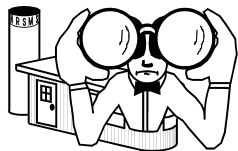


From The Bridge



We were all saddened to hear of the loss of Bob Comet in December. Bob was such a rare individual in that he was a true friend to all of us. He had a way about him that made you feel very comfortable around him the first time you met him. I remember the first time I met him. He was the Skipper of the Society at the first meeting I attended and he welcomed me in his friendly manner. As the Minister said at his memorial service, Bob had many friends and each friend describes Bob in a different manner.

As a long time member of the Society, Bob had an impact on all of us. He served as the Skipper from 2000 to 2002 and most recently as the program director for our meetings. He was a talented and gifted ship modeler and loved to demonstrate his skills to us. I always looked forward to show and tell as you knew Bob would be bringing his latest ship under construction or some other item that would be of interest to our members. Bob had no secrets when it came to his ship modeling skills. He was always willing to share information to help his fellow ship modeler with their build.

Bob was a true ambassador in the art of model ship building. He spent many days each year volunteering his time at the Mariners Museum and the Hampton Roads Naval Museum so that visitors could learn how a ship model is constructed. He loved every minute of it, especially the kids who always seemed to have some off the wall question. But he took time with everyone.

Fare well my friend. We will all miss you.

The auction at the December meeting was a huge
(Continued on page 6)

Mystery Photo



Mystery Photo #294: What if I told you that the sister ships of this month's Mystery Photo carried famous names? What if I told you that this month's Mystery Photo reveals a vessel that vent to the scrap heap long before more famously named sisters? What if I told you that no one played even thought someone did? Huh? What if I told you that you had to "go west, young man" to find the answer to the Mystery? What if I asked you to accept these teasers, would you finish reading this column?

If I told you that this mystery was a doozy, I'd be stealing a quote from the only response we have to this month's Mystery Photo. Dave Bake provided the sole reply and he says that "the mystery photo is a doozy. I've checked every reference for 19th century naval vessels that I've got and can't find a perfect match." You can't fault Dave because he felt, like I did, that the vessel was British and I had the same issue as he in finding a perfect match there. Finally, he suggested that the vessel is "HMS SHANNON, a very early armored cruiser, but the match isn't perfect for any of the photos I've got of that ship, which had an old-fashioned sailing era-style sidelights (windows) arrangement at the stern. But perhaps it was removed later in her career. SHANNON did make a tour on the China Station, so the white paint job may fit." And showing a bit of frustration he concluded by saying, "But she aint' French, German, South American, Italian, Russian, or anything else I could come up with."

Like Dave, I had *HMS Shannon* on my list of possibilities, but I was also flirting with *USS Trenton* as a possibility. That was until I actually found the identity of the Mystery the same morning I received Dave's response. I replied to Dave's e-mail and told him that the vessel's profile drawing was in Conway's...that's all I told him. I didn't tell him which volume of Conway's or where to look, and I also didn't dispel his inclination toward finding the answer under the British section of the reference. That would have made it too

(Continued on page 2)

Please note the new meeting time of 1000 hours

IN MEMORIUM

Robert E. Comet
December 12, 2010
Fair Winds And Following Seas,
And Long May Your Big Jib Draw

MEETING NOTICE

Date: Saturday January 8, 2010
Place: Mariners' Museum
Time: 1000 Hours

(Continued from page 1)



Mystery Photo

easy.

Now, I have to agree with Dave that this vessel looks “British”. And when the answer did not seem to be under the British chapter, I asked myself who else had ships that strongly favored the British style.

After all, many navies from the time hinted by the Mystery Photo procured their vessels or design expertise from that great shipbuilding nation. Did the answer lie under the Chilean, or Brazilian, or perhaps the Japanese Navies?

I waited for Dave to respond to see if my hint helped. He punted—his words.

Along with certain volumes that cover the modern era, I am lacking the “Green” book in my Conway’s set, the volume that covers 1905 to 1922...or thereabouts. But I make do; and in this case it wouldn’t help because I found our Mystery vessel in the “Blue” volume—1860 to 1905. Not finding any success looking under the British section I turned my attention toward lesser navies of the time. That remark is not intended to slight Japan’s navy of 1905 but it does help place it in quantitative and qualitative rank with the big three. Regardless, the Japanese section contained the answer to the Mystery. There I found one very likely profile under “Frigates, Corvettes, and unprotected cruisers”.

identification: 1) the forward most gun port is recessed in a prominent notch in the hull to allow forward firing of this gun, and 2) there is a prominent barrel shaped sponson set just aft of the ship’s boat hanging from the davits. The location and thickness of the stack is a great clue; in the space between the fore and main masts, it sits closer to the main. Placement of prominent features is important. The flag at the stern is another matter, it hangs limp and offers little help in identification—the bow ensign offers nothing as well. The rest of the gear is too generic to offer any help.

