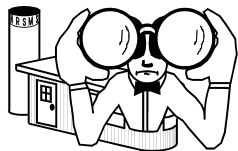


From The Bridge



What?

Could it be that I have nothing at all to write about this month? Could you all be so lucky? Has the summer sun dried up the Skipper's mind as a resource and font of knowledge, inspiration, and motivation? Have I finally run out of those quaint musings that I so freely share each month? I certainly hope not! I think it's just a rare case of writers block or something. Meanwhile, we'll make due with a few extraneous thoughts...*(This is where the government would have the editor place a consumer warning notice to turn you away for your protection. We probably need one, but I recommend you read on.)*

So I was looking at the new Micro-Mark "Summer Sale" catalog that came in the mail this week, and tow things occurred to me: 1.) how Micro Mark blatantly marks up prices only to mark them down again to just slightly below their regular retail prices and claim big savings, and 2.) how some of you (us) got really good deals at the last auction on some of the offerings. All the more reason to "takes your chances" at the auctions.

Are you are like me? You can't bring yourself toss out things in your shop, especially scraps of all that exotic and maybe expensive ship modeling wood (called "off-cuts" in the biz). And have you noticed how those scraps seem to multiply like rabbits? And not only do they multiply, their evolutionary process flies in the face of Darwinian logic. Mine seem to get smaller with each successive generation; not larger as you would expect with natural selection. I suppose that in another couple of half-lives my supply will just disappear on its own accord. Now, if I could just convince Ellen...

Someone caught it good at the last meeting. If it were a real fight you would say that the inquisitor lead with his chin. The hapless one asked one of our older, more experienced members how he knew when he had the model hull ex-

(Continued on page 2)

NAUTICAL TERM

Deadrise: The vertical distance from the point of intersection of the top of the keel to the turn of the bilge.

Submitted By: Tim Wood

Mystery Photo



Mystery Photo #278: I always thought that beauty was in the eye of the beholder, but it would seem that the first reply came from someone who was not beholding. Apparently there ARE some ships that are ugly and, at least one member thinks, their images should be banned from submission. We better get straight to solving this Mystery before mob excitement takes over. This is getting to be a tough column.

As it turned out only threes replies were received, so the prediction of mob violence was a bit premature. Unique replies for this memorable Mystery vessel came from John Wyld, Charles Landrum, and Rob Napier. John's slightly piqued reply concerns a vessel he refers to as "Ugly Betty" when he asks: "Who thought this was hard, only folks who like graceful ships?" Interestingly enough he finished his reply with the reminder that he got last month's Mystery as well: "P.S. I got SACKVILLE too. Please get off the ugly kick. Thanks." *(Perhaps a pair of rose colored glasses will temper his jaundiced outlook toward Mystery Photo submissions.)* Charles, however, was a bit more cerebral with a reply that began: "Ooh, Ooh!" to which I get to add, "Mr. Kotter!" But, I'm a bit confused here. Is he mocking, Mr. Kotter (as I suggest), Homer Simpson, or the guy who drove Car 54? The third reply came from Rob who is always a bit more down to earth. He likened the vessel to an "ugly duckling like the *USS Katadin*," then added, "Once you've seen a photo...it sticks in your mind." But, he didn't add, "Like a nightmare." *(Note to editor: do not run an image of USS Katadin.)*

Three replies; two from avowed steel-hulled ship model nuts and one with a more broad ship model background. John and Charles had no trouble identifying the Mystery as *USS Wolverine (IX-64)*; with Charles providing the most handy of photo captions for the image: "...underway in Chicago harbor, 22 August 1942. Credits: "Navy Yearbook", Ed. by Phillip Andrews and Leonard Engel; Duell, Sloan and Pearce, 1944." I say "most handy" because I found the image on no less than 5 web sites, and each, with the exception of

(Continued on page 2)

MEETING NOTICE

Date: Saturday September 19, 2009

Place: Newport News Park

Time: 1400 Hours

(Continued from page 1)

