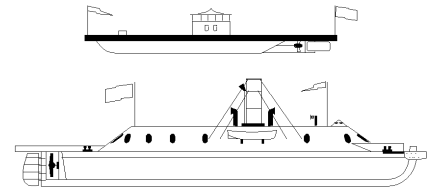


Hampton Roads Ship Model Society

Logbook



No. 325

WWW.HRSMS.ORG

July, 2013

From The Bridge



As I write July's "From the Bridge" I'm returning from Michigan, a state whose waters have over 6,000 shipwrecks. If all those shipwrecks are not enough to peak your interest there are several excellent ship museums open to the public. These museums range from the *USS Edson* (DD-946) a Vietnam era Forrest Sherman-class destroyer to the Steamship *SS Valley Camp*, a Great Lakes freighter that sailed the lakes for 38 years.

For several years I've have had the desire to tour a *Gato* class submarine, as luck would have it Muskegon has just such a



USN Photo

museum, the submarine *USS Silversides* (SS-236). She is in excellent condition and all of her systems are still operational, the museum staff and volunteers run her engines on a regular basis. The Museum boasts the *Silversides* is the most famous surviving submarine from WWII. She sunk more ships (30 Japanese vessels and damaged 14) and took down more tonnage than any other surviving WWII submarine.

She rescued 2 American pilots and laid 16 mines on separate patrols.

The very first appendectomy ever performed on a submarine by a Pharmacist Mate was performed in the wardroom of *Silversides* and was depicted in the movie *Destination Tokyo*, starring Cary Grant. The movie *Below* was filmed onboard *Silversides*. (*Below* is a World War II horror film filmed on

(Continued on page 2)

Mystery Photo



This month the underlying theme of the essay will be "pairs". Everything will be looked at as 2-fers or fractions thereof. Remarks could place everything from half and half, to one half of a whole, to black or white, to go or no go, to open or closed, to a one or a zero—even couples or odd couples, you get the idea. It's that simple. And, as I was asked by the image submitter to spend some time describing what we see in the photograph, most of these observations will follow the same logic. Fair enough, easy request, it's neither here nor there. Let's get going before I change my mind.

Presented for your approval on this Independence weekend, the somewhat grainy image reveals a warship of unique design proudly displaying the Stars and Stripes hanging from a staff fitted with the paired braces you see. The casting that forms the base of the staff also doubles as a paired, single fairlead. While the ship itself is contemporary for its time, the armament is what makes the vessel unique. There on a single set of transverse roller bearings sits a double stack of paired cannon in two calibers proudly saluting that same flag. Each pair of rifled cannon sports matching tampions, their center stars barely visible. Just above the upper set of cannon we see a pair of sight hoods with "Tee" shaped viewing slits. Above that we have a pair of cowl-hooded ventilators facing to starboard. And above them we have a pair of aft facing search lights. Those of you with discerning vision will spot the pair of military masts and the pair of stacks they bookend. Continuing around the scene we see paired boat cranes (but only one starboard crane is visible), the port set is trained inboard while the starboard one is trained forward. Smaller boat davits

(Continued on page 2)

MEETING NOTICE

Date: Saturday July 13, 2013

Place: Mariners' Museum

Time: 1000 Hours

(Continued from page 1)



Mystery Photo

port and starboard line the deck edge abreast the super-posed turret, again the port pair faces inboard while the starboard pair faces outboard. If we choose, we can also comment on the combination rail and awning stanchions whose unique mounting clevis allows for lowering the entire apparatus to completely clear fields of fire should that become necessary. The only unpaired items I see are the centerline capstan and open companionway.

(Continued from page 1)

location and at Pinewood Studios).



VITAL STATISTICS:

Length: 312 feet
Width: 27 feet at the beam

Displacement: 1,525 tons surfaced; 2,410 tons submerged
Standard Complement: 8 officers and 72 enlisted men
Keel Laid: November 4, 1940
Launched: August 26, 1941
Commissioned: December 14, 1941
Decommissioned: April 17, 1946
Stricken from Naval Register: June 30, 1969
Declared a National Landmark: 1986
Relocated to Muskegon: 1987

I urge the membership to tour a museum ship when ever possible, they a great way to improve you knowledge, and who knows you my be impressed enough to build a model of the ship you visited.



