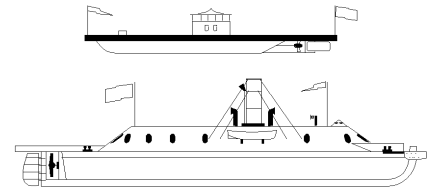


Hampton Roads Ship Model Society

Logbook



No. 327

WWW.HRSMS.ORG

September, 2013

From The Bridge



Reading last month's 'From The Bridge' that the Skipper wrote made me think about my own modeling situations. The big one for me is 'Intimidation, I can't do it'. If you think about all the challenges we face in this hobby and don't try to conquer them, we won't be building many models. With the people we have available in our club, we should be able to build anything. If you have a problem, bring it to the attention of the club or ask someone who you may think knows something about how to solve it. Tim asked me several months ago about air brushing. We had a one on one meeting at my house. We had a great time. I've been airbrushing for about 25 years but teaching it to someone else, I learned a lot about what I didn't know and Tim picked up some good lessons on airbrushing. Hopefully we will do it again soon. I'm available anytime for anybody. I was with Bob Comet at the Taco Stand one day telling him about a problem I was having. He told me this 'Just Do It'. If something takes you 100 times to do it and on the 100th time it works, you just learned 99 ways how not to do it. This past meeting Ryland gave a demo on planking, something which I really do not know how to do and need to know. I do plan on talking to him and seeing if we can get together and have a one on one session sometime soon. Point is, we love what we do but if we have a problem, talk to each other. There's so much to learn from each other. See you at the picnic,

Bob Moritz

I don't know who named them swells. There's nothing swell about them. They should have named them awfuls.

-Hugo Vihlen

Mystery Photo



I remember onetime when I called an engineer who worked in one of the outfitting disciplines (Electrical, Piping, Mechanical, Ventilation -- the easy stuff) to verify a dimension on his drawing. Over in the Mold Loft we thought the dimension should be 40.625" when the drawing read 4.0625". The engineer hemmed and hawed a bit and finally said we were right. But then he offered the coup-de-gras when he said that he was only off by a factor of 10. How right he was; three feet short, but only a factor of 10--which gives credence to the saying that a miss is as good as a mile. How comforting it would have been had he offered hara-kiri instead! Now, who wants to hear about Uncle Jack and misused capitalization?

Let's contrast the arrogance of the engineer with the brilliance of the photo submitter. While the engineer was merely "off by a factor of 10" the submitter is clever enough to offer us a tolerance. His full quote: "I ask the responders to identify what ship it is, what timeframe (exact year, month within a couple of months or less), and location." Humm, the trifecta of Mystery Photo questions. Did you identify the tolerance in there? "Within a couple of months or less"; one month either way gives a two month window to work with and allows for the uncertainty of dealing with historical events and perspective. Actually he's a pretty smart fellow, and he assures me that if you identify the clues hidden in the Mystery Photo you can be within the tolerance!

All you students of World War Two who study ad infinitum the navies, the battles, the ships, and the planes will not have a problem identifying the class of vessel seen in this month's Mystery; the evidence is overwhelming. From the turret style, to the single aircraft crane, to the dual catapults you can immediately narrow the choice to three classes, the *North Carolinas*, the *South Dakotas*, and the *Iowas*--ten pos-

(Continued on page 2)

Hampton Roads Ship Model Society Picnic
Saturday September 14, 2013
Newport News Park

See Page 2

HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL PICNIC

Saturday, September 1, 2013

11:00 am, until. The event will be held rain or shine.

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. Guests are welcome.

The HRSMS will provide soft drinks, hotdogs, and hamburgers with all the condiments. Other items needed are salads, side dishes and deserts.

Contact: Event Coordinator: Bill Dangler (757) 245-4142 or Tom Saunders, E-mail, tesaunders@verizon.net