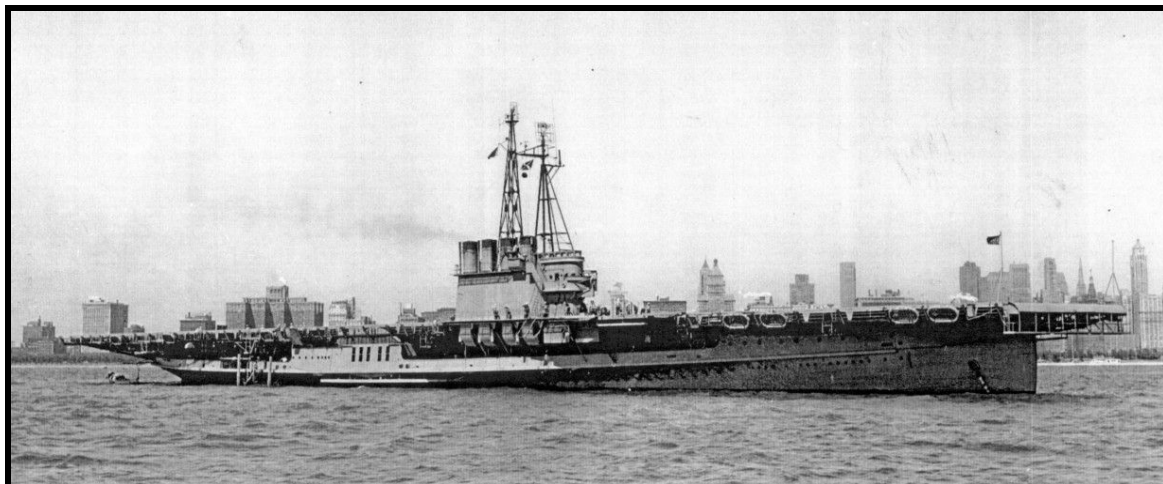


Mystery Photo

location and date, crediting the image to a different provider—ah the power of the Internet when it comes to destroying provenance! Rob was not quite as positive with his identification as John and



Charles are when his research found that “there were two of these beasts” identified as “USS Sable or USS Wolverine.” And for all you unknowing fans out there, he provides the “most prominent, perhaps, [the most] distinguishing [and differing] characteristic for the two vessels,” that “being the pro-



(Continued from page 1)



actly removed from the rough hull block. With great fanfare the seasoned veteran puffed and postured for a minute before answering. “It’s like this,” he said, “carving a ship model hull puts you in league with some of the great sculptors like Michelangelo. Somewhere in that block of wood is a ship model hull and all I have to do is to remove everything that is not part of the hull!” End of lesson.

I got a call the other day from a member who was wondering where all those “Cabin Boy” pieces came from. I told him that Cabin Boy wrote them.

His last name is Buonarroti by the way... Michelangelo, not the caller. See you at the picnic.

John

file of the funnel arrangement.” Turning to the Internet as Charles and most likely John did, Rob also quickly discovered that the available information has been churned to the point that contemporary images of these vessels are identified as each ship. Ah, those well meaning techno, Internet weenies.

Is the Mystery Photo that of USS Wolverine or USS Sable? Enquiring minds want to know. Using Rob’s clue, I find that Wolverine had four, tall smoke pipes sited above her meager superstructure whereas Sable had only two. A glance at the Mystery Photo reveals four proud stacks. The Mystery is solved but good questions remain to be answered. The most important one would be how did this “Ugly Betty” come about? For the answer I provide the bulk of John’s fertile reply for your enjoyment:

“This Ugly Betty, shown in one of her most graceful (sic) poses, shows what happens when the Bureau of Construction & Repair (Bu C&R) is busy looking elsewhere. In this case, they likely had their hands full salvaging the ships in Pearl Harbor as documented in a recent Mystery Photo.

