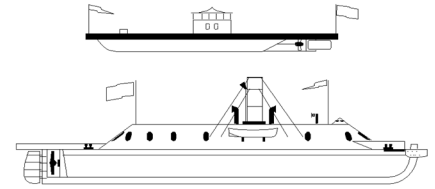


Hampton Roads Ship Model Society

Logbook!



No. 330

WWW.HRSMS.ORG

December, 2013

From The Bridge



It's hard to believe how fast the month's pass by, it feels like I just finished writing November's "From The Bridge" and now it's December. As I write the month's column, many of us will be caught up with the hustle and bustle that comes with the holidays. A few things which come to mind are Christmas shopping, visiting friends and family, planning holiday meals, and travel.

One event that always comes to my mind this time of year is the anniversary of the attack on Pearl Harbor. The attack took place 71 years ago, on a peaceful Sunday morning, December 7th, 1941. The attack lasted about ninety minutes, after it was all over, 2,386 Americans had died with a further 1,139 wounded. USS *Arizona* alone lost 1,177 officers and men.

Sadly today, most people have forgot what took place that morning. An estimated 84,000 survived the attack. The number of "Pearl Harbor Survivors" gets smaller each anniversary, and one year in the near future there our country will no longer have any "Pearl Harbor Survivors", they will have all passed into history like the battle they fought. The Pearl Harbor Survivors Association estimates just 3,000 survivors are still alive, which is more than can be said for the 53-year-old association. It disbanded on Jan. 1, 2013.

I bet a majority of people if asked, would say the Japanese fired the first shot against the United States that fateful morning! Contrary to popular belief, a small United States Destroyer, USS *Ward* (DD-139) actually fired the first American shot of World War II.

On the morning of 7 December 1941, under the command of LCDR William W. Outerbridge, *Ward* was conducting patrols off the entrance to Pearl Harbor when she was informed at 0357 by USS *Condor* of a periscope sighting. At about 0637 USS *Ward* sighted a periscope trailing USS *Antares*, at that time she attacked the target. It is now known the target she attacked was a Japanese *Ko-hyoteki* class midget submarine. The submarine was attempting to enter the harbor by following the cargo ship *Antares* through the anti-submarine nets at the harbor entrance. The *Ward* fired several rounds from its main guns hitting the conning tower of the sub and also dropped several depth charges during the attack.

On August 28, 2002 the midget sub was located three to four miles outside Pearl Harbor in 1,200 feet of water. The starboard side of the submarine's conning tower exhibits one shell hole; evidence of damage from the *Ward's* #3 gun. While her depth charges were sufficient to fully lift the 46 long tons 78 ft. submarine out of the water, they did no apparent structural damage to the submarine. The submarine sank due to water flooding

(Continued on page 2)

Mystery Photo



Mystery Photo #329: I'm compelled to describe this Mystery Photo in two ways; as an image of a polarizing ship in polarizing times and a bit involving contemporary slang. Polarizing, like the just completed and not yet completely settled Virginia Attorney General race, because after we recount the vote and certify a winner, we will not have the mandate of a clear majority. The image is polarizing as I found it printed two ways-facing to the left and facing to the right. Your Mystery image presents the vessel's right or starboard side. Therefore the other image theoretically presents the left or port side. Depending on your political belief, you can choose whether it is heading to the liberal left or presenting a conservative face. I also feel like we could take this discourse to the ghetto and say "the ship be ballin!" Ballin is defined in the Urban Dictionary, after a guttural reference to basketball, as "To live a rich, upperclass life after growing up a poor - ghetto - low class life ; To perform illegal or shady actions to make and/or keep money (not always rich)." (Yes, the quote was not corrected in any way.) I first heard the term "ballin" as it was used by a contestant (an attorney no less) as a response on a televised game show, but to this essay it means so much more.

Ok, so you're trying to figure out where I'm going with this essay. Easy! This Mystery vessel was the subject of much angst in our country, as you will see. Also, according to an entry in [Ocean Liners of the 20th Century](#), by Gordon Newell, The Mystery vessel was, "one of three, the brain children of the Hamburg-American Line's managing director, Albert Ballin...these superliners were...designed to eclipse in size and splendor anything then afloat..." According to my son, the slang term "ballin", which I did not find in any legitimate dictionary either in print or on line, means "money, wealth, excess." So I'm wondering about the connection between Albert Ballin and urban slang. Am I missing something?

