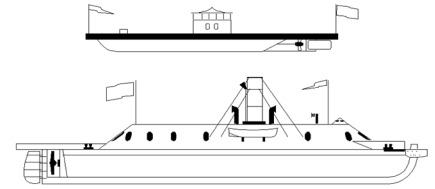


# Hampton Roads Ship Model Society

## Logbook!



No. 334

WWW.HRSMS.ORG

April, 2014

### From The Bridge



This month brings an end another busy month for the HRSMS. We had a very successful auction thanks to our hosts Tony & Dorothy Clayton and also John Cheevers who was our auctioneer again this year. John did a great job as auctioneer, keeping the program moving smoothly and most of all made the event fun for everyone. Again, my thanks go out to everyone who participated and donated items for our auction.

Our second major event for the month was the annual banquet and Founders' Award. Once again Tom Saunders volunteered to be the liaison between the club and River Walk Restaurant. The dinner was a great success, an enjoyable evening was had by all who attended. Good food and good friends, it doesn't get any better than that! My Thanks also go out to Bill Clark, John Cheevers and Tom Saunders, they volunteered to as the nominating committee for this year's Founders Award. They provided the club with two deserving nominees for this year's award.

Last but not least, my congratulations go to Ron Lewis, this year's recipient of the Founders' Award. It was highly deserved. Below is Ron's nomination for anyone who didn't make the dinner.

- Ron is nominated for being the leader and driving force behind the revival of our participation and use of the Ship Modeling Booth at the Mariner's Museum. His efforts have resulted in more than a doubling of the man-days we occupy the booth and increased our community outreach through promotion of the HRSMS. He is also an excellent liaison with the Mariners' Museum for business related issues keeping us informed on topics that affect the club relative to our use of the Museum and its facilities. He also is active in modeling and giving presentations through the "To Build a Ship Model" technical series.

Don't forget the monthly meeting has been moved forward one week! As always, bring your latest project for show-n-tell. I look forward to seeing everyone.

Tim

### MEETING NOTICE

**Date:** Saturday April 5, 2014

**Place:** Mariners' Museum

**Time:** 1000 Hours

### Mystery Photo



Mystery Photo #333: If you read this column, you might be—on some level—a fan of revisionist history. That doesn't mean we deliberately change facts to fit our theories—we would never do that. But it's a nod at least to the damage we may be doing to the historical thread when we get the facts wrong, try to force them to fit our thesis, or present them in an unnatural way. And it's a nod to the power of the Internet. After all not only do we take our fair share of data from the collective but this column eventually makes it to that platform to complete the revision. This month's Mystery Photo is a case in point. Our continuing mission is to try and identify the vessel, date it, define its location, and perhaps discern the circumstance behind the image. A mission where we enjoy a fair amount of success. On average we do an excellent job of getting it right. But sometimes we allow the spirit of the competition, naiveté, levity, and circumstance to get in the way.

Let me begin the revision by sharing my first thought about the image, a thought shared equally by one of our players. When the image arrived, I could see that it would be relatively easy to identify the vessel. What I didn't see was the journey required to accurately define the correct answer, to correctly describe what the photographer captured on film.

My first thought was something like this: "[a ship to be named later] at a pier somewhere on the Columbia River. Or, at the very least, somewhere in the Pacific North West, someplace easy to track down." The kindred reply went like this: "My very first thought, when I looked at the MP, was, Hmm, looks like a French ship in Washington State." You'll find out who wrote it later in the essay. I'll allow the "French" clue to slip in here since that flag was so prominently displayed from the ensign staff of our Mystery vessel.

Since you have the first clue let's study the image and see what it yields. We have a warship with what appears to be excessive promenade tied to a wooden pier that carries a gable roofed, wooden framed warehouse fitted with an eclectic array of doors and windows. Should be readily identifiable when you find it. The ship itself is fairly large and features several rows of portholes forward and a single row aft. There is a stern anchor fitted below the aforementioned flag. The after deck, as well as the fore deck, is covered by a canvas awning. Usually canvas awnings indicate the hotter climates or at least the hotter seasons. The after awning seems to cover the business end of a gun turret and atop the turret you can see a stereoscopic rangefinder. Moving forward we see the main mast fitted with a searchlight, a range clock, a cross tree, several yards, a crow's nest, and a forward facing boom. Ahead of that we can make out the wings, engine nacelle, and propeller of a float plane, it is mostly hidden by the raised platform that surrounds the base of the main mast. As we continue in that direction, we find a pair of stacks with a

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boom and king post derrick arrangement sited between. Several ship's boats are cradled in this area as well. Next, atop some bridge structure, we find a heavy tripod foremast supporting a French duplex DCT gun director, searchlights, yards and another crow's nest. No radar is visible.



