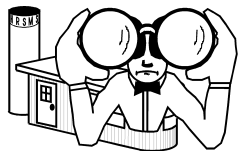


From The Bridge



Mystery Photo



Early last month I made plans with Bob Moritz to give me some much-needed training for the correct use and maintenance of my airbrush. Along with the training I was hoping for some good tips and "Hands-on" use.

Close to a year ago I was fortunate enough to pick up a second hand Paasche airbrush, which until this time I had not attempted to use even though the club membership had received instruction given by Charles Landrum. He preformed a highly detailed demonstration, gave good tips and valuable information, but to no avail, seeing and doing are two vastly different things. I'll be the first admit it, I was intimidated to venture out on my own!

On the prearranged Saturday I made the drive to New Kent, accompanied with Gene Berger, it was an uneventful drive even though my GPS guided us to Bob's house via the "Scenic Rout". (A coupe times I could have swore I heard banjo music....) We arrived at Bob's and he graciously gave us a tour of his workshop, which is more of a model display room than a workshop. I have never seen as many completed ship models in one place, it's truly impressive.

Once our tour was complete we settled in to a little airbrush work. First Bob demonstrated, mixing the paint and then the basic use of the brush. Bob then offered me the chance to try with his brush; it looked easy enough, but I thought would like to use my brush, what better way to learn than on one's own equipment. I attempted to duplicate what I had just witnessed, to no avail; I couldn't master the flow of paint. I tried several times; I just couldn't control the amount of paint leaving the airbrush, I was sure I was doing something wrong, then Bob offered to try with my airbrush, to my relief the problem was with the brush and not the student. Try as he might, the *master instructor* was having the same problem as the student!

At that point the brush was dismantled and found to have not been completely cleaned after it's last use. Gene jumped in for some practice while Bob and I spent close to an hour soaking and scraping dried paint from the inner workings of the stubborn airbrush, once satisfied Bob reassembled the brush gave it a test drive, at this point it worked like new. The button/trigger operated smoothly without any dragging or catches. I had the chance to give it another go. To my satisfaction I was able to control the flow of paint within a short practice period. After I finished Bob instructed me in the

(Continued on page 2)

If you were with him that morning you'd think his inspiration came while standing in the lee. The lee was provided by the big ship awaiting its commissioning into the US Navy. He said it was the first commissioning he's ever attended. He was a bit cold on that early April morning, as was I. To be sure, it was a clear and sunny day, but the cold wind coming from the northeast was blowing hard with some hard gusts--at least it felt that way. Standing in the lee helped. It was a nice ceremony.

So we have a mystery this month documenting an event in a ship's history, a significant event one that draws a large crowd. What naval ceremonial events draw large crowds? A launch does. Certainly a commissioning does, and to an extent a decommissioning might. Changes of commands and home-ports would not elicit such a large crowd, not one requiring the large seating area we see. Cruise departures and arrivals tend to have large crowds but they are very informal. What we see in this MP is a large, formally seated crowd, a covered dais erected on the fantail, sailors bunched at the ready at the stern, no flags a flying, and a clean, new ship ready to "come alive." despite the clearly overcast and quite possibly chilly day the US Navy is preparing to commission this ship into the service.

Looking closely at the image, we can tell from the radar on the mast that we have the modern era. We can also tell from the vintage automobile that we are in the beginning of this modern era. If you know anything about modern warship design and development you can see from the forest of guns that this vessel was commissioning on the cusp of the missile age. And finally, and we can tell from the sailor's dark uniforms that the navy hasn't ordered the switch to summer dress whites yet--at least not in the region where this image was made.