Current Photo

I look forward to seeing everyone at the July meeting and as always please bring your latest project for "Show-n-tell."

Tim

Moving down to the hull we see our first odd pairing. Visible at the port waterway we see a stowed boat boom. The corresponding starboard boom is missing. After studying other images of this ship, I can tell you that there is one for the starboard side. Since the starboard aft companionway is down in the image and the starboard davits are empty you would think the boom would be visible in the rigged position. Maybe that doesn't happen if the vessel is pierside as this one is. Lower still on the hull, below the row of port lights, we see a series of large rectangular openings, two port and two starboard (although only one is visible to starboard.) These openings were designed to provide adequate trainable bearing through the hull for 6-pounder rifles. Since they were located in "officer's country", and because they were mounted so close to the waterline, their time aboard ship was very short lived. As designed, these guns were intended to stow completely within the hull behind a fully closable casemate opening. In practical terms their proximity to the water made them and their associated space wet whenever they were in use. The after pair of these ports are visible with the port side closed and the starboard open in an odd, asymmetric pairing. It's convenient that we have them presented this way so we can study the design.

One of the first things you'll notice is that the gun port covers are segmented; three separate plates make up each closure. This is due to the fact that the surface they fill is not a flat plane, and since they are manually operated, their lofted size needs to be regulated so they don't become too heavy to lift. The next odd feature of these doors is the hinge points on the bottom. Practical in a sense that they are almost self opening when clearing for action and, as rigged in this MP, they allow the port to be rigged level almost like a tray table. I imagine this feature is useful in helping to keep the water out while letting the sea breeze in. Each door has a lifting pennant to raise it almost to its closed position—you can see them rigged on the starboard open doors. These pennants attach to the inside top of each door and feed through grommeted openings in the hull set about mid-port level. For you modelers: if you model these doors, don't forget to add the brow over the opening.

In preparing the photograph for MP the printer (Cole Smith) worked carefully to blend out the vessel's name on the stern. In doing so, he may have removed a portion of the "U" shaped grab bar that appears just below the letters. Only the riveted pads where it attaches to the hull remains. As for her livery we find the vessel wearing an earlier version of the buff over white scheme that was so popular around the time of the Spanish American War and just before the Great White Fleet

(Continued on page 3)

(Continued from page 2)



Mystery Photo

period. This early version had the buff not extending down to the main deck but stopping at about the center of the turret opening. If you have a good eye, you can spot draft marks near the stern and if you feel like it you can consult a reference to see how much the

tom are the give aways. These two features actually form the printer's border around the image and is used to convey information about the image as well as the publisher. But what is a stereograph? "Stereoscopy (also called stereoscopies or 3D imaging) is a technique for creating or enhancing the illusion of depth in an image by means of stereopsis for binocular vision. Most stereoscopic methods present two offset images separately to the left and right eye of the viewer. These two-dimensional images are then combined in the brain to give the perception of 3D depth. This technique is distinguished from 3D displays that display an image in three full dimensions, allowing the observer to increase information about the 3-dimensional objects being displayed by head and eye movements."

Historic stereography, in the context of this MP, involves viewing images from the Victorian period using a device called a Periscope. Did you have a ViewMaster when you were a kid? If you did, then you get the idea. Remember how you had the Viewmaster and periodically you could buy themed sets of the picture discs? well Stereographs were marketed the same way. Today a complete boxed set would bring a pretty penny but mostly you see folks buying one or two cards that cater to their specific interest. Today's version of stereography involves 3D glasses and a very expensive TV procured from the local Best Buy or H.H. Gregg.

Our half stereograph depicts a United States Navy Battleship that today is classified as a pre-dreadnought. I don't care for the classification and find it offensive, useful only when expressed in terms of time not design or capability. The term should only mark a line in the sand used to iden-

(Continued on page 4)



Holmes Stereoscope

vessel draws. The Finally, right above the boot topping on either side you can make out square-shaped scuttles.