Vancouver's former Custom and Immigration Building, 1933

In the right background, over the warehouse, are some low wooded hills covered with what appears to be conifer-like trees. Moving to the left, the local features blend into and are largely obscured by our subject vessel. But clues are there and patience will reveal them. There is a building visible between the stacks featuring a hip roof whose central bay is one floor higher than its wings. To the left we see flat roofs dominating the skyline. Straight off the bow of our ship we see the face of what appears to be a warehouse fitted with a gable roof. It has an arched portal in the center. On the extreme left, in the water, we see what appears to be the bow of another vessel. A single long boat is moored to a boat boom erected near the stern of our Mystery. And finally as we complete our circumnavigation of the image, we see—by my count—four individuals walking out of the scene to our right. Three appear to be wearing long coats. If it wasn't for the excessive promenade, I expect that most of you would be rooting through the various references and on-line sources for French cruisers in the pre-World War Two time

## Nautical Term

Bristol Fashion - Neat, clean, and in good condition—in a word, “shipshape.” The phrase stems from the days when Bristol was a bustling port, and ships from there were renowned for this characteristic.

Submitted by, Tim Wood

frame. That excessive promenade might confound you, but in reality it's a major clue. Let's see who replied and what they have to say.

Opening salvos...

Dave Baker weighed in first and had this to say: “The ship is the French Navy's training cruiser JEANNE D'ARC, completed in 1931.” Tim Wood was next and offered this: “Your photo is of the French Love Boat; Jeanne d' Arc Training Cruiser.” (It's not my photo, but I'll let it slide – JFC.) John Wyld for once “was in the d'Arc on this photo for a bit. Not exactly an Ugly Betty, the MP this month is, actually 'was', something of a mash-up in the looks department. It looks like the bow and stern of a cruiser (see that turret aft of the mast?) were grafted onto a sub or destroyer tender (e.g. USS DIXIE AD-14 or USS FULTON AS-11) or an older cruise ship.” And, after a bit hilarity, he refined the “scope of the search to French cruisers, [and] got a hit on this ship - a drawing actually - that brought me to bear on the MP: FNS JEANNE D'ARC, built in 1930 as a training cruiser.” Rob Napier provided the Yankee twist with this: “Gotta be Jeanne d'Arc, the French cruiser purpose-built and commissioned in 1931 to be a school ship.” And then Bob Moritz thought that “[t]his Mystery Photo is a very unique ship.” And after describing her uniqueness decided “[t]o make a long story short ...the MP is the French training ship Jeanne D'Arc. Only ship in its class.”

Are they right? John Wyld claims that identification should have been a cinch but offers “kudos to the submitter for so crafty a job of hiding the ship's name. Looks like a big band-aid. Sheesh.” Yes it was visible at the stern just above the last four port holes, but a timely revision to the newsletter took care of that! So are they right? In fact, they are.

Defining the vessel was the easier of our tasks to complete, but a few of our responders had some fun along the way. Dave promised “more later, but that will mean I have to get up and look up her appearance changes over time so that I can get the date of the photo wrong...” Sadly, “more” never arrived. You already see where Tim's mind is cruising. In a more rambling verse John offers this bit of Jeanne D'arc's history: “Suddenly the 'mash-up' picture all made sense...The ID is not in doubt, monsieur.