Still confused? Wait until I add John Wyld's latest rant to the mix. If you study the image, you obviously see a passenger liner flying the American flag from the main gaff. But the liner has some interesting features; namely a rather disgusting and worn gray paint job, a rather ugly shielded gun (or two) on the forecastle, an unusual stem mounted anchor, mounds of carley floats, and enough lookout positions to make a deer hunter proud. The image screams troopship. With all of the coal smoke coming from the phalanx of tugs you would be wise to pick the time frame that agrees with the United States' participation in The Great War. Those of you more versed in liner lore will recognize the bridge structure and three stacks and immediately identify the vessel as one of Albert Ballin's superliners. The rest

(Continued on page 3)

(Continued from page 1)

into the vessel from the two shell holes.



Ward's No. 3 inch/50 cal. gun was removed when she was converted to a high-speed transport. It was installed in 1958, the year of the Minnesota Centennial, as a memorial at the Minnesota State Capitol in St. Paul, as the men who fired it on 7 December 1941 were members of the Minnesota Naval Reserve. A plaque containing a listing of the Naval Reservists from Saint Paul who served aboard *Ward* is now displayed in the St. Paul City Hall on the 3rd floor between the council and mayoral offices, in an area also containing the ship's bell from the cruiser Saint Paul.

DD139/A16-3(7--)/
U.S.S. Ward

Pearl Harbor, T.H.
December 13, 1941.

From:

Commanding Officer.

To:

The Commandant, Fourteenth Naval District.
(1) Commander Destroyer Division EIGHTY.
(2) Commander Inshore Patrol.

Subject:

Sinking of a Japanese Submarine by U.S.S. Ward.

1 While patrolling Pearl Harbor Entrance on Sunday, December 7, 1941, the U.S.S. Ward attacked an unidentified submarine in the Restricted Area off the Harbor.

The facts are as follows:

1 At 0637 the Officer-of-the-Deck said, "Captain come on the bridge". A conning tower with periscope of submarine was visible. She was apparently headed for Pearl Harbor trailing the U.S.S. Antares. The Antares was standing toward the channel entrance towing a lighter.

2 At 0640 the attack was started. The Ward bore down on the submarine while accelerating from 5 to 25 knots.

3 At 0645 the Ward opened fire with No. 1 and 3 guns and began dropping depth charges. One shot was fired from each gun. The shot from No. 1 gun missed, passing directly over the conning tower. The shot from No. 3 gun fired at a range of 560 yards or less struck the submarine at the waterline which was the junction of the hull and coning tower. Damage was seen by several members of the crew. This was a square positive hit. There was no evidence of ricochet. The submarine was seen to heel over to starboard. The projectile was not seen to explode outside the hull of the submarine. There was no splash of any size that might results from an explosion or ricochet.

4 Immediately after being hit the submarine appeared to slow and sink. She ran into our depth charge barrage and appeared to be directly over an exploding charge. The depth charges were set for 100 feet.

5 The submarine sank in 1200 feet of water and could not be located with supersonic detector. There was a large amount of oil on the surface where the depth charges exploded.

6 The attack was made at 0645 which was before Pearl Harbor was bombed by Japanese planes.

7 A dispatch by voice transmission was sent to Commandant, Fourteenth Naval District at 0645 which stated:

"We have attacked, fired upon, and dropped depth charges on a submarine operating in defensive sea areas."

8 The performance of duty by the officers and men during this attack was in accordance with the traditions of this service.

Pertinent Information

Appearance of submarine: Cylindrical tube about 80 feet long with small oval shaped conning tower. It had no deck. It was painted dark green and was covered with moss indicating that it had been at sea for a considerable period.

Behavior during attack: In spite of the five minute run from the time of sighting and time of attack, the submarine apparently did not see or detect the Ward. It was making from 8 to 10 knots and was apparently bent on following the Antares into port. Exact distances are not known but at the time of the first shot the range was not more than 100 yards and for the second shot the range was 50 yards or less. The submarine passed very close to our stern.

[signed]
W.W. OUTERBRIDGE

As always, bring your latest project in for "Show-N-Tell" and I look forward to seeing everyone at the meeting on Saturday!

Tim

"In splicing, practice makes perfect, and in the doing you will learn more than from reading any ten books on the subject."