Now about the image itself: Some of you may know this, but those of you who didn't pick up on it may be surprised to hear that the image is one half of a stereograph. The arch effect at the top of the print and the almost imperceptible dark stripe at the bot-

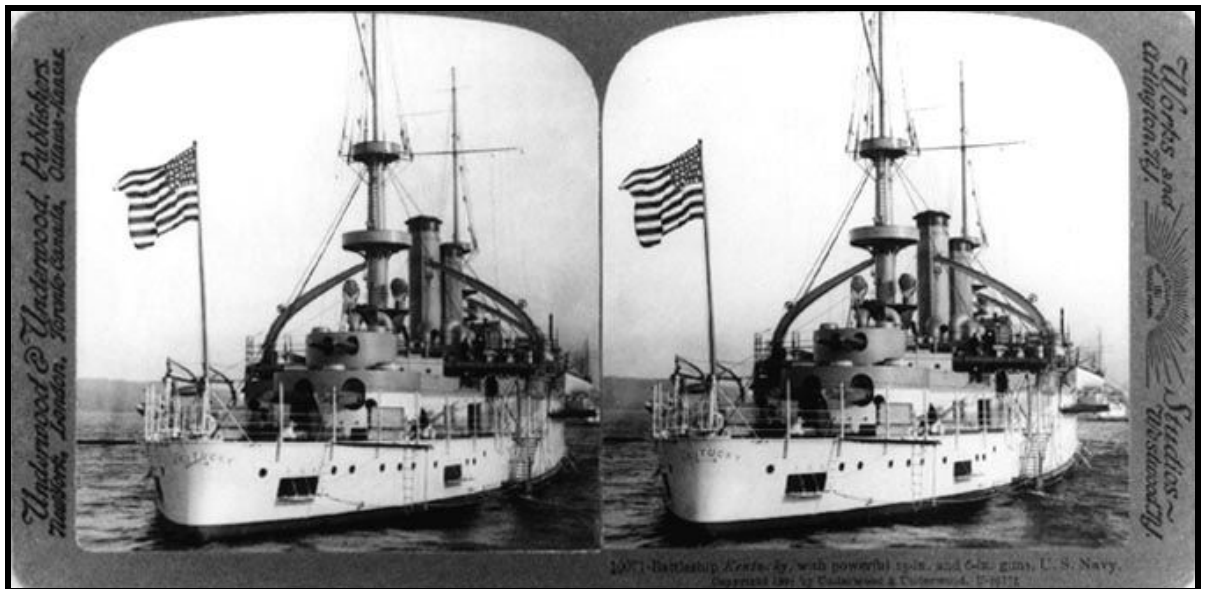


Photo # NH 100-304-A USS Kentucky, stereographic print

(Continued from page 3)

tify battleships built before 1906 and those that came after that date and nothing else. John Wyld whimsically refers it as "20/20 hindsight." The stacked two caliber turret I believe is unique to the US navy and appears in two classes of American pre-dreadnought, The two



Mystery Photo

were received this month: One from new player Wayne Cassell the editor of the Rocky Mountain shipwright's Scuttlebutt, our own John Wyld, and we received a quick note from Rob Napier. Did they nail the identification? let's see...

Wayne Cassell offer's no proof but identifies the vessel as

USS Kearsarge. So does John Wyld. Rob is not so committed or perhaps he's just covering his bases when he writes: "That round superposed turret is the giveaway. Got to be *Kentucky* (BB-6) or *Kearsarge* (BB-5)." John pretty much sums up their feelings when he says: "I got to the KEARSARGE class in about twenty seconds because of the unique double turret. However, in all honesty I could find no convincing photographic or printed evidence to help me determine if the MP was, in fact, KEARSARGE or KENTUCKY." And in a remarkable stroke he adds: "The name has been airbrushed out, though a small fragment of what I think is the 'R' in KEARSARGE remains. The



USS Kentucky circa 1900-1901

Kearsarge class and the five *Virginia* class ships. Only the *Kearsarge* class ships had stacked turrets in the round, wedding cake style we see in the MP. So our focus for this Mystery should be limited to the pair.

So we have a pair of vessels on offer this month. Your choice is limited to the only US Navy battleship not named for a State, *USS Kearsarge*, and the *USS Kentucky*. Three responses

image itself is half of a stereoscopic pair as indicated by the arched edges on the picture's top corners. The two-tone paint job on the turret shows in pictures of both ships with captions that indicate the photo was taken between 1905 - 1908." John with eyes like that, I'm starting to think you're the big, bad wolf.