Trying to identify the switch dates from summer to winter uniforms and back again shows that this general order is

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MEETING NOTICE

Date: Saturday May 11, 2013

Place: Mariners' Museum

Time: 1000 Hours

(Continued from page 1)



Mystery Photo

about as capricious as any in the service (Charles, back me up on this). The prescribed months for the switch are Oct/Nov and Mar/Apr, but this is a loose standard. According to my research, the switch can be delayed or advanced depending on the upcoming season the further north or south you go and, apparently, winter dress blues are acceptable year round if the commanding officer orders them as the uniform of the day. Simple, right? Well the sailors in our MP and the sailors on that cold pier for the *USS Arlington* commissioning have/had on dress blues. Ironically, at both events the Marines were wearing their Summer Blue Dress "C" uniforms consisting of sky blue trousers with a khaki, long sleeve button-up shirt. Tough Hombres! Nice detour, but one of dubious value.

But what ship, where, and when? The inspired photo supplier has carefully struck through the vessel's name on the transom so you'll have to solve this by either using old fashion hard work or you could count letters and try and match names. Named ship or not the design of the vessel is too distinctive to ignore. The most obvious distinction is the

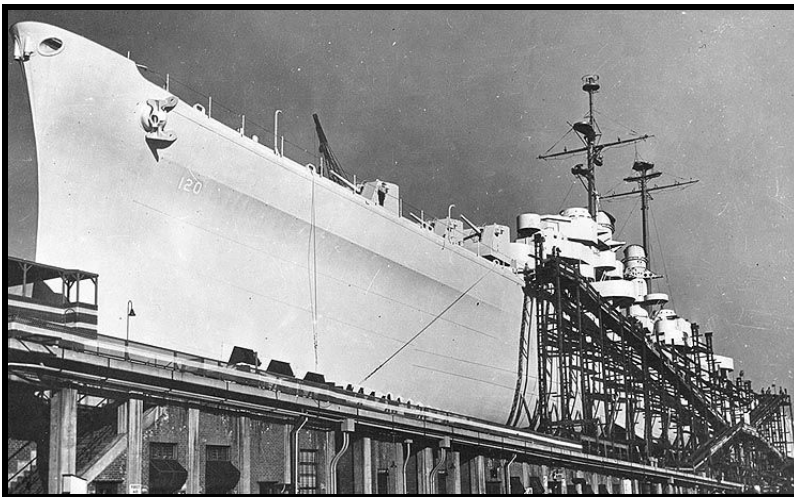


Photo 99017 USS Spokane under construction, at Kearney, N.J. 1945

(Continued from page 1)



proper cleaning of my airbrush, he also had me totally strip it down and reassemble it, a very important skill to know. I don't believe Gene and I made a very large dent in Bob's supply of paint, at least we didn't receive a bill at the end of our session.

At the end of the day Bob was the perfect host, he treated us to a splendid lunch consisting of grilled bratwurst and all the trimmings, it was truly a good way to end a day spent with fellow hobbyist and friends.

Needless to say it's very satisfying to get good results from a short period practice using a quality airbrush. Many of you have been building models for several years, if not your entire life, and have acquired many high quality tools. For you beginners, you don't have to have the most expensive tools on the market; all you really need is good quality equipment, along with, practice, practice, practice, it's the only way to increase your proficiency, and confidence. At the end of the day it will reflect in your model work.

I encourage all of you to team up with your fellow members and schedule a weekend workshop, we all have skills which we can pass on to a fellow member. It's a great way to gain new modeling skills and make close friendships. We all enjoy a hobby that unfortunately doesn't seem to be attracting the younger followers; this means we all have responsibility to share our skills with each other.

As always, feel free to bring your latest project to be included in "show-n-tell".

I look forward to seeing everyone on Saturday!

Tim

armament, three, twin, dual purpose 5-inch, mark 38 mounts and the forest of director controlled 40-MM anti-aircraft (A. A.) mounts. On the eve of World War Two the Bureau of Construction and repair was already hard at work building the next generation of cruiser type vessel. This design was intended to act less as a scout for the battle fleet and more as a destroyer squadron leader and aircraft carrier escort. Therefore its armament was optimized to help shield the aircraft carrier from an attack from the sky. The first four of these vessels were commissioned prior to the United States entry into World War Two. It was clear that a ship optimized toward anti-air warfare was the way forward, and the *Atlanta* class was America's choice.