Hervey Garrett Smith

Nautical Term

Norwegian Piano A nickname for the foghorn on a sailing ship. It is a familiar sound in Northern European waters.

Submitted by, Tim Wood

PRESENTERS NEEDED

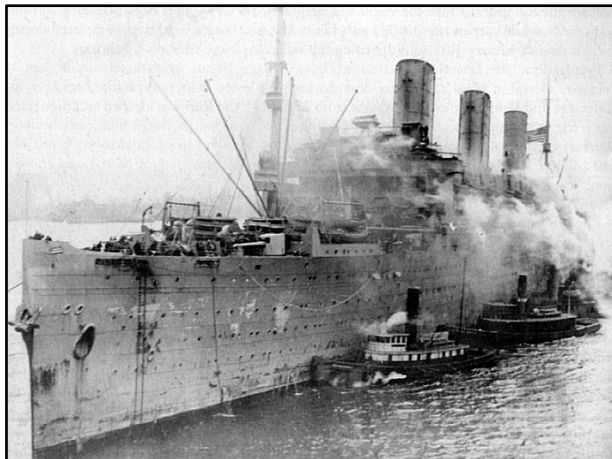
Presenters are needed for the 2014 meetings. Please sign up with Tony Clayton if you are willing to give a presentation.

(Continued from page 1)



of you will have to wait a bit longer to discover her identity.

Mystery Photo



As mentioned, John Wyld did participate this month. He begins: "The MP photo is an interesting picture with several clues and one potential red herring. The latter would be the American flag on a very non-American looking passenger ship. Who could this be? Of course, just because it's flying the US flag does not mean it is a US-flag vessel, especially if it is a passenger liner as this one clearly is. I remember reading that the flag displayed on the main mast of a passenger vessel signifies the

port to which the vessel is headed. TITANIC was flying the US Flag on her mainmast when her scuffle with the iceberg turned out badly for example. So that would give a possible explanation for a ship with decidedly British or German (or Italian, or French) lines. I mean, come on - the stem line, the shape of the hawse pipe and the smaller hawse (?) pipes scattered around the bow - where have you seen something like that on a US design? And that third anchor kitbashed onto the stem? I know this ship doesn't have a SONAR dome to warrant a stem anchor (and the purely vertical stem line would obviate that use anyway). My first guess was in fact British or German." Quite some rant!

But John also sees the vessel's true purpose. "The ship is obviously being used for a troopship as evidenced by the gun turrets and large number of Carley or similar floats all over the place as well as the nest of lifeboats and davits on a built-up structure on the foredeck. (I found later this boats / davits structure was installed on this ship when she was built not during troopship mods.)" He "also see(s) what appears to be the remnants of a camouflage pattern between the hawse pipe and the first tug that was apparently painted over with a solid color (Gray most likely) that has since worn. I note the damage to the outer paint coat by the steam-powered paint scuffers just above the boot topping. Perhaps they are there to scrape the paint prior to a further repainting. But I digress." He is correct; an on line image, NH 100518, captioned 'USS *Leviathan* in dry dock at Liverpool, 1918', shows more of the camouflage he describes. In this image the pattern ends about halfway between the breakwater bulwark and the second shielded deck gun. Aft

(Continued on page 4)

