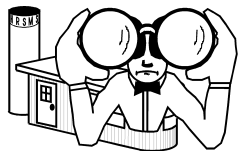


From The Bridge



With Memorial Day as the unofficial start of summer already history, I'm sure many of you have already made plans for your summer vacations. As you are out exploring the countryside be sure to keep in mind all the fine historic ship museums open to the public, we have three such ships you can visit right here in the state of Virginia.

The first on the list, many of you may not know about is the manned deep-ocean research submersible *Aluminaut*. She was built in 1964 and was the world's first aluminum submarine. She weighed in at 80-ton, and was 15.5 meters, built by Reynolds Metals Company. *Aluminaut* is best known for helping recover a lost unarmed atomic bomb in 1966 and for recovering its smaller fellow Deep Submergence Vehicle (DVS), *Alvin* (DSV-2) in 1969, after Alvin had been lost and sank in the Atlantic Ocean the previous year. After retirement, *Aluminaut* was donated to the Science Museum of Virginia in Richmond, where it is on permanent display.

The second is the United States Light Ship *Portsmouth* (LV-101), she was first stationed at Cape Charles Virginia. Lightship *Portsmouth* (LV-101) was built in 1915 by Pusey & Jones. She first served as *Charles* in the Chesapeake Bay outside of Cape Charles, Virginia from 1916 until 1924. After that assignment *Portsmouth* served just over a year as the relief ship for other lightships in her district. She was then moved to Overfalls, Delaware, where she was stationed from 1926 to 1951 as *Overfalls*. In 1939 when the United States Lighthouse Service was absorbed into the United States Coast Guard she was reclassified WAL-524, but still kept a station name on her hull. During World War II the vessel was not armed, however many other lightships were. In 1951 LV-101/WAL 524 was reassigned to Stonehorse Shoal, Massachusetts, where she served until decommissioned in 1963. The lightship then sat in harbor at Portland, Maine, until her fate had been decided.

On 3 September 1964 LV-101 was donated to the City of Portsmouth, Virginia, to become a part of the Portsmouth Naval Shipyard Museum. *Portsmouth* was dry docked at the London Pier in Portsmouth. Although she was never stationed there, she has taken on the city's name. In 1989, *Portsmouth* was designated a National Historic Landmark and

(Continued on page 2)

Mystery Photo



Mystery Photo #323: As I study the image and write this essay, and as I await the launch of the first of the next generation Aircraft Carrier, the *USS Ford*, CVN-78, I realize how much the carrier has changed over time. Just to name a few of the changes: Riveted steel construction has yielded to welding; oil fired boilers have yielded to nuclear reactors; piston engined, propeller driven planes have yielded to axial-flow jets; cloth covered aircraft have yielded to exotic metal alloys and composites; the powered take-off run has yielded to electro-magnetic launch motors; landing is no longer conducted along the ship's longitudinal axis; line of sight look-outs have yielded to 3-dimensional radar; the self-defense machine gun has yielded to the fire and forget missile; full load ship tonnage has grown from 25,000 to over 100,000 tons; communications have gone from semaphore and the megaphone to wireless, hand-held satellite cell phones; and just recently, the pilot has yielded to some back-room, video arcade jockey with a joystick and a monitor.

I've heard from several folks who postulate theories as to why this image was chosen to run in the May logbook and solved in the June issue. Probably the best idea is the one that has to do with the calendar. On June the 4th, we come up on the seventy-first anniversary of the Battle of Midway. That's only eleven days from now, as I write. But, it's not the "seventy one" that is important but the coincident week in June that we need to observe. The battle of Midway was the absolute turning point in the United States war with Japan. That battle and its tactical and strategic importance has been analyzed and debated by experts and historians for years and we are all pretty familiar with how it played out. We will not go into it here. But as the Memorial Day weekend nears, we need to remember this time and remember the losses in men and, in the case of this Mystery Photo, materiel.

(Continued on page 2)

MEETING NOTICE

Date: Saturday June 8, 2013

Place: Mariners' Museum

Time: 1000 Hours

(Continued from page 1)



Mystery Photo

One of the sad outcomes from this battle was the loss of a first line warship, the *USS Yorktown*, CV-5. And the leading theorist suspects that the near coincident loss date of the ship (June 7) and our June meeting (June 8) is significant. I think he has too much time on his hands (the theorist) and we need to shoo him back into the shop so he can make shavings. I suspect that we have this image solely because the submitter liked it. Now, I've also heard that the image was "too easy" and "so obvious" that, perhaps, it shouldn't have been used. Wait until you hear what the responders have to say before you firm up your opin-

(Continued from page 1)

is open for visitation.