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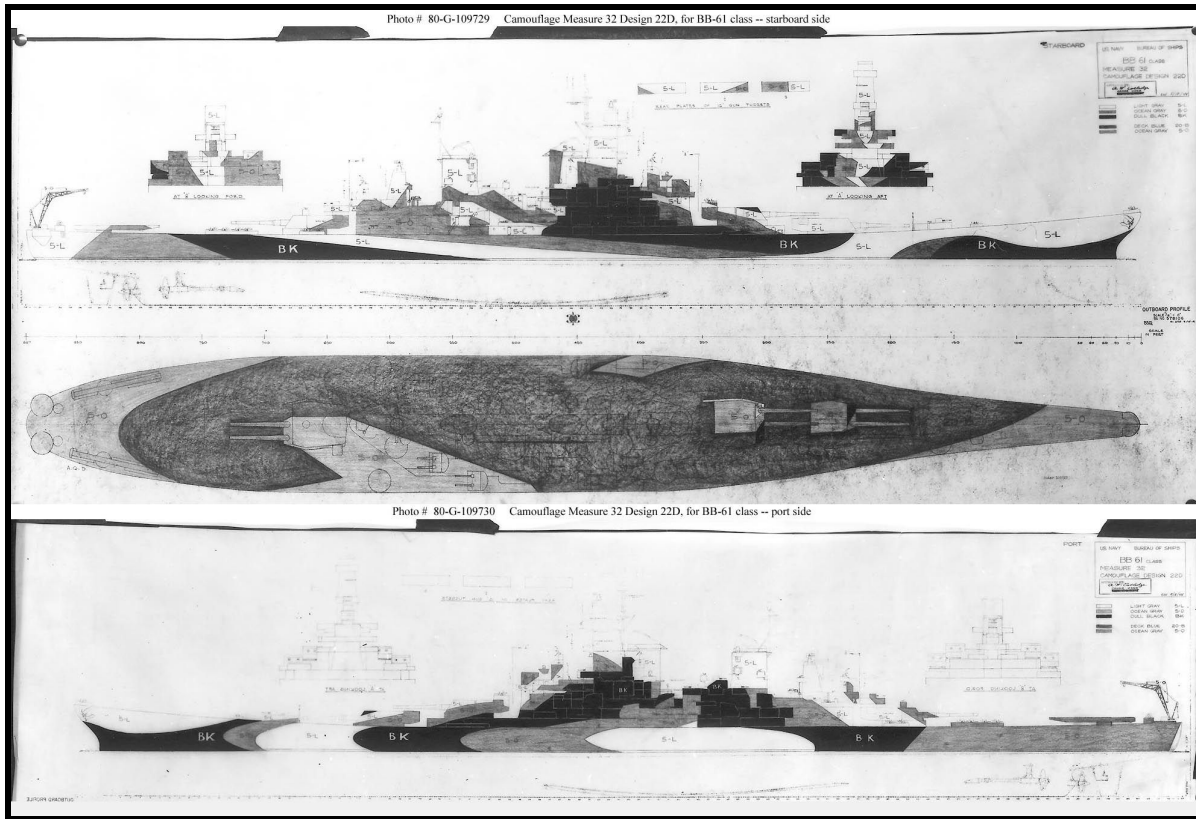
Mystery Photo

sibilities. If you study the canvas shrouded 20-MM AA guns on the deck and their peculiar arrangement you can immediately eliminate the *North Carolinas* and *South Dakotas* from contention. That leaves

the four big boys of the *Iowa* class. At this point you are near to answering the first question.

So what do we see in the photo? Let's go counter-clockwise (thats "anti" to you, Tony) from the lower right and list the features. First thing we see is the corner of a carley float stowed to the side of a large, major caliber turret with at least two barrels visible, the left barrel has a canvas bag covering the muzzle. We see a vertical ladder that reaches almost to the top and a transitional hand grab on the turret roof. The roof as you can see is some thick plating with interlocking double scarf joints between plates. The plates are bolted in place, the bolt heads are visible. The two square shaped pods on the side are hoods to shield the Mark 66 sight pointers and sight trainers. At the bottom of the turret you can see a bit of the glacis ring and chocks. Nearby are some deck-fitted overflow pipes. Moving to the top right corner we see several ventilators, a few sailors, and the port catapult. At the stern, a group of sailors conference near the base of the aircraft and boat crane. Behind them we can see the barrels and at least one shield of two quad 40-MM AA mounts. Moving on we see the starboard aircraft catapult with more carley floats stowed below. In the space between the two human assemblies the open deck seems to change color. Moving forward a bit we do see that the deck is wet. Has a shower come through, it is cloudy, or is it morning right after the decks were scrubbed down? To starboard (left in this case), a boat boom is rigged

and you can see a jacobs ladder dropping toward the water. In the lower left foreground a large group of sailors attend a briefing. The briefing seems to be given by an Army officer. Their attention seems to wane the farther from ground zero they stand. At the very bottom of the frame a sole seaman seems to be reading the same brief as the officer. To his right, bottom center, is the door frame and door for a canvas companionway cover--the can-



Camouflage pattern sheet, Measure 32, Design 22D for Iowa (BB-61) class battleships

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(Continued from page 2)



was is not yet fitted. Does this suggest a recent arrival somewhere?