Well, we were at war, so I suppose I should cut the designers some slack. All I can think of is that someone must have said "We need to redesign our ships' bridge structures for air attack according to British practice". Since everyone knows the Brits have built some of the ugliest ships and air-

craft ever, one can see where these obviously novice designers got their inspiration. From other views (attached), this is clearly a ship onto which a huge bridge seems to be attached. Some rube later realized that aircraft could, indeed, attack FROM this bridge. The rest, as they say, is history.

Said history will document that this, er, ship is none other than USS WOLVERINE, IX-64, nee SS SEANDBEE (A clever combination of the two first letters of 'crap' and 'butt-ugly'). Picture of SEEANDBEE also attached. Along with her equally ugly half-sister USS SABLE, IX-81, these converted paddle wheel steamers were used to train new pilots for the rapidly expanding USN aircraft carrier program. They operated exclusively on Lake Michigan where they probably did not stand out.

This picture, dated 22 August, 1942, shows WOLVERINE at Flank speed of 3.5 Kts. While a slight exaggeration, these two ships did have trouble generating sufficient wind over the bridge, er, deck, for some of the heavier aircraft in production a bit later in the war due to low top speed (compared to the 'fast carriers') and fewer days of strong winds on the Lake.

(Continued on page 3)

(Continued from page 2)



Mystery Photo

Fortunately for posterity, WOLVERINE was struck from the Navy list 28 November 1945 before the general population was able to see pictures which the Navy had blacked out during the war. You can imagine the plunge in morale that might have occurred if a picture had surfaced after, say, the announcement that LEX, HORNET, or YORKTOWN was lost to the Japanese.”

Pause...

To compliment the Wyld rant of our beloved club member, the whole story of *USS Wolverine*, ex *Seeandbee*, deserves telling and serves to gain this author some column inches. The following excerpts come from the two on-line web sites including The Encyclopedia of Cleveland History:

“*USS Wolverine (IX-64)* was a freshwater aircraft carrier of the United States Navy during World War II. She had been converted from a paddle wheeler coal-burning steamer to be used for advanced training for naval aviators in carrier takeoffs and landings.

Wolverine (IX-64), a side-wheel excursion steamer built in 1913, was originally named *Seeandbee*, a name based upon her owners' company name, the Cleveland and Buffalo



Transit Co. She was constructed by the American Shipbuilding Co. of Wyandotte, Michigan. The Navy acquired the side-wheeler on 12 March 1942 and designated her an unclassified miscellaneous auxiliary, **IX-64**. Conversion to a training aircraft carrier began on 6 May 1942; and the name *Wolverine*, commemorating the first ship of the name, was approved on 2 August. Planned to operate on Lake Michigan, IX-64 received its name because the state of Michigan is known as the *Wolverine State*.

Fitted with a 550-foot (170 m) flight deck, *Wolverine* began her new job in January 1942, to be joined by her sister, *USS Sable (IX-81)*, in May. Operating various aircraft out of NAS Glenview, the two paddle-wheelers afforded invaluable training not only to pilots, but to smaller numbers of Landing Signal Officers (LSO) as well. As the Navy's first side-wheeled aircraft carrier, *Wolverine* was equipped to handle plane take-offs and landings, a vital duty that she performed

for the duration of World War II. She contributed to the war effort in World War II by training hundreds of pilots in basic carrier operations.

The *Sable* and *Wolverine* were a far cry from combat carriers but were suitable for accomplishing the Navy's purpose-that of qualifying naval aviators fresh out of operational flight training in carrier landings. The two carriers had certain limitations such as having no elevators or a hangar deck. When barrier crashes or other flight deck crashes used up the allotted spots on the flight deck for parking dud aircraft, the day's operations were over and the carriers headed back to their pier in Chicago.

Another problem they had to contend with was wind over the deck (WOD). Certain WOD minimums were required to land aircraft such as F6Fs, F4Us, TBMs and SBDs. When there was little or no actual wind on Lake Michigan, operations often had to be curtailed because the carriers couldn't generate sufficient speed to meet the WOD minimums.