The third is the *USS Wisconsin* (BB-64). "Wisky" or "WisKy", is an *Iowa*-class battleship, the second ship of the United States Navy to be named in honor of the U.S. state of Wisconsin. She was built at the Philadelphia Naval Shipyard in Philadelphia, Pennsylvania and launched on 7 December 1943 (the second anniversary of the Pearl Harbor raid), sponsored by the wife of Wisconsin Governor Walter Goodland.

During her career, *Wisconsin* served in the Pacific Theater of World War II, where she shelled Japanese fortifications and screened United States aircraft carriers as they conducted air raids against enemy positions. During the Korean War, *Wisconsin* shelled North Korean targets in support of United Nations and South Korean ground operations, after which she was decommissioned. She was reactivated 1 August 1986, modernized and participated in Operation Desert Storm in January and February 1991.

Wisconsin was last decommissioned in September 1991, having earned a total of six battle stars for service in World War II and Korea, as well as a Navy Unit Commendation for service during the January/February 1991 Gulf War. She currently functions as a museum ship operated by Nauticus, The National Maritime Center in Norfolk, Virginia. *Wisconsin* was struck from the Naval Vessel Register (NVR) 17 March 2006, and, as of 14 December 2009, has been donated for permanent use as a museum ship. On 15 April 2010, the City of Norfolk officially took over ownership of the ship.

List of museum ships is a comprehensive, sortable, annotated list of museum ships around the world. Replica ships are listed separately in the article on ship replicas. Ships that are not museum ships, but are still actively used for excursions are included in the list of classic vessels.
http://en.wikipedia.org/wiki/List_of_museum_ships

As always, please feel free to bring your current model to the meeting for "Show-n-Tell".

I look forward to seeing everyone on Saturday.

Tim

ion on that idea.

We obviously have an aircraft carrier in distress, the ugly hole in the stack is testament to this. We see a fair number of sailors abandoning ship. Their action is orderly if not laborious. Obviously the Captain thinks he will lose the ship. An alert photographer captures the moment. The lack of fire and smoke would lead you to believe that the fatal damage causing the list and evacuation is caused by either a mine or torpedo. The ship is not making headway and appears to be dead in the water while the destroyer standing off her starboard bow has some visible wake. The Carrier is painted in measure 12 (see John I paid attention in class) while the destroyer wears measure 12 (modified) camouflage. Also, please note this: shown against the carriers hull, just after the stack and between the waterline and hanger deck is an oddly placed black cross--more on it later.

Six replies this month: Dean Sword, John Wyld, Bob Moritz, Rob Napier, Tim Wood all replied via e-mail, and live via the old fashioned hard wired telephone, we have Bill "you can't make me use e-mail" Clarke. Here's what they have to say. Dean gets us going when "[he] think[s] this is a shot of CV8 *Hornet* when her crew was in the process of abandoning ship at the Battle of Santa Cruz Island. The destroyer standing by appears to be either the *USS Anderson* DD411 or the *USS Mustin* DD413 it is hard to tell, but photos of the *Mustin* taken at this battle show her paint scheme as pictured here." John Wyld, for his money, "Cut[s] to the chase: *USS YORKTOWN*, CV-5, being abandoned for the first time on June 4, 1942 as the result of air-dropped torpedo damage sustained during the second attack of the day during the Battle of Midway. The destroyer at the right is *USS ANDERSON*, DD-411...*YORKTOWN* is shown in Measure 12 Graded with Ocean Gray (5-O) over Sea Blue (5-S) with the upper portion of her masts Light Gray (5-L)." Bob is straightforward with his reply: "The Mystery Photo is the *USS Yorktown* CV-5. The DD in the photo is the *USS Anderson* DD-411." Rob calls it a "sad moment on a great day. *USS Yorktown* (CV-5) is being "abandoned during the afternoon of 4 June 1942, following Japanese torpedo plane attacks. The destroyer to the right is *USS Anderson* (DD-411)." Tim says: "This month mystery photo is of the *USS Yorktown* (CV-5) at the Battle of Midway after she was hit by two Japanese aerial torpedoes." And Finally, The Clarke says the image shows "*USS Yorktown* sinking with the destroyer *USS Hammann* off to the right."