The normally reliable Wikipedia was a smidge short on details - maybe because they are all in French - and did not have any photos of this JEANNE D'ARC. One bit of drama in the ship's otherwise glitterless life had her transporting some truly glittering cargo - gold bullion - from Free France to Canada in May 1940 for safekeeping as France did not trust the Brits to do so on either count (Churchill: "Gold? What gold? Oh, you mean 'de Gaulled'! Never much cared for that chap.). I guess that would make her the D'ARC of the covenant for that short space of time. As the Wikipedia page indicates, she was sent for scrap in 1964 becoming Renaults and Peugeotts - and maybe the odd (very odd at that) Citroen.”

With Bob it was all about uniqueness, which caused me to recall this really bad joke about a unique rabbit. (The joke? Here it is...” HOW DO YOU CATCH A UNIQUE RABBIT? Unique up on it. HOW DO YOU CATCH A TAME RABBIT? Tame way, unique up on it”). From Bob: “I'll first list the

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items I've found that are unique, give you the name of the ship and then its history. First, which is really not unique is the name plate in the photo has been blanked out. Makes it more interesting. The flag at the stern is three colors, red, white and blue (from a black and white image no less). The colors of a French flag. First clue. The lines of the hull with the superstructure amidship gives it a liner-like appearance. These are accommodation cabins for a large number of men. Second clue. If you look closely aft of the second funnel, and before the main mast with a crane connected to



Bow and upper deck of French warship "Jeanne D'Arc" docked at C.P.R. Pier A

it, you will notice a floatplane sitting there. It's a Loire-Nieuport 130 flying-boat. Third clue. Next is the heavy crane between the funnels. Forth clue. You have a tripod foremast and straight main mast, both with yard arms. Both unique to this ship. Fifth clue. Last clue I have is a set of torpedoes tubes on the main deck below the fore funnel. Look carefully, it's there."



CPR steamships moored at Pier "A" (1924)

Bob, don't worry about Jeanne D'arc's TT's, I knew they were there but didn't go there as I feel that's a matter for a different forum. Dave, however, might lament their passing. I'm not sure: "...she spent the early part of WW II interned at Martinique and then, when the Free French had persuaded to reason, was given a refit in the USA in 1943 that provided her with a standard USN cruiser radar suite and greatly enhanced AA protection, at the loss of her torpedo tubes."

Before I completely collapse this essay into chaos, let's continue to explore the vessel's service and see if we can define the date and location of the image. Tim provided her characteristics in tabular form:

Name: Jeanne d'Arc  
Builder: A C de la Loire et Penhoët, St-Nazaire  
Laid down: 31/8/1928  
Launched: 14/2/1930  
Comp: 14/2/1930  
Fate: FNFL 6/1943, TS 7/1946, stricken 7/1964  
Displacement standard, t 6496  
Displacement full, t 8950  
Length, m 160.0 pp 170.0 oa  
Breadth, m 17.7  
Draught, m 6.40 full load  
No of shafts 2  
Machinery: Parsons geared steam turbines, 4 Penhoët boilers  
Power, h. p. 32500  
Max speed, kts 25  
Fuel, t oil 1400  
Endurance, nm(kts) 5200(11)  
Armour, mm magazines: 20, turrets: 25, CT: 25  
Armament" 4 x 2 - 155/50 M1920, 4 x 1 - 75/50 M1927, 2 x 1 - 37/50 M1925, 2 x 1 - 550 TT, 2 seaplanes (FBA.17, CAMS.37, GL.810)  
Complement: 506 + 176 cadets

Most of the responders agree on her builder, her launch date, and the date of her scrapping. Most had a rough timeline for the image based on her appearance, and most provided details of her service. If you want to read them for yourself I suggest you Google search "Training ship Jeanne D'arc." Make sure you pick the (1930) entry and not the (R97). And check the External Link "Netmarine", you won't be disappointed.

What of our image? "In truth, I did not find the exact MP." John Wyld states probably echoing what everyone else must have felt or knew about the image. His comment about dating the image was likewise shared by all replies: "In rough, scoping terms, the photo is taken in the 30s or early 40s." The lack of radar and general peacetime appearance cements that logic. I was puzzled by the image as well. I felt it had to be available on the Internet. And aside from that I also felt that the location of the image could be deduced from the image. I set out to answer both questions.