Occasionally, when low wind conditions persisted for several days and the pool of waiting aviators started to bunch up, an alternate system of qualifications was used. The alternate system was to qualify the pilots in SNJs - even though most pilots had not flown the SNJ for four or five months.

Once the war was over the need for such training ships also came to an end. The *Wolverine* was decommissioned 7 November 1945. Three weeks later, on 28 November, the ship was struck from the Naval Register. It was then transferred to the Maritime Commission, 26 November 1947 for disposal. The last records indicate that the ship was sold for scrapping in December 1947 at Cleveland, Ohio.”

And...

“The **SEEANDBEE**, once the largest and [most] costly inland steamer, began its career on the Great Lakes on 6 Nov. 1912. This 500', 6,381 gross tons all-steel ship could hold 1,500 passengers on its 4 decks. One of its features was an elegant ballroom. It was built for, and originally

operated by, the CLEVELAND & BUFFALO TRANSIT CO., a steamship and trucking firm.

On its maiden voyage it carried members of the Cleveland Chamber of Commerce to Buffalo. Regular trips began in 1913 from the E. 9th St. pier. The *Seeandbee* operated on a Cleveland-Buffalo route, with special cruises to additional ports such as Detroit and Chicago. It was the pride of

(Continued on page 6)

THE ANSWER

The answer to Mystery Photo 278:
From the photo caption
USS *Wolverine (IX-64)*
Chicago Harbor, 22 Aug. 1942
Photo Submitted By: Tim Wood

MINUTES



Hampton Roads Ship Model Society Monthly Meeting
Mariners' Museum
August 13, 2009

The Meeting was called to order by the Skipper, John Cheevers. There were no corrections to the minutes. The Purser's report was given by Eric Harfst. The Skipper said that he received an e-mail from Greg Harrington outlining changes to the web site concerning member access,

Old Business: The Skipper talked about meeting with Brad Granum's daughter and receiving a donation of items from Brad's shop. Bob Comet inquired about stickers for the brochures in the model makers' stand. The Clerk provided stickers to Bob. Bill Dangler had two sign-up sheets for the September picnic. One was for who was attending the other was for items to be brought. The Skipper reminded everyone that the September meeting would be shifted to coincide with the picnic on September 19th. Ron Lewis talked about a Bronze Door Society sponsored dinner cruise from the Hampton Yacht Club to be held on Sunday September 13th.

New Business: There was no new business,

Show & Tell: Tony Clayton had a stack of magazines to give away. Bob Comet announced that he has a new treble concer-

tina. Dave Baker showed several photographs of HMCS Agassiz and drawings of British cruisers. David Tagg showed a card model of a Hunt Class destroyer. David also said that he received 20 tubes of his beloved Uhu Glue. Heinz Schiller showed a miniature dockyard model. Bill Clarke presented Bob Comet a framed picture of him receiving an award in 1953.

The meeting was adjourned to a presentation "Great Lakes Shipping and the Soo Locks" by Tim Wood

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

Thar ain't but a bit o' room this month to ta give y'all a prod or two. Seems like the Skipper guy is the only one of you folks what good at cipherin. Thars John, John, John, ain't no one else can dip a quill!

Found this gem. "Advice for Northerners moving to the South: Save all manner of bacon grease. You will be instructed on how to use it shortly." And, "Just because you can drive on snow and ice does not mean Southerners can. Stay home the two days of the year it snows."

Lights out.

Cabin Boy

HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL PICNIC

WHERE: Newport News City Park, Shelter #11. Enter off Jefferson Ave, just north of Fort Eustis Boulevard. Our picnic site is in a tree-sheltered area with rest rooms nearby, a lakeside view, tables, benches and barbecue grills.

WHEN: Saturday, September 19, 2009, 1130 am to 1630 pm. The Picnic Area is covered so the event will be held rain or shine.