Mystery Photo

A nice description of an *Iowa* class fantail and a bunch of stuff and people but nothing that will im-



Photo #K-4576 USS Missouri in harbor during shakedown,

mediately yield a positive identification. Time to think outside the box. With four ships in this class, how do we narrow our vision to the correct choice? Do we localize our choice by familiarity and pick *Wisconsin* because she sits not twenty miles away as the flagship of the Norfolk waterfront? Do we go with emotion and chose *Iowa* because she was stationed here when she suffered the turret mishap? Do we go with fame and glory and chose *Missouri* because the Japanese Surrender Ceremony ending World War Two happened on her deck? Do we even have to consider *New Jersey*?

As previously mentioned, the submitter of this image assures me that the key to cracking this Mystery is visible in the photograph. But clues are clues for a reason. Some are very subtle and we are tempted to treat them as disinformation. Well not really disinformation, but they seldom make sense until after the code is cracked. But isn't that always the way? For instance you will notice that the catapults are empty. On the surface you might not think this is a clue. But by reading up on Navy protocol we find that the seaplanes were usually flown off when a vessel entered port. Well its fairly obvious that the vessel is at anchor in a port somewhere--two clues. All we really know about the anchorage is that here are hills in that distance and it's cloudy or overcast. But clues always ask new questions. Like: Are the sailors re-

ceiving instructions on how to conduct their shore leave in a foreign port?

This Mystery is a tough nut. We've had some really tough nuts in the past; very tough to crack. This one rivals them. Rivals, that is, until you have that eureka moment. One response this month from Bob Moritz. And Bob had that eureka moment! He really rose to the occasion with his thoughtful reply. He begins: "I'm not sure what is happening on board this ship in the mystery photo with two groups of men and what appears to be an archway with a door on it on the bottom of the picture. But what I can tell you is the ship is at anchor near land with mountains."

Then in an amusing way he continued with an almost re-telling of this essay's third paragraph. "But the first clue to what this might be is the shape of the turret on the right side of the photo. Only 10 US ships had this shape. So it narrows it down to the *North Carolina*, *South Dakota* or *Iowa* class. The next thing I see is the position of the catapults, crane and 40mm quad mounts. Again, only the classes above have these. The next objects are the covered 20mm guns at the center right of the picture. These guns are in particular pattern which only the *Iowa* class carried. The out rigger on the side of the ship also is from these same classes but the rigging on this one is only on the *Iowa* class. At this point I know it's an *Iowa* class battleship but which one. There's 4 in the class that were completed." How cool is that?

Four ships, the key to opening this Mystery is right there, what happens next? Bob has more to say: "*USS New Jersey* is in Ms21 and *USS Wisconsin* in Ms22 with all decks being painted deck blue 20-B. *Iowa* was painted in a very unusual combination of Dull Black (BK) and Ocean Gray (5-O) with one edge of each panel being feathered into the gray and all decks being painted deck blue. *Missouri* was painted in camouflage Ms32/22D which also spilled onto her decks. If you look at the deck carefully, you will see a change in color and the edge of the paint curving. These two colors are deck blue (20-B) and ocean gray (5-O). If you start from the bottom of the picture, it is deck blue but as you get closer to the crane, the deck changes color to ocean gray. Also, on the left side of the picture, the deck also changes color and is part of the camouflage pattern." So the clue to identifying the correct ship lies in that space of deck between the two assembled groups where we detected color change. The color change runs in a sweeping parabolic arc; an arc that I thought was merely a wet deck drying in a funny pattern due to the camber and sheer of the deck.

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Remember, one of the things I always say about the Mystery Photo is to know and understand the person who submits the image. This month, we know that John Wyld supplied the photo and we know that John is very passionate about camouflage paint schemes on World War Two US Navy vessels. More times than not an image tugs at the heart strings of the submitter. Not two months ago The Wyld One gave a very revealing presentation on camouflage in the US Navy. It only stands to reason that camouflage would be part of the Mystery he provides. Crack the ship's identification--question one--and questions two and three should fall right into lock step.