Bob’s remark that directs us to the “China Station” is sort of substantiated by the small boat at the extreme right edge of the image. I don’t know about your mindset but it sure looks oriental to me. And if that’s the case, then we are looking at an image made in the right part of the world to support my Japanese Navy claim.

The entry in Conway’s, on page 233, is for the *Katsuragi*-class corvettes. There were three: *Katsuragi*, *Musashi*, and *Yamato*. As you can see two of the names have become very familiar in naval lore. The now familiar Google search under these names provided the same image used for this month’s Mystery—it is of *Katsuragi*. This vessel was built at Yokosuka Naval Dockyard and completed in October of 1887. She went to scrap in 1913. To narrow the time window



The ship seen in the Mystery “fits” the profile as it were. Three masts, single stack, straight stem, upper row of gun ports, lower row of air ports, and period style fittings and deck arrangement to support a time frame of the late 1800’s. Two interesting features are noted that will cement a positive

for this image a bit, the entry in Conway’s mentions a refit in 1900 where her Bark rig was removed. This logic is good as the image caption mentions the date 1897.

According to the on-line entry, *Katsuragi* “was de-
(Continued on page 3)

Anything is Possible

"I'm not from Missouri, but you need to show me anyway." That's what the man said when I told him that the Hampton Roads Ship Model Society (HRSMS) was on the verge of developing the world's first one-ended rule (scale). "No, no, no," I said, "not the regular kind that measures from zero on the left end on out to its greatest measure at the other end like that cheap wooden hardware store yard stick hanging the wife's pantry, but one of those fancy types that has the zero in the center of the bar and equal measures to the left and right of center." You get the picture?

"What do you measure with it," he asked trying to understand how we could pull off this feat that defies all known laws laid down by Euclid. "Oh!" I replied, "Perhaps we are not on the same page. This scale measures skill and experience not distance. On the left we see all the folks willing to learn the art of the ship model and on the right we see all the folks who have. When I joined the HRSMS just about 30 years ago the scale was about equal, and from time to time the center wandered to the left or right depending on the make-up of the membership. But the scale always centered itself and life went on its uneventful trip around the sun." "I get it." he said wishing he had never gotten involved in listening to me.

I went on anyway, he was captive I was on a role.

"Lately the right side of the scale is threatening to disappear. In the modern age, the first measure evaporated when we lost a fellow named Joe. Then a tick was lost when Jack left us. We lost the third measure when David went. And now that Bob Comet's mark is erased all we have left may just constitute a left-handed rule." Satisfied with my theorem, I looked up and that man not-from-Missouri was gone as well.

I'm not trying to besmirch anyone in the club; I'm just trying to deal with the loss of a dear friend and well respected and knowledgeable ship model maker. Everyone has a place on that scale and that place changes depending on the skill under review. But by and large we are losing the marks from the cats who sat out at the very tip of the right end of the scale. Now I know that new folks will take their place when the time is right, but for now the scale is lopsided. And it was folks like Bob who were always pulling us to the right. We owe it to him and those who went before him to earn that place on the right side. The signs are there, the opportunities are there, we just have to take them.

Bob, you will be missed greatly and we will toast you often, you set the measure very far to the right side of zero. I leave you with this quote from Louis Nizer that best sums up your contribution to this great love affair we call ship modeling: "A man who works with his hands is a laborer; a man who works with his hands and his brain is a craftsman; but a man who works with his hands and his brain and his heart is an artist." You sir, were a true artist.

John

(Continued from page 2)



Mystery Photo

signed as an iron-ribbed, wooden-hulled, three-masted bark-rigged sloop-of-war with a coal-fired double expansion reciprocating steam engine with six boilers driving double screws. Her basic design was based on experience gained in building *Kaimon* and the *Hiei*-class sloops, but was already somewhat obsolescent in comparison to contemporary European warships when completed.

Katsuragi saw combat service in the First Sino-Japanese War, patrolling between Korea, Dairen and Weihaiwei. It was also at the Battle of Yalu River (1894) in a reserve capacity in the Western Fleet.

On 21 March 1898, *Katsuragi* was re-designated a third-class gunboat, and was used for coastal survey and patrol duties.