By the close of world War Two however, only nine of the eventual eleven ships in this class were commissioned--a rather lackluster build rate. Commissioning dates range from 1941 to 1946. Over this span the design evolved somewhat invoking lessons learned from fighting the Japanese Navy in the Pacific. By 1944 the original eight 5-inch twin mounts had been reduced to six. Additionally, the two, four tube torpedo mounts were also deleted from the design. The more than doubling of 40-MM A.A. mounts and the addition of radars and other directors added so much top weight that the numbers 2, 3, 4, and 5 mounts were fitted one deck lower than on the first eight ships.

This finding is important if you want to identify the Mystery vessel because it leaves only *USS Juneau(II)*, *USS Spokane*, and *USS Fresno* as likely candidates. If you count letters you can solve the Mystery right now.

Three written replies and one old fashioned verbal one via the telephone were received. (Note to editor: remove the telephone option from the Mystery Photo tag line. Sometimes I'm caught without paper and pencil and my memory becomes more dubious with time.) Bob Moritz, Tim Wood, Rob Napier, and Bill "the Hornet" Clarke all replied with several choices for our vessel's identity. Bob hits the ground running when he says that our "Mystery Photo is the *USS Spokane*." Furthermore, he agrees with this scribe when he adds: "The *USS Spokane* is the tenth ship of the *Atlanta* Class of 11

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(Continued from page 2)



Mystery Photo

built." Tim was not as positive as Bob when he writes: "I'm 95% sure this month's photo is of the *USS Flint* (CL/CLAA 97)." Tim I know you're from the mitt of Michigan but did you have to pick the only ship of the class named after a city from that region? Seriously though, calling Tim wrong is really hard to do for this Mystery, but I had to. The image shows *USS Spokane* CL-120; Tim selected *USS Flint* CL-97. Navy records indicate that CL-97 was originally named *USS Spokane* but the name was changed to *Flint* when CL-64, originally named *Flint*, was renamed *Vincennes* following the sinking of the first *Vincennes* CA-44 on 9 Sept 1942. Capisce?

Rob, for his effort, remembers seeing that truly spectacular model of *USS Juneau* that once graced the old



Photo NH 99019 USS Spokane afloat after launching, 23 Sept. 1943

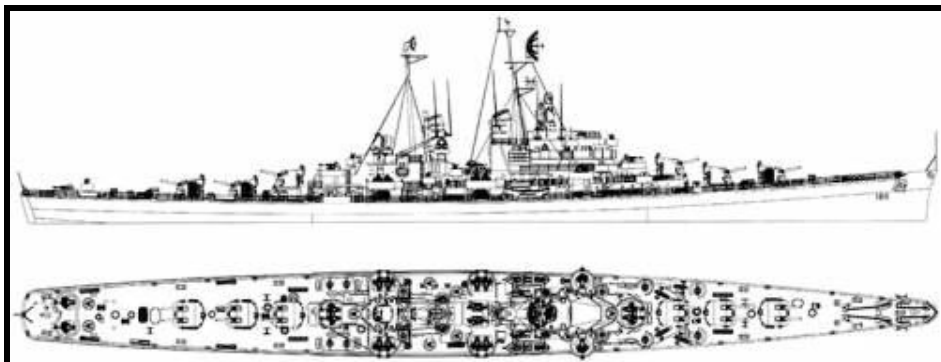


USS Arlington prior to April 2013 Commissioning, NOB

Three (four if you count me) against one correctly identify the Mystery Photo as showing *USS Spokane* in the process of what Bob writes as "preparing to be placed in commission on May 17, 1946." Rob agrees with Bob as both found this image at www.navsource.org/archives. Bob adds: "The Photo takes place at the Hammerhead Pier at NY Naval Shipyard, Brooklyn NY." And this is why you have to write things down: I remember from the *Hornet's* call that he was insistent we had a Mare Island image. The haze in the background must have reminded him of the California wildfires. I'll be honest and say that the location did not readily come to mind and, no, I did not try and track it down this month.