Mystery Photo

Again the honor falls to Bob: "The *Missouri* was painted in this camouflage pattern while working up in the Atlantic in the summer and fall of 1944. She left for the West Coast on November 11, 1944 from Norfolk bound for San Francisco where she was fitted out as Fleet Flagship. She left San Francisco on December 14th for Ulithi and arrived there on January 13, 1945. On January 27th, with the Wisconsin and three carriers, she sailed with TF58 for a strike against Tokyo.



22D. [The] drawing [was] prepared by the Bureau of Ships for a camouflage scheme intended for battleships of the BB-61 (Iowa) class. [Only] USS Missouri (BB-63) wore this pattern."

Indeed! There are additional images of *Missouri* from that Fall and you can find them on-line and in books and publications. One in particular can be found on page 37 of Bob Sumrall's book Iowa Class Battleships there Design, weapons & equipment. The overhead shot was taken in August, 1944 near Bayonne, New Jersey and clearly shows the sweeping parabolic arc of the deck color change that Bob mentions. The 20-MM guns in that unique arrangement have canvas covers, the catapults are devoid of aircraft, and that companyon-

(Continued on page 5)

Sometime before she went into action, she was painted in Measure 22." (According to an on-line source dealing with Measure 32 camouflage, *Missouri* was repainted in measure 22 while at San Francisco - JFC). "The colors being 5-N Navy Blue and 5-H Haze Gray with 20-B Deck Blue. The Mystery Photo is the *USS Missouri* BB63 Summer or Fall of 1944 on her shakedown cruise." There is an image showing Missouri's measure 32 camouflage design. Identified as Photo #: 80-G-109729, and captioned as "Camouflage Measure 32, Design

Nautical Term

Ironsick: An old term, still heard regarding old-fashioned wooden vessels with iron fittings of fastenings; of wood which is rotted due to chemical reaction from rusted iron. The term appears to be sailors' or shipyard slang.

Submitted by, Tim Wood

(Continued from page 4)

way/door frame is rigged along with about three others. This amazing image can be found on-line but in the irony of ironies is it's not on either the Navsource nor the Naval History web sites. They carry another image from the same series, Photo #19-N-68799, dated July 30, 1944. Neither aerial photo shows the horizon but I think I can safely say that in the Bayonne area you will not find the mountains or rolling hills that we see in the background of the Mystery Photo. But the image was made of *Missouri* in measure 32, 22D in the second half of 1944.



Mystery Photo

Six months is outside of the tolerance that Mr. Wyld provided for question two. So we need to really solve for "where" and we'll have this Mystery all locked up. An image from the Navsource web site, US National Archives photo # 80G-453332, dated August 3, 1944 shows *Missouri* "during battle practice in Chesapeake Bay." In the image we can clearly see OS2U-2 kingfisher seaplanes on the catapults. There is a color image of *Missouri*, photo #K-4576, dated "circa" August, 1944, that carries the caption "USS Missouri in harbor during shakedown 1944." A blimp guards her from the air and there are no aircraft on the catapults. The hills in the distance are similar to those in our Mystery Photo. The image pegs us to sometime in August 1944. The tolerance would allow us to venture into July as well as September of 1944, but I don't think we need that big of a window.

OK, we are so close to the "where". The hills in the backdrop

are curious. A second color image of *Missouri*, a companion image to the one mentioned in the last paragraph, again shows her on her shakedown cruise, photo #K-4523. The image carries this caption: "In port during her shakedown cruise, circa August 1944, *Alaska* (CB-1) is in the left distance, with a K-type blimp overhead." Aside from learning that *Missouri* anchored with *Alaska* we see again these same hills in the distance. A search of *Missouri's* DANFS record does not say anything about where she traveled on her shakedown, but *Alaska's* DANFS record is more revealing: It reads: "She then conducted an intensive shakedown, first in Chesapeake Bay and then in the Gulf of Paria, off Trinidad, British West Indies, escorted by Bainbridge (DD-246) and Decatur (DD-341)." No mention is made of the battleship but an image of *Alaska* shot from *Missouri*, photo #K-5580, is captioned "USS *Alaska* on shakedown cruise, August 1944." They apparently did cruise at the same time, possibly together, and they did rendezvous at the same harbor.