(Continued on page 5)

THE ANSWER

Mystery Photo 324
From the photo caption:

American Photo Company (stereo)
USS Kentucky

Nautical Term

Skiff: A small boat, now flat-bottomed. Earlier, skiffs were more probably found-bottomed. They were the smallest of three boats normally carried by a ship. The origin is Old High German, *skif*, of the same meaning.

Submitted by, Tim Wood

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For a time I thought I had discernable proof that the image was of *USS Kentucky*. That proof was based on the vertical location of the demarcation line between the white and buff paint. Perhaps I just wanted it to be *Kentucky*. In several images of *Kearsarge* I found the



Mystery Photo

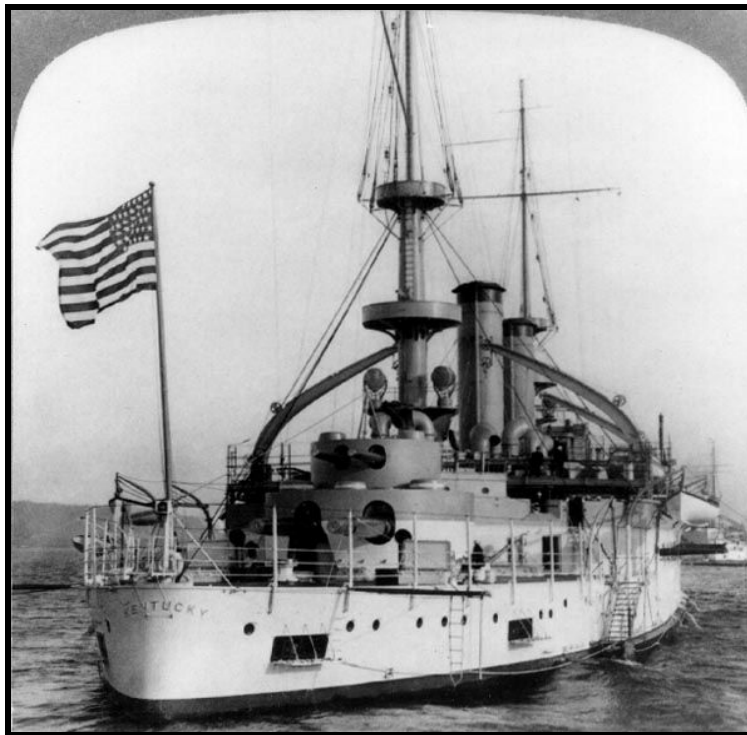


Photo # NH 100304 USS Kentucky (1908)

line to be a bit higher than where we have it in our MP. But in other examples, the line seems to be at the same height for both ships. Knowing that Bill Clarke provided this image does not offer a clue. He knows I would opt for *Kentucky* but his devious mind might have provided an image of *Kearsarge* because of her unique conversion to U.S. Crane Ship No.1.

These ships were a unique pair. John Wyld offers some interesting historical detail and his standing dig with this interesting passage: "I figured it was KEARSARGE based on her historical significance as the only battleship not named for a state - she was named for the Union Sloop of War that sank the CSS ALABAMA off France during the Civil War (or as some may prefer - the War of Northern Aggression or the War of Southern Intransigence. Your call.) KEARSARGE and KENTUCKY were both built at Newport News SB&DD in 1899-ish and belong to the general class of ships referred to with 20/20 hindsight as 'pre-dreadnought'. Had the designers known that, I suspect they would have waited or scrapped the design as no one wants to be known as the designer of the 'before' model that the 'new and improved' model makes obso-

lete. But steel was cheap then since the Chinese weren't buying it all up along with our pork. But I digress. KEARSARGE also had the distinction of becoming one of the classic 'Ugly Betty' ships of all time as my attached photo shows her as U.S. Crane Ship Number 1."

After all that, somehow he fails to mention that they were both Authorized on the same day, Contracted on the same day, had Keels laid on the same day, and were Launched on the same day. (Oddly enough they were commissioned four months apart.) And that *Kentucky's* launch is unique in that she may be the only vessel officially christened with spring water and unofficially christened by the crowd with

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FLOATED LIKE DUCKS

Kearsarge and Kentucky in Their Element.