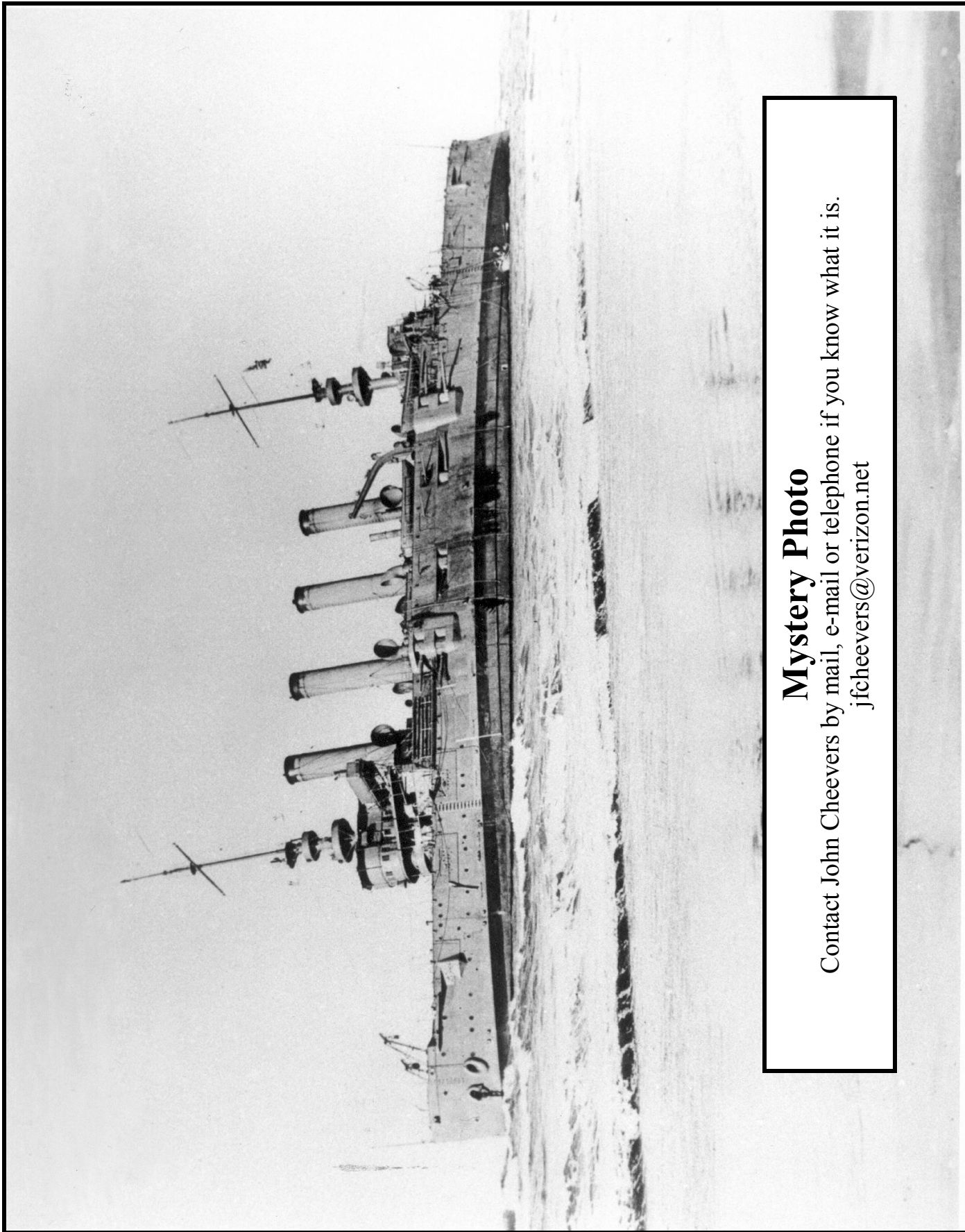
EVENT COORDINATOR: Bill Dangler, Tel: (757) 245-4142

Contact Bill Dangler or e-mail Tom Saunders (t.e.saunders@worldnet.att.net) as soon as practicable, but not later than Sunday, September 13 to indicate how many will be in your party, and what you would like to bring to help feed the hungry crowd.