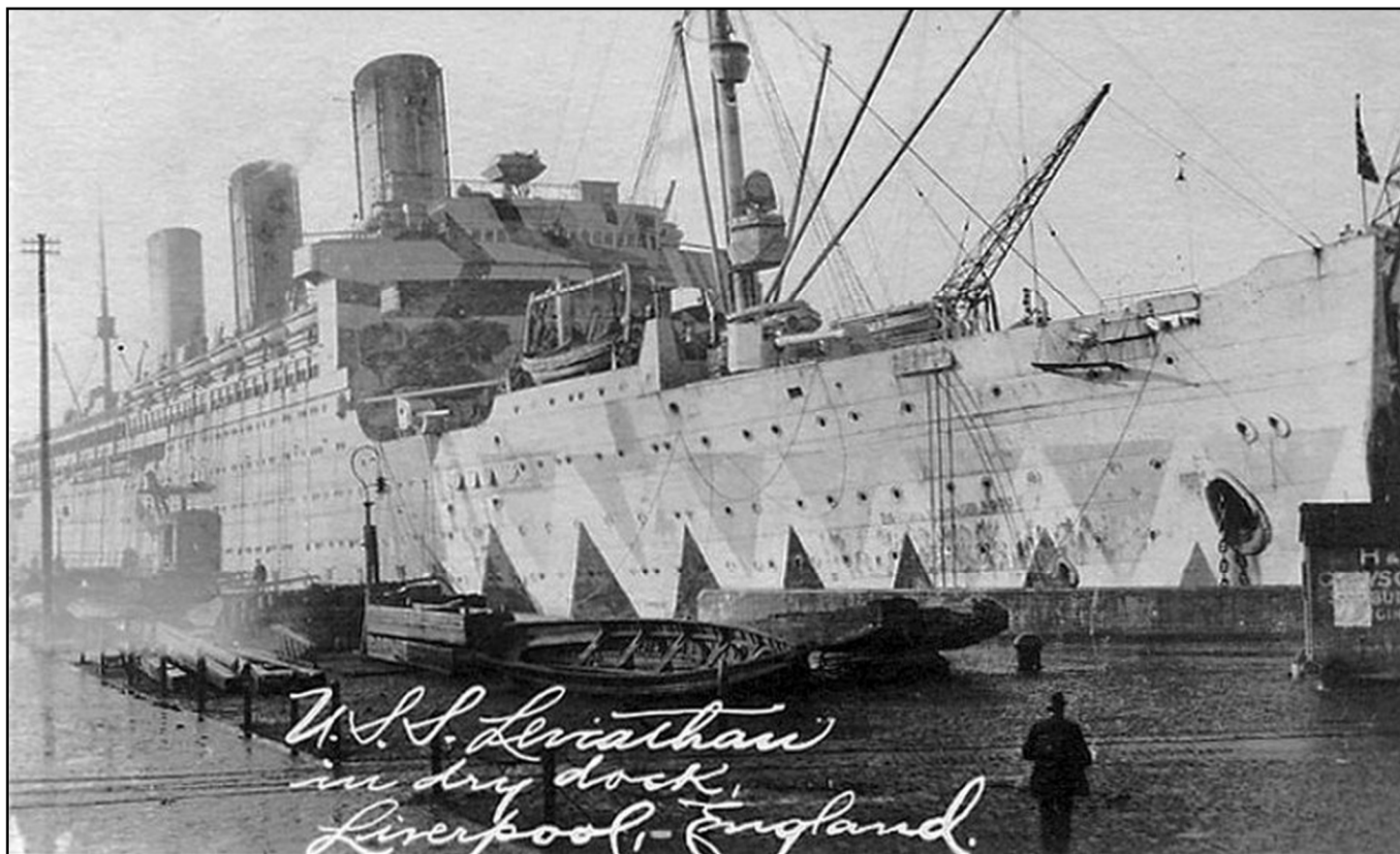


Photo # NH 105518 USS Leviathan in dry dock at Liverpool, 1918

(Continued from page 3)



Mystery Photo

of that it is all gray.

After some time flirting with liners turned troopships that served in World War two and having little success, John went back in time to study troopships from World War One and struck pay dirt at Navsource.org. "As pictured, the MP is USS LEVIATHAN, though when she was christened at Blohm & Voss, she was the SS VATERLAND. That explains it all to me and made perfect sense - the American flag and the decidedly non-American look."

And he provides a "cliff-note" version of her history: "I won't repeat the whole story here since Wikipedia has already done it for me. Just Google SS (or USS) LEVIATHAN. You will see pictures of her in dazzle camo paint, the remnants of

MINUTES



Hampton Road Ship Model Society
Monthly Meeting
Mariners' Museum
November 9, 2013

Guest: Fred Olsen, 1st Meeting

The meeting was called to order by Mate, Bob Moritz at 1014 hours. There was no correction to the minutes. The guest, Fred Olsen was recognized and he told of his interest in Nova Scotia Sloops. Ron Lewis made a clarification to his previous remarks on the anchor line attachment to the deck of a skipjack. Eric Harfst gave the Purser's report. Greg Harrington gave the Webmaster's report and talked about adding a list of references to the website.