NO HITCH OF ANY KIND

An Immense Throng Witness the Launching.

INCIDENTS OF THE DAY

Kentuckians Smash Bottles of Whiskey Against the Monster Hull of the Battleship Named for the Blue Grass State.

Headline from the Daily Press March 25, 1898

Complete article may be found in the Library of Congress digital newspaper collection.

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
June 8, 2013

Guests: Bruce Brown 3rd Meeting
Frank Jones 2nd Meeting

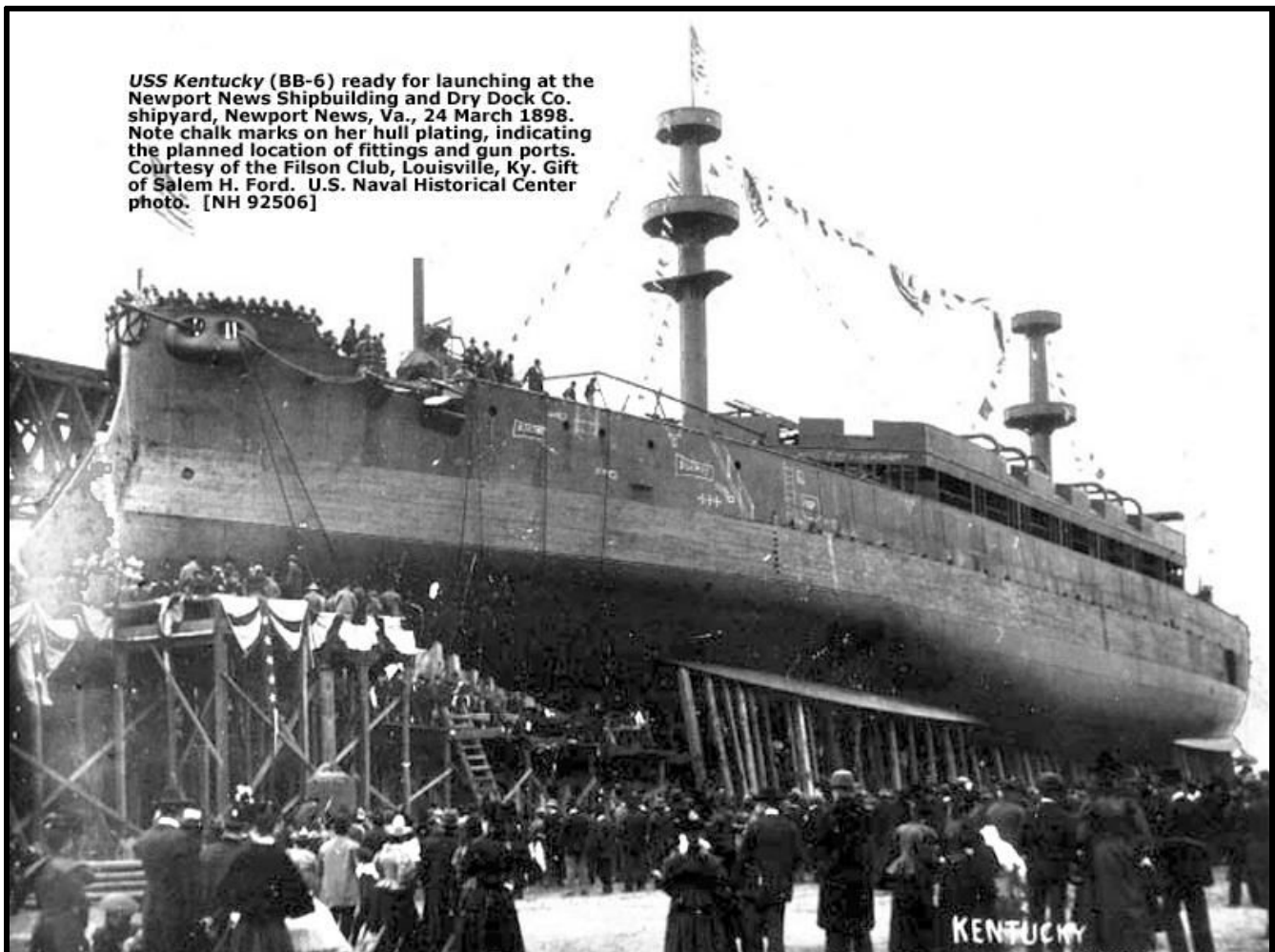
The meeting was called to order by the Skipper, Tim Wood. After recognizing the guests, Bruce Brown was asked if he wanted join the HRSMS. After an affirmative answer, the guests were asked to leave the room while the vote was taken. Bruce and Frank returned and Bruce was welcomed as a new member. There was no correction to the minutes as published. Greg Harrington was not available for the Webmaster's report.