Rob's reply had a touch of irony in that he thought like me while trying to solve the Mystery: "I have always loved the rounded deck edge in this and a few other cruiser classes -- very elegant. With the grandstand

Gibbs gallery in the Mariners' Museum when he writes: "Those three twin 5" 38s stick in my mind. Yep, the model of *USS Juneau* that is (was?) on display at the Mariners' Museum. Three more similar turrets forward, making the *Juneau* one of the most symmetrical ships in the US Navy. Working down the column of pendant numbers, I finally got to *USS Spokane* (CL/CLAA-120)." The *Hornet* also chose *USS Spokane* as our Mystery vessel.



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on the pier, the little covered elevated platform on deck, and all the dressed-up folks, it was clear some sort of ceremony was taking place. At first I thought it was commissioning -- no ensign at the stern or aloft, no jack at the bow. Then I thought decommissioning, but it occurred to me that they wouldn't appear so celebratory for decommissioning. Change-of-command wouldn't have required a shore-side grandstand. Shopped around on the 'Net for images of vessels of the *Juneau* class, but was continuously defeated by examples with a single round tub near the stern that may have been a quad-40mm mount, and some pesky depth charge racks."

Bob adds a bit of color to the classes' history by expounding on my evolving design comments: "The *USS Spokane* is the tenth ship of the Atlanta Class of 11 built. In this class of ships, there were really 3 classes." Today we would call them "variants" or "blocks"

1) "*Atlanta, Juneau, San Diego and San Juan* with *Atlanta* and *Juneau* (which gave rise to the Sullivan brothers saga) being lost. This is the first class. These had a round bridge, 8 5"/38 twin guns." I will add, 10-40MM AA and two, four tube torpedo mounts, and the rarely listed depth charge racks.

2) "*Oakland, Reno, Flint and Tucson* being the second class. These had a square bridge and two less 5"/38 twin guns." Again, I will add: the 40MM was increased to 16 and no torpedo tube mounts, only *Oakland* carried depth charges.

3) "*Juneau, Spokane and Fresno* being the third class. These had the square bridge and 6 5"/38's twin guns at different levels." And the 40-MM was increased to 24.

USS Spokane was named for "A city on a river of the same name in the eastern part of the state of Washington. The word Spokane, which is also the name of a county, a waterfall and an Indian tribe—all of the state of Washington—means 'children of the sun.'" She was a very short lived vessel, lasting only 4-years in commission. Even though she was a member of the first class of escorts optimized for anti-air warfare, one has to wonder if the class carried serious design flaws that prohibited longer service following the war. One has to wonder about the slow build rate. And one has to wonder about their success when compared with the similarly hulled and arranged *Norfolk* and *Mitscher* class Destroyer Leaders built beginning in 1949. Perhaps they had no margin for growth

(Continued on page 6)



Mystery Photo

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
April 13, 2013
Mariners' Museum

Guests: Bruce Brown 1st mtg.
Martin Gromovsky, 2nd mtg.

The meeting was called to order by Skipper Tim Wood at 1010 hours. The Skipper thanked Tom Saunders for coordinating the March banquet. Tim noted that Ryland Craze had been appointed to the Nautical Research Guild's board of directors. Ryland talked about his appointment and thanked the members for their support. The Skipper circulated a card for Karen Comet thanking her for the for the donation of items for the auction. Ron Lewis inquired if any of the members knew of a man named "Charles Parker Jr.". Ron said that he was restoring models donated by Mr. Parker to the Watermen's Museum. The guests were recognized and they spoke a bit about themselves. Ron Lewis made one correction to the minutes. He noted that the list of books needed by the Delta-ville Maritime Museum is on the HRSMS web site, not the museum web site as reported. Greg Harrington gave the Webmaster's report. Greg said that a person wanting to donate a collection of models contacted him and he directed them to the Deltaville Maritime Museum. Greg then mentioned that he has been reached by a several persons wanting contact information for Warner Woods West. Ryland Craze said that he would get him that information. Greg requested that presentations in a digital format be given to him so they can be posted on our web site. It was noted that several mug shots are need for the online roster. Eric Harfst gave the Purser's report.