The Gulf of Paria is a cove on the western shore of the Island of Trinidad and Tobago, at the time part of the British West Indies. On shore is the town of Port of Spain. The area forms a natural, very well protected harbor off of the coast of Venezuela. Digging around a bit on the Internet, I found a Herman Schnipper image (Mighty99.com) of the cruiser *USS Astoria* entering this anchorage. The image is captioned: "USS *ASTORIA* enters the Gulf of Paria, 25 June 1944. This was the staging area for American warships in shakedown before deploying to the Pacific Fleet.-photo taken by and courtesy of

Herman Schnipper." The hills in the distance and the grayness of the sky are almost spot on with the backdrop of our Mystery Photo. Wow, is this the location? I would say it is!

So the solution to this Mystery is *USS Missouri*, mid to late August 1944, Gulf of Paria, British West Indies. Gosh, I feel like I just played the game of Clue. And in a very real sense we did. If you can imagine that the circle of sailors on *Missouri's* fantail as the readership of the Logbook and that Army officer in the center as John Wyld, would he be telling us the same thing? Kudos, this month go to Bob Moritz!

John Cheevers



F1112C215 USS BB63, Main Deck Looking Forward From the Stern, Navy Yard, New York, July 23, 1944

THE ANSWER

Mystery Photo 326

The August Mystery Photo is USS MISSOURI, August 1944, in the Trinidad / Gulf of Paria (off Venezuela) area. My resource for the timelines mentioned below is Paul Stillwell's "Battleship MISSOURI".

The key to answering the questions was covered in my recent presentation to the club: camouflage. USS MISSOURI was commissioned in Measure 32-22D camouflage - the only battleship which was painted in that particular scheme as far as I'm aware. In that scheme, not only were the hull and vertical surfaces painted in patterns with three colors (Dull Black, Ocean Gray, Light Gray), the decks were also painted in patterns, though only with Deck Blue (20-B) and Ocean Gray (5-O). On the fantail, there was a curving line athwartships and aft of the number three turret separating the 20-B from the 5-O. That curving boundary between the dark 20-B and the noticeably lighter 5-O is plainly visible in the MP and marks the photo unambiguously as MISSOURI. After her workups in the Atlantic, MISSOURI and escorts left Norfolk, transited the Panama Canal arriving at Hunter's Point Naval Shipyard on or about 28 November, 1944. At HPSY she received modifications to permit her use as Halsey's flagship, and - relevant to the MP - was painted out of Measure 32-22D camouflage and into Measure 22. Hence the picture could only have been taken in 1944. The lack of floatplanes in the picture is of interest because none of the pictures of MISSOURI during her August 1944 work-ups in the Caribbean

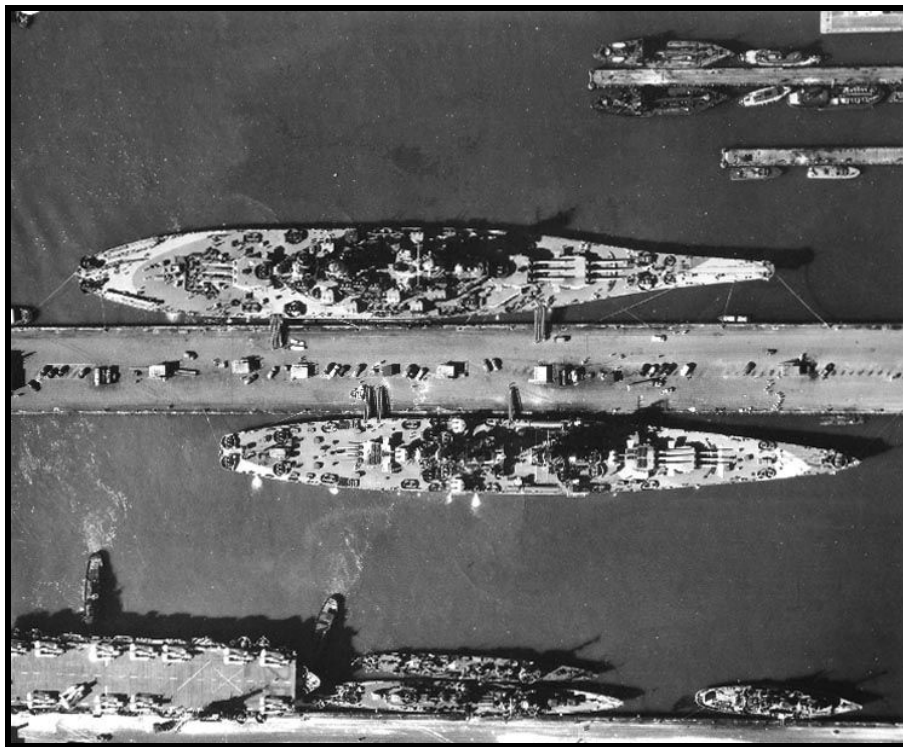


Photo # 80-G-190547 USS Missouri & USS Alaska at Norfolk, Va,

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
August 19, 2013

Guest: Warren Garcia, 2nd meeting

The meeting was called to order by the Skipper, Tim Wood at 1007 hours. The Skipper recognized the guest, Warren Garcia and noted that it was his second meeting. There was no correction or addition to the minutes as published. Eric Harfst gave the Purser's report, noting account balances. Greg Harrington gave the Webmaster's report, saying that several members had created their own pages on the site.