Old Business: Bob said that he had a note from Tim, asking that he ask the members to consider the location of the 2014 banquet. This item will be discussed at the December meeting. Ron Lewis said that there was no new information on the proposed model competition. Ryland Craze talked about two initiatives the Nautical Research Guild is undertaking. The first is a grant program to award \$750 to \$2500 for individual projects that provide original research and plans for small ship modeling projects and the second is a new Skip Model Mentoring Program. The details of these initiatives can be found on the Guild website.

New Business: Bob read a letter from Karen Tagg thanking the HRSMS for their interest in David's modeling tools. Gene Burger said that Karen wants to sell David's nautical library (see contact info on page 8). Gene also stated that Karen donated several books for our auction. Greg Harrington talked about communication he received from a Mr. Penrose seeking someone to repair a model of a Canadian ship. The details can be found in a forum thread on the HRSMS website. Ryland Craze asked Bob Moritz about the IPMS show in Richmond. Bob said that he would be getting the details on the Monday after our meeting and would present them in December. Ryland stated the he was sure that the HRSMS would want to participate as we had done in previous years. Bill Dangler said that he received a phone message from someone that was looking for information on two vessels that his family built in Baltimore. He said that Jack Bobbitt had done research on these boats. Bill said that he had not been able to contact this man to get the names of the vessels. Ron Lewis related that skipjack Rosie Parks had been launched after a three-year restoration by the

(Continued on page 5)



which are poking through just forward of the first steam powered paint scuffer in the MP. The exact MP is the USN naval archives photo NH 69056 and is captioned "USS LEVIATHAN arriving in New York from France 16 December 1918". She is seen repatriating US troops after the Armistice. The gray paint might have still been a bit tacky to the touch, having been applied at the beginning of that month. The ship was demilitarized after several of these cruises and became SS LEVIATHAN."

While it was her transition from SS *Vaterland* to SS *Leviathan*, from liner to troopship and, later, from troopship to liner that ignited a polarizing career, it was her career itself that kept fanning the flames. *Vaterland* was the middle child of three

(Continued on page 5)

THE ANSWER

Mystery Photo 329

Photo # NH69056

USS Leviathan arriving at New York with 8000 troops returning from France, December 1918

(Continued from page 4)



Mystery Photo

Teutonic beasts created under Ballin's tutelage to wrestle dominance of the trans-Atlantic passenger trade from Britain and France. The other two liners are *Imperator* and *Bismarck*. When most folks think of very large passenger liners they usually focus on the Cunard Line near sisters the *Queens Mary and Elizabeth* or the French *Normandie*. Popular writing and emotion tends to idolize the much earlier four stack beasts, the White Star line *Titanic* or the ill-fated and slightly older Cunard *Lusitania*, as giants of the trade. What most folks fail to realize is that at some 54,282 tons and with a length of 950 feet the largest liner of her day, *Vaterland* entered service a short two years after *Titanic*. But this timing killed her promising career. The time was the beginning of the Great War. And the consequence of that war was Germany's surrendering these giants to England and the United States.

If you read your history, you will remember that the United States took possession of *Vaterland* as a war prize. Her patriotic crew saw to it that the ship was thoroughly sabotaged beforehand. I'm sure her name had a lot to do with this. In German the word "Vaterland" literally translates into English as "Fatherland." Secondary translations include Native land, Native country, Motherland, Mother country, Homeland....you get the idea. A ship carrying the name Vaterland carries as much national pride for her host country as the name SS United States does for the United States. It's venerable, a symbol of nationalism; something not taken lightly. If you continued to read your history you will also know that the liberal American press stirred much anti German sentiment as a result of the Great War and as a result the *Vaterland* was not well received by the public. But I'm getting ahead of the story.

Ballin's big three redefined ostentatious. Again, Newell's book provides a look. The lead ship, *Imperator*, at just over "900 feet in length could carry 4235 passengers. Her critics compared her square and ponderous bulk unfavorably with the dainty grace of *Lusitania* and *Mauretania*. It was also pointed out that Ballin's architects had gone to obvious extremes with a

(Continued from page 4)



Chesapeake Bay Maritime Museum. Ron then circulated information on a 17th century tobacco canoe. The Museum would like to have a 2 foot model of the canoe completed by the first of the year. Ron reminded everyone working in the model builder's booth to engage visitors and be an ambassador for the museum. Greg Harrington said that the City of Virginia Beach is going to remove many Bradford Pear trees, so that if anyone was interested in the wood, they could pursue further information. Greg then talked about a man in Yorktown that would mill lumber by the board foot.