Nice beginning, but you see there is some disagreement in the replies. They offer two battles, two aircraft carriers, and three destroyers for your to consideration. The consensus seems to lie with Midway, *Yorktown*, and *Anderson*. Let's see what we have for proof. Dean offers this: "I couldn't find a battle photo for the *Anderson* so.... Published histories of the battle note that these two destroyers were tasked with sinking the *Hornet* because of the battle damage." Seems plausible. John sheds no light on how he arrived at his choice, but adds this: "As many know, I am all too familiar with the *YORKTOWN* class as I continue my build of *HORNET*."

(Continued on page 3)

(Continued from page 2)



Mystery Photo

Rob says "[he] found this image, listed as NS0539717 at navsource.org...." Tim offers some detail but fails to identify the image and Bill, having an 'out-of-money' experience, thinks he was there.

The remaining thoughts from the written responses focus on elements of the battle, efforts to salvage Yorktown, and the loss of Hammonn all of which happened between June 4 and June 7, 1942. In addition John also commented about some sort of conspiracy theory that the carrier did not sink and he tells us that "ANDERSON survived the war and was expended during the Bikini Test 10 June 1946." No Ugly Bettys this time.



Yorktown in San Diego, 1940

Now to that black cross thingy, its called a fiducial marker or fiducial. This "marker is an object placed in the field of view of an imaging system which appears in the resulting print, for use as a point of reference or measure. It may be something placed into or on the imaging subject, or a mark or set of marks in the reticle of an optical instrument." They are often used to promote accuracy or to provide an easy-to-track feature in images. Fiducial markers are used when digitally capturing data points in photogrammetry so that

The photograph, #80-G-21694, is unique. The detail that Tim hints of is something that Rob calls "cropped." Bob agrees when he calls the image "part of a larger photo." Tim knows photography and he says "the uncropped mystery photo shows the following: From left, the destroyers are: *USS Benham*, *Russell*, *Balch* and *Anderson*. (The photograph was taken from the cruiser *USS Pensacola*.)" Indeed, everyone except Dean and Bill say that the Mystery Photo is a cropped print of larger image. The cropped image is found at other web sites devoted to the history of *USS Yorktown*. Rob offers these two: "midway42.org, and worldwar2database.com" by way of example.



Photo #80-G-32241 Japanese torpedo planes passing USS Yorktown 4 June 1942

He also says that there is a second image taken just before this one, and that you can tell because the destroyers have moved ever so slightly. It's not clear where the MP copy of the image was actually obtained.

multiple images can be resected to provide an extremely accurate 3D representation of an object. The fiducial cross found in this image defines the principal point or center of the image. The photo caption and several replies state that the image

(Continued on page 4)

(Continued from page 3)

was taken from the *USS Pensacola*. Either the camera or the optical device it was slaved to had this principal point etched on the primary lense.



A related image of *Yorktown's* trial, also taken from *Pensacola*, # 80-G-32241, shows the true size of the fiducial on a printed image. You can see from the image how large the fiducial appears on a negative and that it is in the exact center of the print. In our MP you see that the fiducial is rather large and appears in the lower left quadrant of the image. In the so-called "uncropped" image you can also see the marker. It appears at the same place on the carrier's hull but this time it shows in the upper right quadrant. It appears the crops are in early this year.

Change, you don't have to like it, but you have to accept it. This image is a change—a change from the official US Navy photograph, which may have been changed from the original negative in the printing process. For what ever reason, the image we have to de-mystify is not the original image. It is a cropped enlargement of the "Official U.S. Navy Photograph, now in the collections of the U.S. National Archives (photo # 80-G-21694)." And that image may not show all that is on the negative. One has to wonder how much data was lost to time when the "official" image was printed. Is this another conspiracy?

John Cheevers

Steamer Is Boiled In Water To Free Congealed Oil

In a huge "kettle" 400 feet long and sixty feet wide, the 9000-ton steamer, "Royal Star," recently was "boiled" in water like a big fish at a dock in England. The purpose was to release a large quantity of congealed oil which had accumulated in the false bottom of the boat. The dock was partly flooded with water and the water was brought to the boiling point with the aid of steam pipes extending into it, thus freeing the oil. (From Popular Mechanics Magazine, October 1934)

THE ANSWER

Mystery Photo 323
From the photo caption:

After Japanese bombers damaged the *USS Yorktown*, crewmen climb down ropes and ladders to small boats that transferred them to rescue ships, including the destroyer at right, on June 4, 1942 in the Pacific Ocean. Later, a salvage crew returned to the abandoned ship and as she made progress toward port, a torpedo from a Japanese submarine destroyed and sank the *Yorktown*. (AP Photo/US Navy)

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
May 11, 2013
Mariners' Museum

Guests: Frank Jones, 1st mtg.
Bruce Brown, 2nd mtg.
Martin Gromovsky, 3rd mtg.