Old Business: The Skipper circulated a mockup of a HRSMS business card for review by the members. The Skipper requested photos for the club flier. The flier was being assem-

bled by Tim and would be ready for printing in the near future. Ron Lewis was asked about his communication with the museum concerning the flat screen video for the model builder's (Taco) stand. While the museum had no objection to the video screen they expressed a desire to have the Taco Stand manned on a more frequent basis, particularly on Friday, Saturday, Sunday and holiday Monday's. Ron also noted that is likely that the Taco Stand will be moved to the lobby area of the museum. The ultimate fate of the model builders stand may be contingent on it being manned at the museum's desired times. There was discussion about how previous ship model competitions were held at the Mariners' Museum and the role of the HRSMS in hosting the awards banquet in conjunction with a Nautical Research Guild (NRG) conference. John Cheevers was asked to send a note to the membership asking for their commitment to support the HRSMS if plans for a ship model competition can be brought to fruition. A late-arriving Eric Harfst gave the Purser's report.

New Business: Ryland Craze said that the NRG is looking for articles for their Journal. Ryland talked about compensation for the authors and the vision of the directors for the Journal. The Skipper talked about the NRG conference to be held at Charleston SC, on October 16-20. This prompted some discussion about the venue and conference schedule.

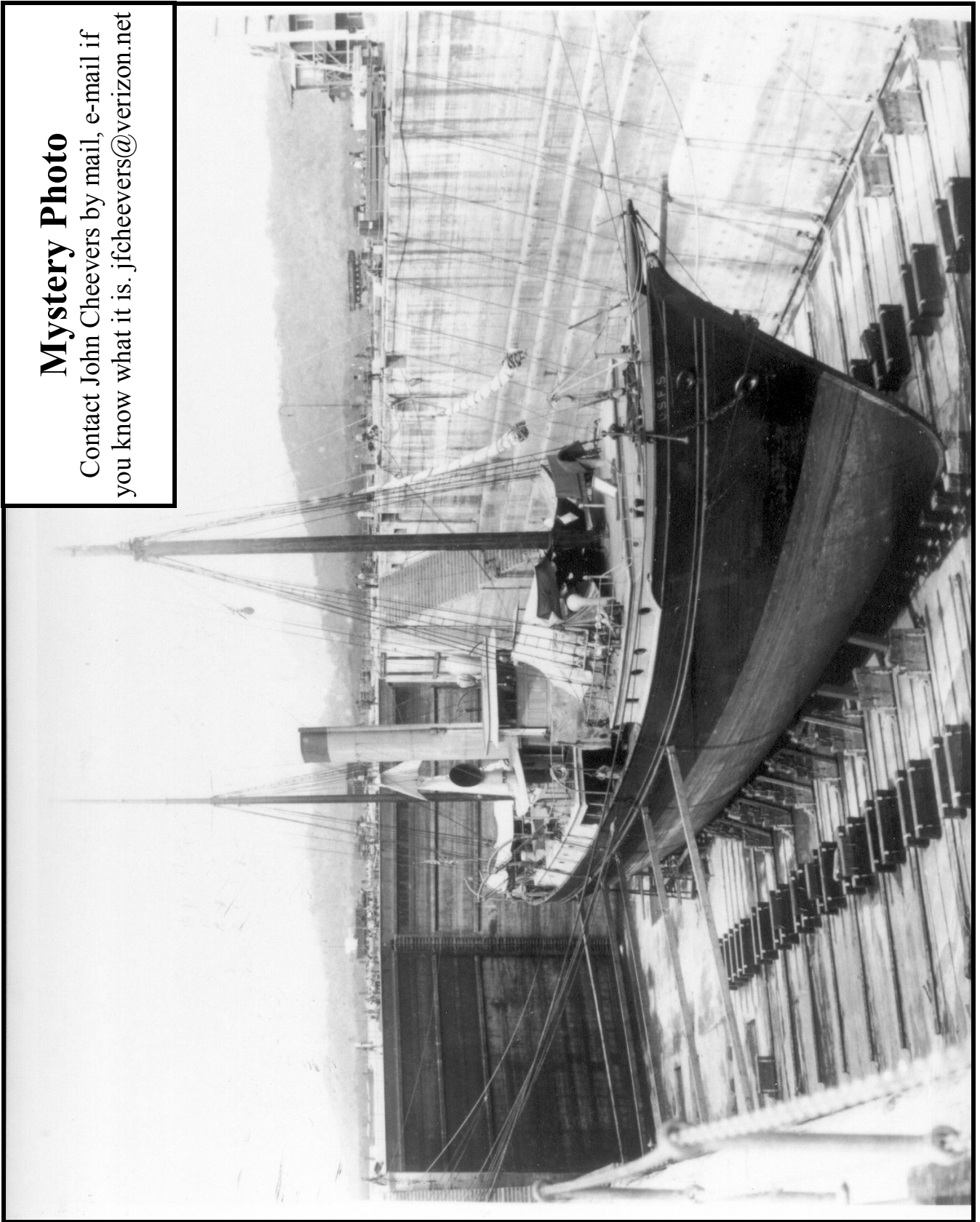
(Continued on page 8)