HRMS will supply hot dogs, hamburgers, buns, and sodas. The range of other items that need to be brought:

Ice, Appetizers, Salads, Side dishes such as: Beans, Desserts Condiments (ketchup, Mustard, Relish, Pickles) Toppings (sliced tomatoes, onions, and lettuce) Etc.

Note: This is a Municipal Park, and no alcoholic beverages of any kind are permitted.



Mystery Photo

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

NOTABLE EVENTS

SEPTEMBER

- 19 **HRSMS** Monthly Meeting, - 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

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

JANUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum Nomination of officers Presentation, John Cheevers

FEBRUARY

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

MARCH

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

APRIL

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

MAY

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

JUNE

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

JULY

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

AUGUST

- 14 **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 3)



Mystery Photo

the Cleveland and Buffalo Transit Co., and a consistent moneymaker on its summer cruises. In 1939, the liquidation of the Transit Co. began due to the firm's heavy losses in 1938. That year the Seeandbee was sold to the C&B Transit Co. of Chicago. The Seeandbee operated on a regular schedule through 1941. In 1942 the Seeandbee was acquired by the navy and converted into the USS Wolverine. The Wolverine served as an aircraft carrier training ship in Lake Michigan during World War II and shortly thereafter was scrapped.

The **CLEVELAND & BUFFALO TRANSIT CO.** (C&B), a popular steamship line and later a trucking firm, was established by Morris A. Bradley in 1885 and incorporated in 1892, with Bradley as president. Passenger and freight service was initiated between Cleveland and Buffalo on the "State of Ohio" and the "State of New York," leaving Cleveland from the foot of St. Clair Ave, and in 1896, the "City of Buffalo" was added. The "City of Erie" replaced the "State of Ohio" in 1898, providing night service from Cleveland to Toledo. In 1914 Cedar Point and Put-in-Bay were added to the C&B route. As passenger service became increasingly popular, the luxurious "SEEANDBEE," a costly sidewheel passenger steamer, began regular trips between Cleveland and Buffalo in 1913. At that time, the C&B and the Detroit & Cleveland (D&C) line obtained a 50-year lease from Cleveland for property at the foot of 9th St. for \$55,000. There the two companies built the E. 9th St. Pier and a new lake terminal, dedicated in 1915; in exchange, the city built a bridge over the E. 9th St. railroad tracks, paved the E. 9th St. approach, and provided a street railway to the pier.

The popularity of passenger excursions in the 1920s led the C&B to buy the "City of Detroit II" from the D&C line. Rebuilt as the "Goodtime," it offered excursions and "moonlight rides" on the Cleveland-Cedar Point and Put-in-Bay route. Automotive transportation began to erode the profitability of lake shipping, and in 1930 C&B began tractor-trailer freight service during the winter months to improve its revenue. The destruction of the "City of Buffalo" by fire in 1938, along with the Depression and increasing competition from trucks and railroads, caused the bankruptcy and liquidation of Cleveland & Buffalo Transit Co. in 1939. The E. 9th St. Pier was transferred to the Lederer Terminal Warehouse Co., and both the "Goodtime" and the "City of Erie" were sold for salvage. Cleveland capital organized a new Cleveland & Buffalo Transit Co. in 1943 and continued the trucking business. The firm grossed about \$650,000 a year by 1955, the year it became a wholly owned subsidiary of Forest City Industries, Inc. of Cleveland."

Silk purse to sow's ear? Ugly or not, *USS Wolverine* is an important piece of the tapestry that is the US Maritime history and US Naval History.

John Cheevers

"One of the best temporary cures for pride and affection is seasickness". -- Henry Wheeler Show