The meeting was called to order by Skipper, Tim Wood. It was noted that it was Marty's 3rd meeting. Marty was asked if he wanted to join the HRSMS. Upon his affirmative answer, Marty and the other guests were asked to leave the room while the vote was taken. The guests returned and Marty was welcomed as a new member. There were no corrections to the minutes. Greg Harrington had nothing for the Webmaster's report. Eric Harfst gave the Purser's report and said that Nick Rumsey had resigned. Ryland Craze said that he completed an audit of the Purser's records and issued his report, finding all in order.

Old Business: The Skipper thanked those who signed up to give a presentation. Tony Clayton said that he would be adjusting the presentation schedule. Ron Lewis reported on several issues. He said that the model builders' stand at the Mariners' Museum needs to be occupied on a more frequent basis to insure its sustainability. Ron informed the group that there may be interest in resurrecting the Mariners' Museum ship model competition. There was a lengthy discussion of past competitions and the logistics required to conduct the contests. There will be continued discussion on this topic at future meetings. The Skipper said that he would be sending a card and check to the Norge Community Center in appreciation for the use of the facility for our auction. Tim mentioned the NRG Conference to be held in October. The Skipper read a letter from the IPMS Richmond chapter thanking us for our participation in their Old Dominion Open.

New Business: None

Show & Tell: Gene Burger showed cast resin and photo-etch depth charges for his PT Boat. John Cheevers showed a
(Continued on page 8)

Nautical Term

Jumbo: Opinions vary on this term, but the prevailing one favors the large fore staysail of a Grand Banks fishing schooner; hence it refers to any fore staysail. A good derivation is impossible, but it could be related to the ears of a large Barnum Bailey elephant.

Submitted by, Tim Wood

Ship Models Are Where You Find Them

It's been a while since I wrote on this topic, but then you have to have a reason to write. I think a good reason just crossed my wake, so I'll capture the moment with a bit of a tongue-in-cheek review. Earth Day 2013 kind of came and went this year without my noticing. At least until I nearly fell over someone on the back steps of the office who was busily planting some spring flowers to beautify the back door. After a neat side step, I was on my way fat, dumb, and happy. After all, I'm a busy guy!

Then I happened to read about the event in the company newsletter. And along with that article came a challenge. It seems someone thought it would be a good idea if we continued Earth Day for 2013 with a round two event. That event would be a contest of sorts where each department is given an island in the parking lot to own, spruce up, beautify, and maintain. You all know about these islands, they're all the rage in urban planning. While officially they make parking lots greener, cooler, and somewhat hidden, their real purpose is to provide a measure of protection to the odd parking lot light pole from lane cutters and student drivers. Luckily, my department got an island without a light-pole; lucky for us too that the only bush on the island was dead so we wouldn't have the anguish of ripping a viable plant out of the ground

and throwing it away. Luckier still, clear cutting is all the rage where green is concerned.

The challenge came with several pages of rules and codicils, enough to guarantee confusion and keep the lawyers busy. Rule number one said we needed volunteers and they needed to select a leader. One thing that 38 years of hard labor has taught me is to follow the Army way and never volunteer. I prefer to kibitz. And this task was tailor made for kibitzing. Rule number two said the team needs to develop a plan—really a maintainable design—that is quick to execute, economical in price and upkeep, and above all shows talent and creativity. Rule number three specified the day of the event and the duration—D day, H hour. Rule number four outlined what was NOT allowed! And there was a rumor of a juried review, but no mention of specie for the winners.

True to my kibitzing nature, I began to suggest designs well in advance of team selection and task formation. I liken this to chumming the water; it tends to stir up excitement and bring the big fish to the surface—they'll get on the line if they like what they see. Eventually, the usual suspects were rounded up, a team was formed, and a preliminary design began to emerge. I like our design; it is elegant yet understated. It evokes the true nature of what we do. It speaks to the engineering nature of the building while remaining rustic. And besides, who doesn't like a good planter box.