On 6 October 1900, *Katsuragi* ran aground off of Izu Ōshima Island. It took over a month to refloat her, after which she underwent extensive repairs at Yokosuka.

During the Russo-Japanese War, *Katsuragi* served as a guard ship in Nagasaki harbor. She was reclassified as a second class coastal patrol vessel on 28 August 1912, and was retired from the navy list and scrapped on 4 November 1913."

The class characteristics are as follows:

Displacement: 1,500 t (1,476 long tons)

Length: 62.78 m (206 ft 0 in)

Beam: 10.7 m (35 ft 1 in)

Draft: 4.6 m (15 ft 1 in)
Installed power: 1,622 ihp (1,210 kW)
Propulsion: 1 × horizontally-mounted reciprocating steam engine 6 boilers, 2 × screws
Sail plan: Barque-rigged sloop (3 × masts)
Speed: 13 kn (24 km/h; 15 mph)
Capacity: 132 t (146 short tons) coal
Complement: 231
Armament:
2 × 170 mm (6.7 in) Krupp breech-loading guns
5 × 120 mm (4.7 in) guns
1 × 80 mm (3.1 in) gun
16 × 25 mm (0.98 in) Nordenfelt guns (4x4)
2 × 380 mm (15 in) torpedo tubes

So there you have it. We did indeed go west to the Far East to identify this Mystery Photo. For grins I include a digitally colored image of *Katsuragi*'s sister *Yamato* which shows her features in fairly sharp reveal.

Happy New Year.

John Cheevers

The sea finds out everything you did wrong.
-Francis Stokes

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
2713 Magruder Blvd # H Hampton, VA
December 11, 2010
Guest: Mike Amicone, 1st meeting

The meeting was called to order by the Skipper Ryland Craze at 1406 Hours. Ryland made an announcement that Bob Comet had been involved in an automobile accident on the previous Thursday evening and that he was in grave condition at Norfolk General Hospital. There were no corrections to the minutes. The Pursers' report was given by Eric Harfst. Old Business: The Skipper said that the HRSMS shirts have been ordered.

New Business: Ron Lewis said that the Crabtree Collection is now on line at the Mariners' Museum web site. The Skipper asked the membership if they wanted to have a banquet this year. Tom Saunders said that he would make contact with the Riverwalk Restaurant and report at the January meeting.

The meeting was adjourned to an auction conducted by world-class auctioneer John Cheevers.

NOTE: Peter D. H. Tagg was buried at sea on November 17, 2010 during ceremonies aboard the USS Nassau

There once was a man named Clarke
Whose bite was less than his bark
Once on a ship
He gave the Captain some lip
and did it all for a lark