Old Business: Ryland Craze said that that he received the book from the Purser and would conduct an audit. The issue of a digital photo board for the model builder's stand was resurrected. Ron Lewis said he would broach the subject with the museum. Tony Clayton issued a call for program presenters.

New Business: Bill Clarke expressed appreciation for the use of Norge Hall for our auction and suggested a donation for our use of the facility. After discussion a motion was made

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THE ANSWER

Mystery Photo 322
From the photo caption:

USS Spokane (CL-120)

Alongside the Hammerhead Pier at the New York Naval Shipyard, Brooklyn, N.Y., at the beginning of commissioning ceremonies, 17 May 1946.

Note old ships being scrapped in the drydock at right.

Photograph from the *USS Spokane* scrapbook, donated by Rear Admiral John M. McIsaac, USN, 1974.

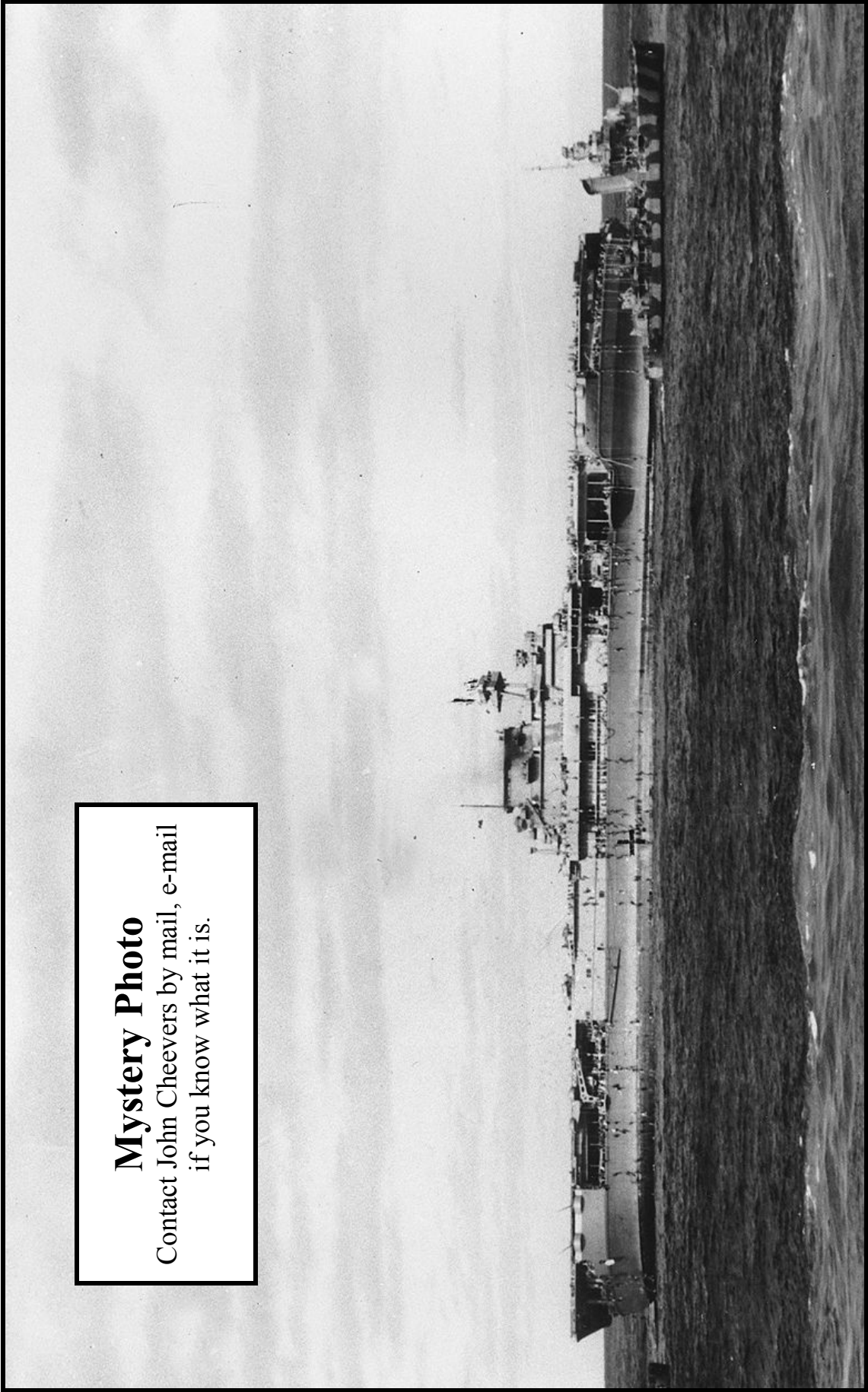
Nautical Term

Dead Reckoning: A procedure of navigation, using course, speed, and drift data estimates. The term is believed simply to be a corruption of deduced reckoning.

Submitted by, Tim Wood

Mystery Photo

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



NOTABLE EVENTS

MAY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, John Wylde, TBA

JUNE

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

JULY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Greg Harrington, Using the HRSMS Web
Site

AUGUST

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Ryland Craze, Planking

SEPTEMBER

- 14 **HRSMS** Monthly Meeting, Picnic, Newport News Park
19 Talk Like a Pirate Day

OCTOBER

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Ron Lewis, Building the Chesapeake Bay
Workboat

NOVEMBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Tim Wood Photographing Your Model

DECEMBER

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

JANUARY

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

FEBRUARY

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

MARCH

- 8 **HRSMS** Monthly Meeting: Norge Community Center

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Tim Wood (757) 481-6018
 Mate: Bob Moritz (804) 779-3365
 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