And there you have it. The call from the team was for a planter box. Logic dictates that since we are a bunch of Aircraft Carrier designers/builders our planter should resemble

a carrier in some way. And not just any carrier, but the latest and greatest iteration of the genre—we are a proud bunch after all. Seizing the opportunity and forgetting my 38 year rule, I quickly offered to build the planter using material I just happened to have on hand. This offered me a twofold advantage: 1) we could have our planter for a minimal cash outlay, and 2) I could sell it to the wife as a way to clear out some wood that has been accu-
(Continued on page 6)



(Continued from page 5)



mulating in “Her” garage all these years thereby earning valuable brownie points at home.

As the design matured, a plat was drawn allowing us to properly size the box, arrange the largely donated plant material and develop the one hour attack. Our dear leader finalized the plat after we passed the design around for comments and modifications. One or two very minor tweaks later we were off and running. There was a plan for bed preparation, planter box

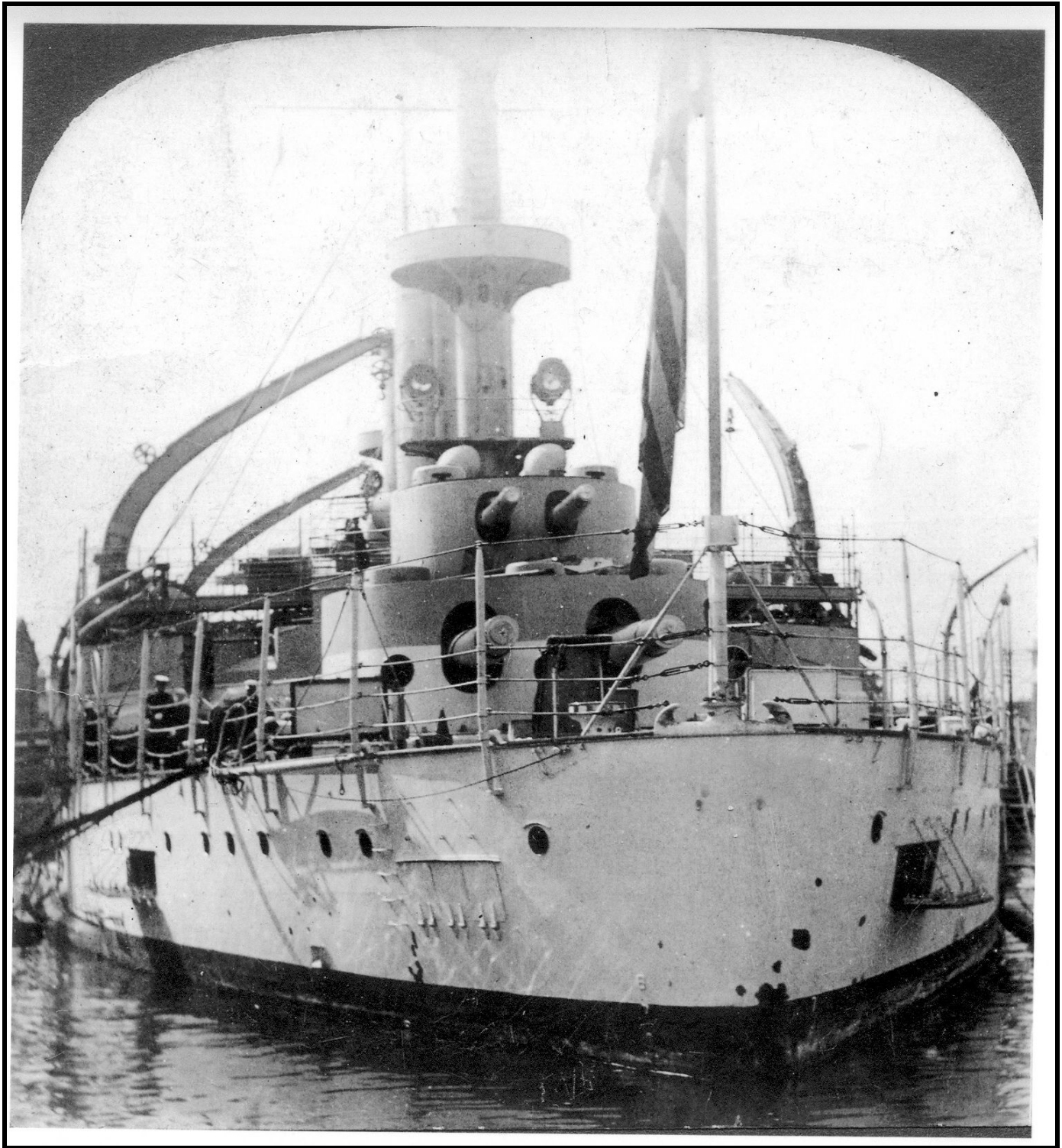
installation, filling and grading of the organic material, planting, ongoing maintenance, and appropriate after action recognition.