Show & Tell: Marty Gromovsky showed his Billings pinnacle, work on Heller model of the *Nina* and blocks purchased from Chuck Passaro. Ryland Craze showed blocks, rigging line, cannons and a figurehead he purchased from Syren Ship Model Company (Chuck Passaro). Dennis Hobbs showed the progress on a skipjack and said that he would like to speak to someone that built a skipjack to get their advice. Bruce Brown showed the progress on and gave a critique the Corel kit of the 1814 *Eagle*. Stewart Winn showed the work he did on Bill Werling's last model, a skipjack, along with his addition of a case and base. Ron Lewis showed the work he is doing to restore a buy boat for the Deltaville Maritime Museum. Gene Burger showed the progress on his radio-controlled destroyer escort. Bob Moritz the progress on his DE talked about the travails of fabricating the deck. Bob is modeling the late war modified *USS Gilliam*.

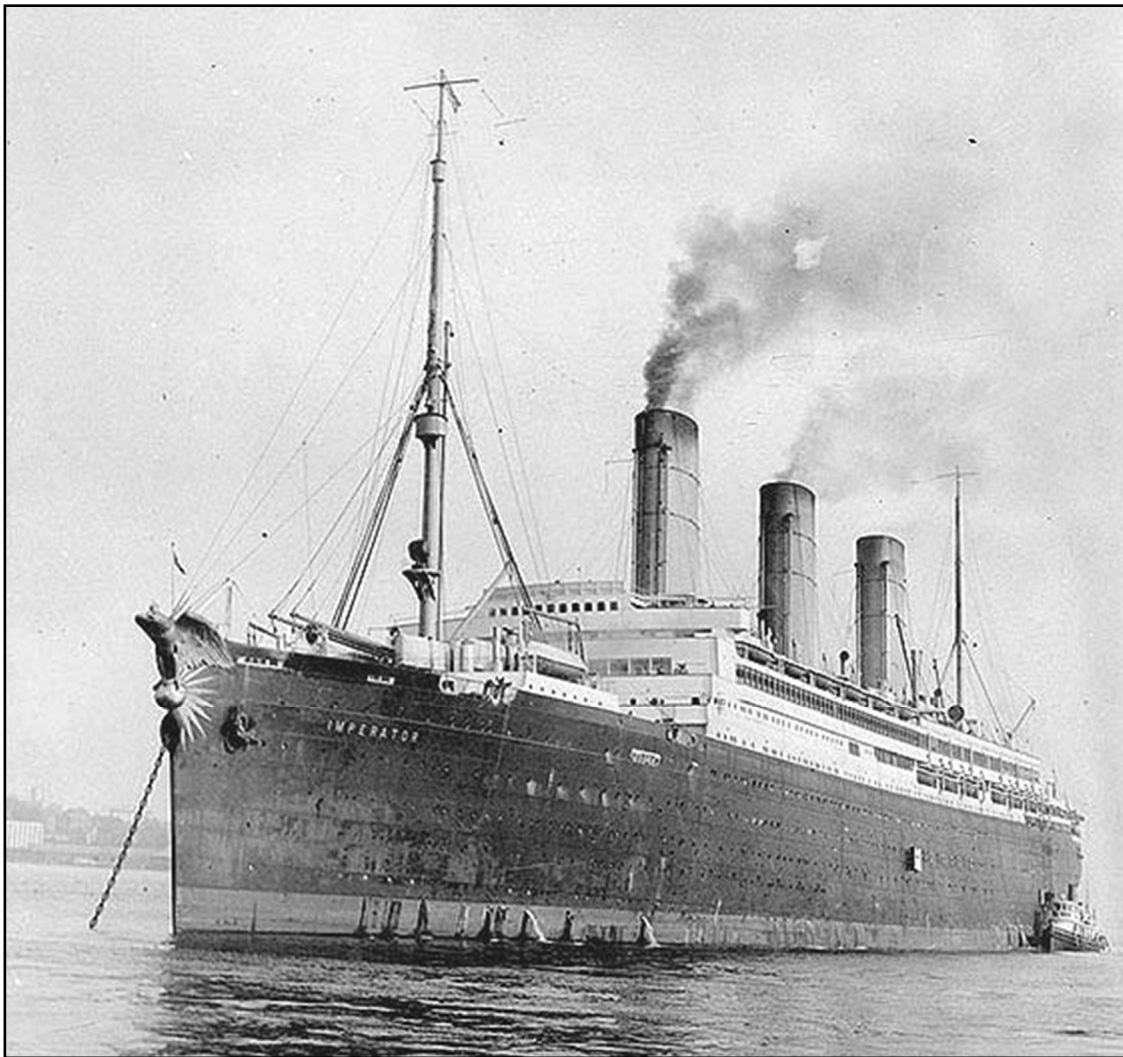
The meeting was adjourned a presentation by Ryland Craze on the 2013 NRG Conference.