Old Business: John Cheevers talked about the previous Mariners' Museum Ship Model Competitions. There was much discussion about HRSMS supporting a future competition. John took names of people that would like to be on a steering committee that would meet with the museum regarding a fu-

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and off Venezuela show the OS2U Kingfishers embarked. The floatplanes were always stowed within reach of the crane on the fantail, so they are not somewhere else on the ship at the time of the photo. (Feel free to argue the point that all three would have been airborne at the same time.) MISSOURI was working up with NEWCON unit USS ALASKA, CB-1, at the time and there are pictures of both ships together with a very similar coastline behind them. The lush, hilly, minimally inhabited tropical look to the shoreline is clearly not anywhere near New Jersey or the Chesapeake Bay, other places she visited during her workups, so I maintain she is down south in the picture. While one could argue that the photo could have been taken somewhere in the Panama Canal, MISSOURI has her three floatplanes embarked in every photo I have seen of her transiting to HPNY.

Another famous picture of MISSOURI exists from this timeframe which shows MO salvaging her two forward turrets with all six 16" shells visible in the photo as they head toward the target. No floatplanes are aboard.

John Wyld

Mystery Photo

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



NOTABLE EVENTS

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: Auction, Norge Hall

APRIL

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

MAY

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

JUNE

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

JULY

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

AUGUST

- 9 **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

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ture competition. Bill Dangler circulated signup sheets for the September picnic. Ron Lewis passed around model builders stand schedule sheets for the months of August and September. Ron talked about the possibility that the model builder's stand would be moved to the entrance hall of the museum. Ron then asked if it would be useful to put a toolbox in the stand. This led to a discussion of what the members would like to have available in the stand. Gene Burger said that he had been in contact with Karen Tagg concerning the disposal of David's model building supplies. It was decided to make Karen an offer for the entire collection of tools, materials and plans to form the basis of the model builder's stand toolbox, with the remainder of the items going into the next auction. John Cheevers will work with Gene Burger to formulate the offer.

New Business: The Skipper asked if there was sufficient material to have an auction in the spring. John Cheevers said that there were 10-12 kits and several books in the queue. Tony Clayton was asked if he would check on the availability of Norge Hall in March for an auction. Tony said that he would make the inquiry. The Skipper said there had been some interest in changing the venue for the March banquet and asked that members keep their eyes open for an alternative to the Riverwalk Restaurant. Ryland Craze said that those thinking about attending the Nautical Guild Conference should get their reservation in early because some of the events a filling up. Greg Harrington offered conference accommodations with him at his father's beach home on the Isle of Palms. Ron Lewis reported that Charles Landrum was repairing a model for Maersk Line Ltd. When internal damage was discovered, the model was then donated to the Mariners' Museum. John Cheevers said that the Newport News Shipyard is looking for someone to build models of previous apprentice school buildings. If some one were interested in the job to get with him and he would give them contact information. A motion was made and passed to donate \$100.00 to Hospice House of Williamsburg in memory of Bill Werling.

Show & Tell: Bob Moritz showed some props for a 1:96 Butler Class destroyer escort. Gene Berger showed several different props from the same vendor, Kieth T. Bender. Gene showed DE plans and a drawing booklet from the Maryland Silver Company. Henry Schekulin showed a kit of an English Pinnacle. Lee Martin talked about bending ebony. Sean Maloon showed his 1:48 12-pound cannons and a jig for holding the barrels on the table of the Unimat lathe table for drilling. Marty Gromovsky showed a kit of the Mamoli *Gretel* and an Ebay purchase of a *Prince DeNeufchatel* kit. Charles Landrum showed a resin model of the *Onondaga*, the first double turret monitor and a kit of the 1898 *USS Oregon*. Warren Garcia had several kits for sale.

The meeting adjourned to a presentation on planking by Ryland Craze.