When you plant a garden that resembles an aircraft carrier, you have to plan carefully for what will become the signature feature or focal point. If you watch the home improvement shows that make over backyards everywhere but right here in Virginia, the signature feature is almost always a water fall, a fire pit, or a grilling center. In our case, the signature feature is the planter but the focal point of the planter should be something to represent an island house (IH). Due to time and budget constraints, it was decided to keep the plan simple, forgo an expensive purchase and recycle a box elder that can be teased over time into a rough IH shape. The hedge will do for now, but I secretly have a long-range plan to swap out the boxwood for something more appropriate and durable.

And what would be more appropriate and durable than a statue that evokes the raw spirit of the actual island house. The Island for the US Navy’s newest aircraft carrier is different in appearance to say the least. Born out of form follows function, this island’s unique shape pulls all sorts of memories to the frontal lobe. The shape is driven largely by the requirements of its unique radar system. The shape has been described, at times, as a cross between an Easter Island Moai and Darth Vader’s helmet. With the mast installed images of the winged god Mercury also come to mind. So, what would be an appropriate statue? We’ll see if a swap-out ever

(Continued on page 8)





Mystery Photo

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

NOTABLE EVENTS

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
15-20 NRG Conference, Charleston, SC

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:

**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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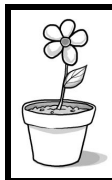
carved hull that will be transformed into the USS *Algonquin*. John talked about finding the original plans at the Mariners Museum Library. Ron Lewis showed small turnbuckles made by Gene Burger that Ron was going to use in his restoration work at the Deltaville Maritime Museum. Henry Clapp had a set of plans for a 60-foot utility boat to give away. Ryland Craze showed the Jan.-Feb. issue of *Ships in Scale*. On the inside cover is a photo of Lee Martin's *La Couronne*. Bob Moritz showed his resin *USS Oakland*. Tim Wood showed his carved half-hull of the yacht *Endeavor*.



The meeting was adjourned to a presentation on "Camouflage", by John Wylde

(Continued from page 6)

takes place.



Two days before the actual event, two team members got busy in preparing the field of battle. While the anchoring trees at either end were spared, the semi-dead shrub was unceremoniously uprooted and heaved, its fate destined for a Viking funeral. The ground was tilled, de-rooted and de-rocked, the curbing/pavement interface given a good sweeping, and the surface graded fair and true. All that remained was the mounting anticipation of the actual event.

Friday broke clear and warm promising fair skies and following seas. The teams gathered. As the anticipation continued to mount, final preparations were made. The hush was such that if you concentrated you could hear faint styling's by Vangelis wafting through the air. It was going to be a fine competition. At the start line teams circled about seeking the weather gauge. Finally the whistle sounded and we were off; it was game on. Immediately the decibel level rose as did the shovels, rakes, excavated bushes, loose mulch, and accumulated flotsam and jetsam. For safety's sake, the smart and timid maintained a wide berth. And good natured kidding and laughter was the new order. As we worked our designs, judges came and judges went. Curious on-lookers were spotted everywhere. The occasional remark was answered with the witty, clever retort. The work went fast and furious. In our plot, our orchestration looked like a well oiled machine as each man naturally took to the next task at hand.

In what seemed like no time at all, forty minutes had elapsed. The carrier was docked, the flowers planted, the number "78" was carefully and proudly arranged on the bow, and the IH was pruned to perfection; we finished with time to spare—high fives all around! As we settled for a quick bite, a cool drink, and reflect it occurred to me that this was an incredibly fun activity. The reward was in the task itself, not the island; but all the islands were well done. In the judges' determination, our plot was awarded "Most Creative" earning the only unanimous vote in any category by any group. And that's all that matters. Perhaps it's time to reconsider that 38-year rule...