The quoted comment in the third paragraph was provided by Rob Napier. His gut was telling him almost the same thing as my gut was telling me. He centers on "Washington State" while I centered on "Columbia River" for my own reasons—mainly the lay of the land, as it were. The image screams Pacific North West! Rob wrote: "I thought you might ask about the background. I remember one time when we were working out the location of an image that you went to some trouble to identify the trees on the shore. The background in MP 333 looks like a ridge covered with pine trees, and the building on

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(Continued from page 3)



the pier doesn't look tropical. So, I am guessing some northern climate..."

Mystery Photo

How do you find an image on the internet when the obvious searches yield nothing? Where do you begin? At the beginning, of course. I decided to check all the photo sites at my disposal and see what turned up. To paraphrase John Wyld, this image was not available at the normal sites like Wikipedia, Navsource, and such. But there is one site that holds tons of images, and it's called "Old Ship Picture Galleries." It's an English site, and guess what? I found the image there. Go to the "J's" and tab over to page 7 to see. But there was a problem. The quality of the image was not near as good as what was provided in your Logbook. That means this was not the place where the provider got the image and it meant that a better image was available elsewhere. In addition it offered nothing in the way of a caption, aside from the ship's name, or date or anything. Just a naked image on a web site. Googling images of a ship will not turn up this site because of the way the images are filed.

Curiously I mentioned to rob that "I wish there was a French equivalent to DANFS." The tease was on with his reply, "Do you know that there isn't?" He knew something, but he shared: "Heh. <http://www.netmarine.net/bat/croiseur/jeannedarc/campagnes.htm>." Where have you seen "Netmarine" mentioned before? The list of campagnes, we call them cruises, provides not only proof that Jeanne D'arc visited these locations, but dates as well. The 1932-1933 and the 1934-1935 campagnes are significant as they place Jeanne D'arc at the places we are searching at a time where her appearance matches our Mystery photo.

Time to test out my and Rob's geographical guesses. As is always the case, the answer lies in the image itself—with the clues it offers. Rob and I continued our discussion with my trying to steer him toward Seattle, Washington or Astoria or Portland, Oregon. Rob challenged me to disprove his guess: "Didn't want to take time to pursue farther, but got curious. I don't know enough about the other three ports, but I like Bremerton. Go ahead, prove me wrong!" That meant I was looking for a place with a pier similar to what we see in the Mystery photo. It also meant that I had to look for images that dated from the 1930s to the very early 40s. Hard but not impossible to do. I accepted the challenge.

I began with fixing the lay of the land in my mind by studying overhead maps and images of the Puget Sound area that included Bremerton, Tacoma, Everett, and Seattle and the Columbia River basin that included Astoria and Portland. I found a lot of historic and vintage images of these locals. I studied them closely. None of these places ever offered proof that that pier in that configuration ever existed. But, of these places, the best option geographically seemed to be Astoria. And here is where I had the thought that I might be writing a bit of revisionist history, because I was determined to shoehorn Jeanne D'arc and this Mystery photo into that location. Yes she had been there, but did this image really capture that event? Lacking photographic evidence either way, I had it in my mind place the vessel at Astoria, Oregon from 5/4/1933 to 5/5/1933, and call it a day.

But I can't do that, I like to think I have integrity. I was still high on the Pacific North West as our location. So it was back to the "campagnes" for more clues. It was while studying the 1934-1935 campagne again that I had the epiphany. Jeanne D'arc also visited Vancouver, British Columbia from January 5 through January 11, 1935. Maybe? One of the things that has always bothered me about this MP was the lack of a courtesy flag flying from the foremast of Jeanne D'arc. Why is this? Cer-

tainly a courtesy flag could have helped here. What flag would she fly in 1935? Canada was part of The United Kingdom then. Did the French get a pass in the 30s because of Quebec? Who can answer this...Roger?

If you study the modern day Vancouver waterfront and contrast what you see with historical images, you will find that what you see today is totally and completely different from the Vancouver from before the war. Google searches of piers from the past were encouraging but not conclusive. I could not find the pier from our Mystery photo nor could I find the building described earlier. It was not until I Googled images for "Jeanne D'arc at Vancouver 1935" that I had any luck. And it really was that easy. Just searching on the ship name alone did not produce the required images. The search returned not only the Mystery photo but so much more. At the website "Searcharchives.Vancouver.CA" you will find a treasure trove of images of historic Vancouver, ships that visited the harbor, and so much more.