"heavy-handed artifice [designed] to increase her length for the benefit of the advertising department...the huge, gilt-encrusted eagle figurehead perched on a golden globe at the liner's prow." *Imperator* proved to be a poor performer; there were stability issues stemming primarily from the massive furniture and marble fixtures and other "bric-a-brac" she carried. Its important to remember that at this time the Hamburg-American line was the largest carrier of passengers in the trade (most passengers then traveled in what was called steerage and they came from Europe in bulk to new opportunities here in the United States.) Ballin's motive with these ships was to cash in on the money to be made transporting first and second class travelers, an area then dominated by the English and the French--and they liked being the leaders in the luxury travel business. When *Vaterland* emerged from the building yard benefiting by lesson's learned from *Imperators* faults, primarily through the addition of a 10-meter hull plug, she was a superb sailor. One has to wonder what might have been had the war not intervened.

If you searched Wikipedia as John suggests and read the history of SS

(Continued on page 6)





they hired The Gibbs Brothers - the firm which became Gibbs & Cox in 1929 - to conduct a survey of the ship to determine the economic utility of the ship for further use. She had decayed quite a bit during her lay up in Hoboken (anyone surprised there?) and her war service. When a plan was decided (read the Wikipedia account to save space here), the ship was moved to Newport News Shipbuilding & Drydock for the work. The story includes Gibb's trip to Germany to get the plans from Blohm & Voss who did not respond genially to Gibb's "Trick or Treat" and sent him packing empty handed as he would not pay the \$1M demanded by the B&V poor sports."

The story of her refurbishment and its importance to NNS&DDCo is well known. What might not be so well known is that the United States appropriated something on the order of eight million

(Continued on page 8)

(Continued from page 5)

Leviathan, you will know she suffered materially from neglect while sitting idol as well as from her wartime service. John continues his unusual rant: "So, how does that have anything to do with Melville or Gibbs & Cox? You'll be sorry you asked. Of course, the word 'leviathan' refers to a large mythical sea creature. After Melville wrote his book, properly titled "Moby Dick, or the Whale", the word became associated with an actual monster of the seas, whales. Monster as in large, not necessarily as in scary. Although something that large is pretty scary, even if it doesn't intend to be. But I digress again. When the US Shipping Board was trying to figure what to do with USS LEVIATHAN after the war,



