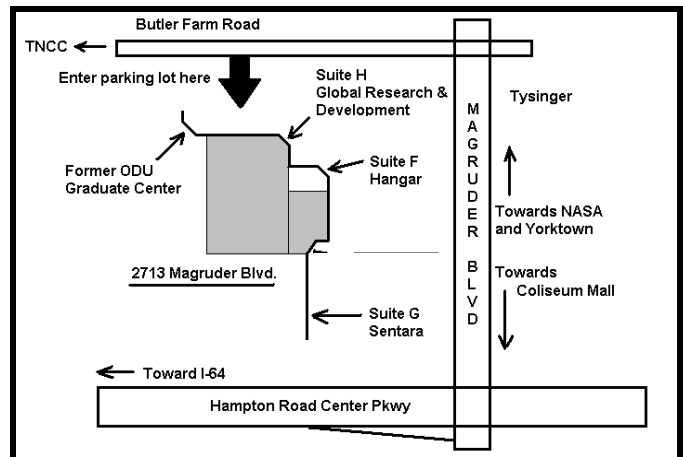
Host: Greg Harrington

### From Richmond

- 1: Merge onto I-64 E. 70.58 miles
- 2: Take the HAMPTON RDS CENTER PKWY EAST exit- exit number 261B. 0.40 miles
- 3: Stay straight to go onto HAMPTON ROADS CENTER PKWY. 0.75 miles
- 4: Take the VA-134/MAGRUDER BLVD ramp. 0.16 miles
- 5: Keep LEFT at the fork in the ramp. 0.08 miles
- 6: Merge onto VA-134 N. 0.21 miles
- 7: Turn LEFT onto BUTLER FARM RD. 0.01 miles
- 8: Turn LEFT into Parking Lot

### From Norfolk

- 1: Merge onto I-64 W. 15.30 miles
- 2: Take the VA-134 N/MAGRUDER BLVD exit- exit number 262B- towards NASA/POQUOSON. 0.25 miles
- 3: Stay straight to go onto VA-134 N/MAGRUDER BLVD. 0.81 miles
- 4: Turn LEFT onto BUTLER FARM RD. 0.01 miles
- 5: Turn LEFT into Parking Lot



\*People always say congratulations. When you're a successful bidder it means you're willing to spend more money than anyone else. I'm not sure if that's congratulations or condolences.

Eli Broad Quotes - Art Collectors