Our Mystery photo is titled "Jeanne D'Arc [French naval ship at dock]." It carries the Reference code "AM1506-S3 -2-: CVA 447-2336" and is dated Jan. 9, 1935. The photographer was Walter E. Frost. From the site we learn that "Frost was born in Vancouver in 1898. After World War I he bought a Kodak roll film camera and began to photograph his city and the ships and trains that carry its life-blood. He was an avid amateur photographer interested in ships, trains, and the city of Vancouver. He stopped taking photographs in the mid-1970s. He died in 1988."

There was a series of images made capturing the port visit—at least seven. From a study of these images we learn that Jeanne D'arc was docked at Pier "A", section 2. We learn that the large building nestled behind the foremast is the Customs and Immigration building. Our image was made either from the end of the adjacent pier, Pier "B&C", or from the stern of the vessel docked there at this time, the Empress of Canada. Also we learn that what I initially thought was a gable-roofed warehouse with an arched portico is really the art-deco concrete facade that marks the entrance of the Canadian Pacific Railroad

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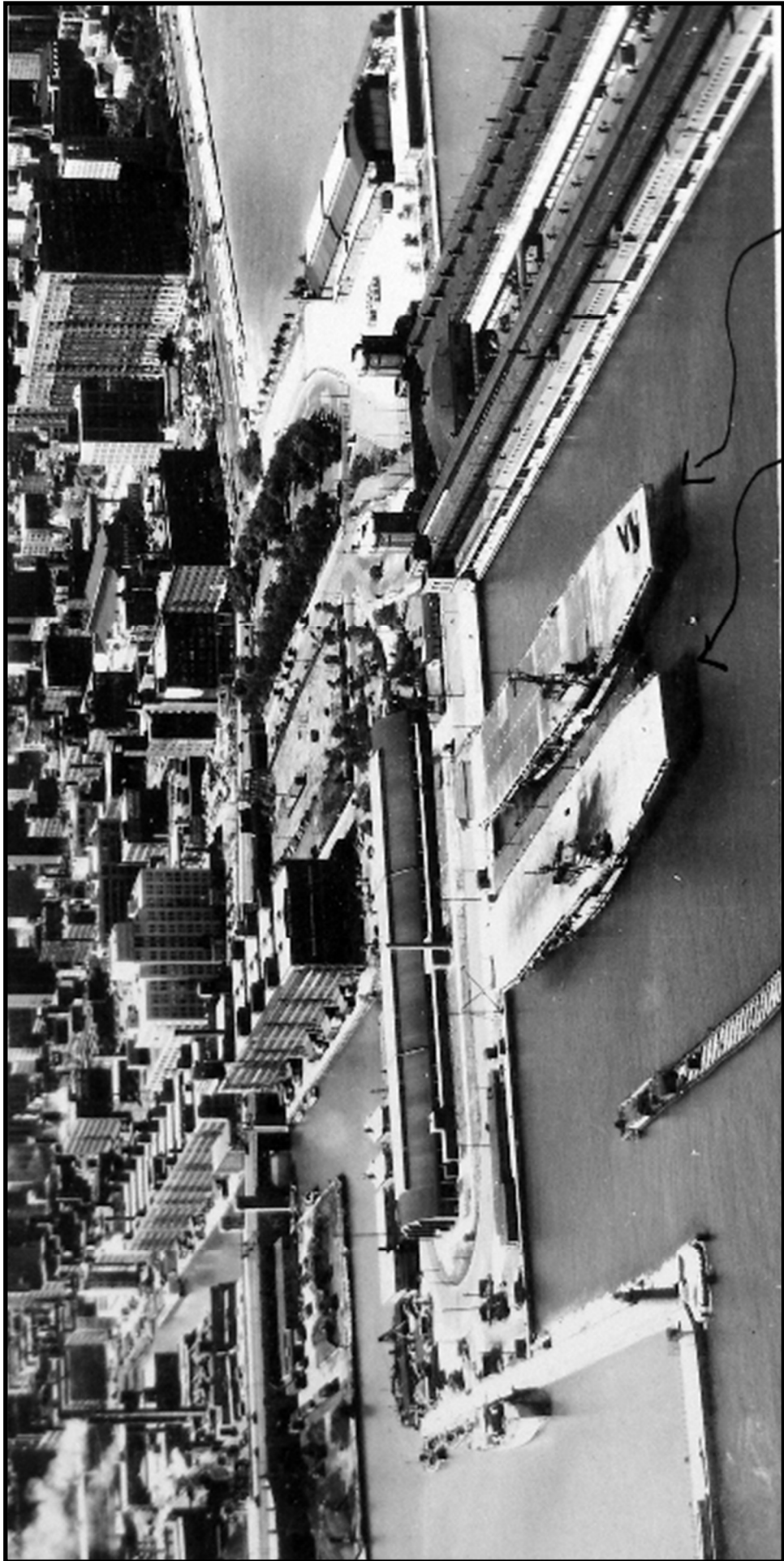