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and passed to donate \$100.00 to the Hall. The Skipper said that he wants to investigate business cards for the member to distribute with HRSMS information on it. Tim also said that he was updating the society's flier and asked for model photos for inclusion. There was talk about the procedure for getting a badge to man the model builder's stand at the museum.



Show & Tell: Greg Harrington showed the progress on his Portuguese river cargo boat. Gene Burger showed his 1/16 scale PT Boat of the early 103 class. Sean Maloon showed a 1:48 scale turned cannons. Ryland Craze talked about Model Ship World and the changes on their web site. Martin Gro-movsky showed his HMS Hunter built from the Mamoli kit. Bob Moritz showed his Sumner class destroyer in 1:350 scale by Yankee Model Works.

The meeting was adjourned to a video presentation on PT Boats, courtesy of Tim Wood.

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Mystery Photo

and proved to be too expensive to convert or there was no room to install the extensive command and control facilities that were an outgrowth of WWII experience. Perhaps their armament count not counter the immediate post war aircraft designs.

Spokane's specifications and important dates are:
 Displacement 6,000 Tons, Dimensions, 541' 0" (oa) x 53' 2" x 26' 6" (Max)

Armament 12 x 5"/38AA, 16 x 1.1", 16 x 40mm, 8 x 20mm, 8 x 21" tt.

Armor, 3 3/4" Belt, 1 1/4" Turrets, 1 1/4" Deck, 2 1/2" Con-ning Tower.

Machinery, 75,000 SHP; Geared Turbines, 2 screws

Speed, 32.7 Knots, Crew 675.

Operational and Building Data

Keel laid on 15 NOV 1944 by the Federal Shipbuilding and Drydock Co., Kearny, NJ

Launched 22 SEP 1945

Commissioned 17 MAY 1946

Reclassified CLAA-120 18 MAR 1949

Decommissioned 27 FEB 1950

Reclassified AG-191 01 APR 1966

Stricken 15 APR 1972

Fate: Sold for scrap on 17 MAY 1973 to Luria Bros. & Co. Inc.

So we can see that inspiration can come from the strangest places and from remarkable circumstances. It's highly probable that inspiration struck as he stood in the lee trying to light his cigarette with one foot on the purple manifold for balance. That's fine as long as it yields an interesting Mystery Photo; one that leads to an interesting essay. It was a nice ceremony. It was a cold April morning, we had a lot of fun and I'm sure he'd go again.

John Cheevers