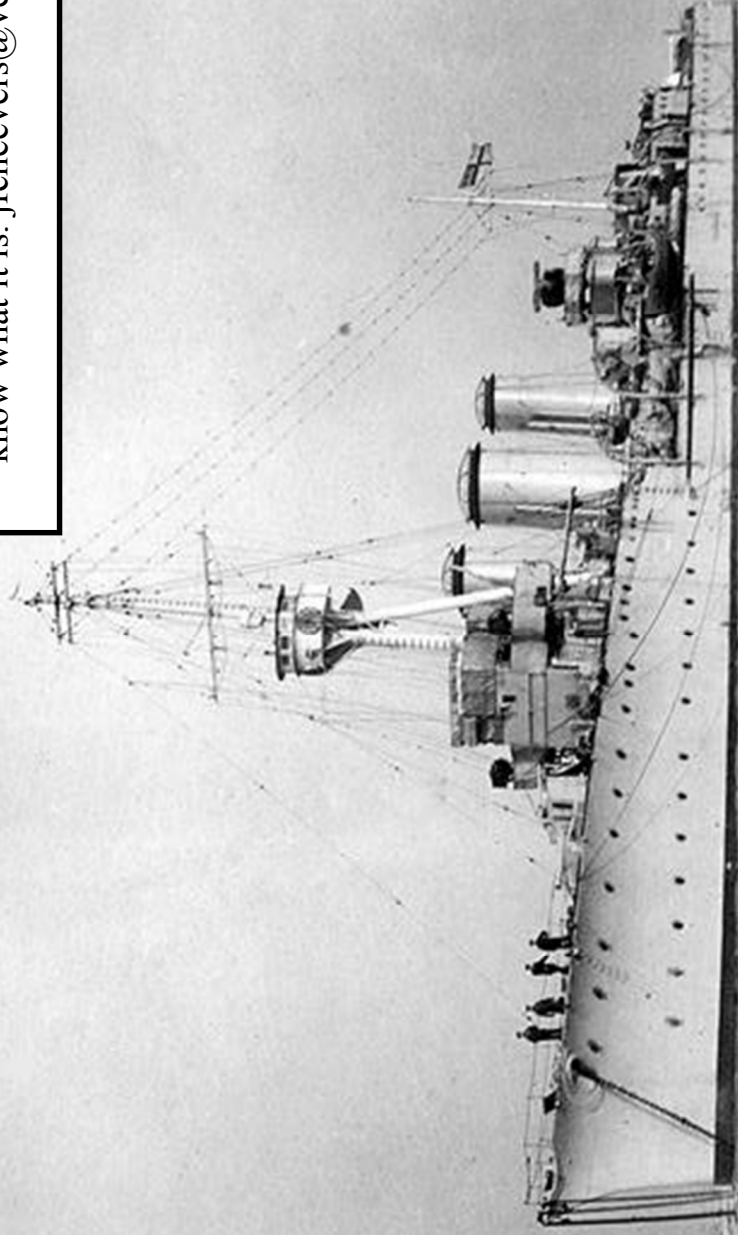
Mystery Photo



Emperor's damaged figurehead

Mystery Photo

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



NOTABLE EVENTS

(Continued from page 6)



Mystery Photo

dollars to have the ship refurbished. And as John says, "The refurbished ship did sail under the US Lines flag for many years, never turning any profit on any trip. The key culprit seems to have been the requirement for her to sail 'dry' - as an extension of US territory - during the Prohibition Era." Gotta love the unintended consequences of the Volstead-Act! The public, pushed by the anti-German sentiment of the time, was never all that enthralled with the vessel. Perhaps if they had been able to sail her before the war things could have been different, but three paying voyages before internment did not cement the deal. In spite of its luxury and in spite of its size, paying passengers never really warmed up to her and they hated it for being dry. Do you see the polarization?

Levithian's final chapter is more ironic than polarizing. The way John puts it, "The final irony (or 'steeliyony' if you prefer) is that the concern - that she would fall into British hands or be sunk by the Brits, which led to her being tied up in Hoboken at the start of the Great War - ended up coming to pass anyway as she was sold to British Metal Industries Ltd and scrapped in Rosythe, Scotland, in 1938." It appears that the English might have been successful, if only as a consequence of timing, in sending *Vaterland* home...piece by piece. "On her gravestone: 'In the 21 years she served the U.S. Lines she carried more than a quarter-million passengers, never making a cent.'"

Had the boys in the hood studied their history instead of playing basketball, I wonder if they would have coined the term "ballin" to mean what it now euphemistically means, or is this the ultimate irony?

John Cheevers

- 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
- 22 IPMS Richmond—Old Dominion Open
- 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**
- 6 - 9 IPMS National Convention, Hampton, Va
- 9 **HRSMS** Monthly Meeting: Mariners' Museum
- SEPTEMBER**
- 13 **HRSMS** Monthly Meeting, Picnic, Newport News Park
- 19 Talk Like a Pirate Day
- OCTOBER**
- 11 **HRSMS** Monthly Meeting: Mariners' Museum
- NOVEMBER**
- 8 **HRSMS** Monthly Meeting: Mariners' Museum

If you have an item for the Logbook, send it to the editor, Tom Saunders, tesaunders@verizon.net

**WATCH, QUARTER
AND
STATION BILL**



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From the Library of David Tagg

Contact: Karen Tagg (757) 851-2639

HRSMS NAME TAGS

Pin Back \$5.25

Magnetic Back \$7.25

If you need a name tag contact Ryland Craze

E-Mail CKart55@aol.com

or
See him at a meeting