CPR Dunsmuir tunnel west portal

**THE ANSWER**  
Mystery Photo 333  
Jeanne D'Arc  
Date: Jan. 9, 1935, Vancouver, Canada

## **Mystery Photo**

Contact John Cheevers by mail, e-mail if you know what it is. [jfcheevers@verizon.net](mailto:jfcheevers@verizon.net)



# NOTABLE EVENTS

## APRIL

- 5 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Tim Wood, TBA  
11-13 Cabin Fever Expo, York, Pa.

## MAY

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

## JUNE

- 14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Martin Gromovsky, Figure Painting

## JULY

- 12 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: John Cheevers, TBA

## AUGUST

- 2 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: John Wyld, TBA  
6 - 9 IPMS National Convention, Hampton, Va

## 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  
Presentation, Charles LAndrm

## DECEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum

## JANUARY

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

## FEBRUARY

- 14 HRSMS Monthly Meeting: Mariners' Museum  
Election of officers

## MARCH

- 14 HRSMS Monthly Meeting:

# MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
March 8, 2014  
Norge Hall

Guests: Kevin Ray, 2nd mtg.  
Tom Mathews, 1st mtg.  
Charlie Moss, 1st mtg.  
John Proudley, 1st mtg.

Skipper, Tim Wood called the meeting to order at 1010 hours. The guests were recognized and welcomed to the meeting. Tim did a recap of the IPMS show and the awards won by HRSMS members. The Skipper encouraged the members to sign up for the upcoming banquet. Next, the members were reminded to return their Founder's Award ballot. Bill Clarke was given a ship model (tongue-in-cheek) to celebrate his retirement, with the expectation that he would bring it to meetings showing some progress on its construction.

Old Business: Eric Harfst gave the Purser's report. The Skipper noted the shift in the date for the April meeting to the first Saturday, April 5th. Ron Lewis asked about the status of getting tools for the model builder's stand. There had been no progress on this initiative. Greg Harrington said that he added several charts to the shop notes section of our web site. Tony and Dorothy Clayton were thanked for arranging for the use of Norge Hall and hosting the March meeting. A motion was made and passed to donate \$100.00 to the Norge Community Club for the use of their facility.

The abbreviated meeting was adjourned to an auction conducted by the renowned auctioneer, John Cheevers.

If you can't tie a knot, tie a lot.  
- Motto of a representative of the Winslow Liferaft Company

(Continued from page 4)

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



Mystery Photo

Dunsmuir tunnel that went from the CP waterfront yards to the False Creek yards.

And in an almost identical companion image we see that the vessel to the extreme left of our Mystery image is a coal hulk registered as C.P.R. No. 100. I'm not completely certain but this hulk might be the former bark Robert Kerr. Several other coal hulks appear in the images. One is the former full rigged ship Melanope. Melanope is undiscernible behind C.P.R. No 100 in our Mystery. When the bulk of shipping no longer required coal these hulks were unceremoniously discarded to the shallows in the distance of our Mystery photo known as coal harbor. You can dig deeper if you like.

I encourage you to spend some time at Searcharchives.Vancouver.CA, a first rate photo site.

Challenge complete, we are no longer in the D'arc!

John Cheevers