USS Kentucky (BB-6) ready for launching at the Newport News Shipbuilding and Dry Dock Co. shipyard, Newport News, Va., 24 March 1898. Note chalk marks on her hull plating, indicating the planned location of fittings and gun ports. Courtesy of the Filson Club, Louisville, Ky. Gift of Salem H. Ford. U.S. Naval Historical Center photo. [NH 92506]

Mystery Photo

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



NOTABLE EVENTS

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:

APRIL

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

MAY

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

**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

(Continued from page 6)

Tim asked if everyone had a chance to review the business card mockup. After some debate a motion was made, seconded and passed to procure the cards. Tim said that he would order them in the following week. It was noted there had been a donation of items (material and kits) from the estate of a gentleman who passed away.



Show & Tell: Bruce Brown showed his model of the gunboat *Philadelphia*. The model was built from the 1:24 Model Shipways kit. Heinz Schiller showed 1:92 gratings made from ebony and holly for his small scale projects. Marty Gromovsky showed the progress on his model of the British cutter *Hunter* and his 1:350 scale Trumpeter kit of the *San Francisco* in her 1942 configuration. Ryland Craze his 1:24 Model Shipways kit of the Picket Boat #1 and his 1:24 scale English Pinnace (175-1760). Tim Wood showed the progress on his half-hull of the Endeavor and the progress on his PT boat.

The meeting was adjourned to the presentation "Digital Photography", by Tim Wood.

(Continued from page 5)



Mystery Photo

what are now called "Airline bottles" of bourbon.

And I think John also deserves a nod in offering a bit continuity to a previous MP. Referring to U.S. Crane Ship No.1 he has this to say: "Her name KEARSARGE was formally removed from the Naval Roster in November of 1941 to make the name available for new construction and she continued to be known a USCS-1 until her scrapping in 1955. In August 1942, the USS KEARSARGE, CV-12, was begun at NNSD&DD in a fitting symmetry. However, symmetry is for poets and not engineers or shipbuilders. After USS HORNET, CV-8, was sunk during the Battle of Santa Cruz in October, 1942 (in a paint scheme very different from are very recent MP I might add), CV-12 was renamed HORNET. The name KEARSARGE remains welded into her keel. It makes sense to me personally that HORNET would somehow be involved in the MP."

So there you have it...no clear identification for this month's MP. we have lots of paired data, two guesses, some opinion, some innuendo, and of all things an Ugly Betty. If the silver bullet is in this MP I didn't find it. All I can do is report on what we know and offer some complimentary images to help illustrate the essay. After that we are toast. To stay in theme, let me remind you that we have a pair of votes for *Kearsarge* and a pair of votes for the class. That pairing allows us to paraphrase a great balladeer and I leave you with his quote: "indecision may or may not be [our] problem."

John Cheevers