THE ANSWER

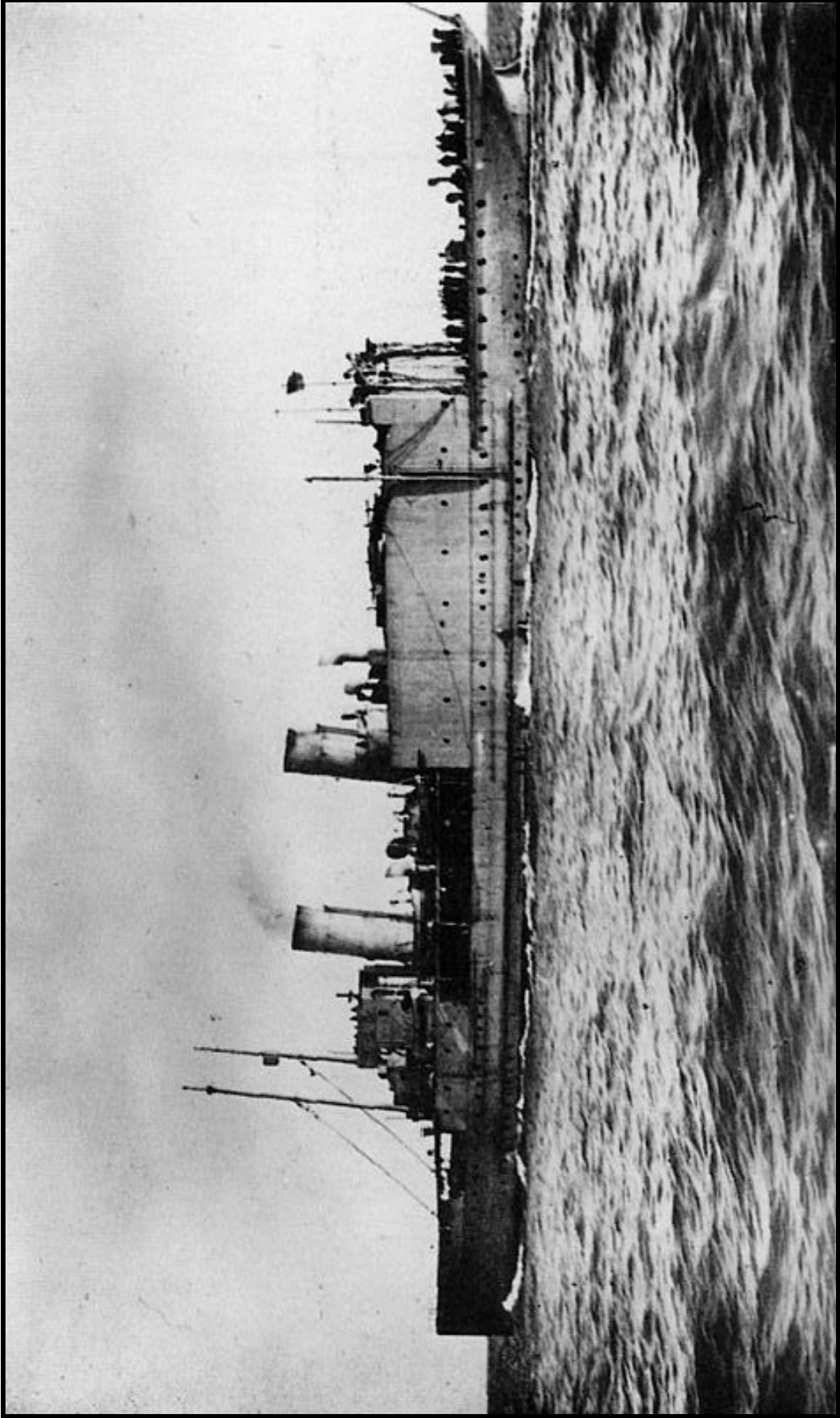
The answer to Mystery Photo 294:
Japanese sloop-of-war Katsuragi
Kobe, Japan Date 1897
Photo Source:
Mikasa Memorial Museum, Yokosuka, Japan

Blimp towed by Atlantic Sentry

One of two aerostats tested in Wilmington, N.C., in the fall of 1986 for possible purchase by the Coast Guard for anti-smuggling work. The balloon, tethered to a ship, carries radar equipment to track incoming ships and planes.

New Hanover County Public Library Digital Archives





Mystery Photo

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

NOTABLE EVENTS

JANUARY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers

FEBRUARY

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

MARCH

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Moving the Ticonderoga, Tony Clayton

APRIL

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Santa Maria, Crabtree Version, Ron Lewis

MAY

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

JUNE

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

JULY

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

AUGUST

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: U.s. Navy Steam Torpedo Boats
1895 - 1920, Dave Baker

SEPTEMBER

- 10 **HRSMS** Monthly Meeting
19 Talk Like a Pirate Day

OCTOBER

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

NOVEMBER

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

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Ryland Craze (804) 739-8804
Mate: Tim Wood (757) 934-1450
Purser: Eric Harfst (757) 221-8181
Clerk: Tom Saunders (757) 850-0580
Historian: Bill Dangler (757) 245-4142
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 (757) 867-7666

NAUTICAL TERM

Peajacket A short jacket of heavy wool worn for several centuries by sailors; in the services a short overcoat. There are two possibilities for this origin; one, from Britain, that they were made from "pilot cloth," a heavy water repellent wool hence "P"; the other is the Dutch word pij, pronounced pea, a similar material used by Dutch mariners and shoresides for many years.

Submitted by: Tim Wood

(Continued from page 1)



success. Special thanks go out to John Cheevers and Tom Saunders for setting up the auction, to Greg Harrington for running the spreadsheet and to Eric Harfst for collecting the funds. The good thing about the auction is all proceeds went to the Society's treasury.

The HRSMS shirts have been received from Lands' End. The prices are listed in the newsletter.

I am looking forward to seeing everyone Saturday. Do not forget the change in the meeting time to 10:00am.

Ryland

HRSMS SHIRTS

The new shirts are in and can be picked up at the January meeting. Eric Harfst will be collecting funds and prefers to be paid by check. The prices are as follows:

Mesh - Short Sleeve - \$ 21.55
Pima - Short Sleeve - \$ 27.15
Pima - Long Sleeve - \$ 31.95

HRSMS NAME TAGS

Pin Back \$5.25
Magnetic Back \$7.25

If you need a name tag contact Ryland Craze
E-Mail CKart55@aol.com

or

See him at a meeting