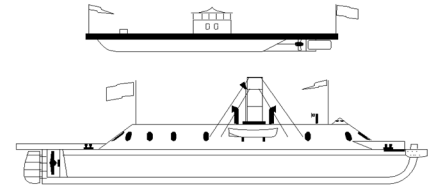


Hampton Roads Ship Model Society

Logbook!



No. 335

WWW.HRSMS.ORG

May, 2014

From The Bridge



There is a growing interest among the membership to host workshops at their homes on Fridays and/or Saturdays. It's obvious we can't have certain demos in the museum such as airbrush setup and use, wood working, and resin and fiberglass work. A demo/workshop would most likely be held at the host's home, this would enable the attendee to receive hands on experience. Anyone interested in hosting a workshop, please contact Bob Moritz at 804-779-3365 or email at bobmoritz@aol.com.

Bob Moritz

Mystery Photo



Mystery Photo #334: Easy to identify Mystery Photos are like easy to make recipes, anyone can make them. And, while some photos do lend themselves to easy identification, other photos offer hints of exotic and different spices that take a trained palate to identify. On the surface, this image seems to offer only an opportunity to identify the main ingredient. Everyone should identify the vessels as aircraft carriers, much like you could identify the main ingredient in chicken soup. But it takes a more refined palate to offer whether the chicken is free-range or not, and even more training to identify the spices. If it was only necessary to identify the chicken then all that we'd require is for you to provide little more than the vessel's name, rank, and serial number. And if that was all there was to the Mystery and the responses, then we'd blend those replies into a logical, cogent, and succinct essay and call it a day. However, it's rarely that easy and it's really not all that much fun to limit the essay to such cookbook logic.

Oh crap, you're thinking, here he goes again. Well, since I like to put in my two cents, here it is: Great photographs are like great cooking... a great dish offers the palate much more than basic flavors. A great dish will have a rich flavor profile or many layers of flavor to reward increasingly sophisticated palates. Simply put: it will offer something for everyone on many levels. Like it or not, this image has more than one layer of Mystery. Let's see how much depth it really has.

Layer One, the staples: Seven replies, seven sous chefs! Stewart Wynn, John Powell, Bill Clark, Charles Landrum, Hugh Van Brimer, Tim Wood, and an arriving-late-from-overseas John Wyld were unanimous in identifying what initially looked like paved streets or piers on some city's waterfront. Stewart gets us off to a shaky start by stating, "I'm not sure, but I think these are mock-ups of Navy carriers used for training in Lake Michigan early in WWII. It looks like they're moored alongside Navy Pier." Newcomer John Powell is a bit more decisive and names the mock-ups: "The two carriers in the picture are the *USS Wolverine* and the *USS Sable*. They were fresh water paddlewheel aircraft carriers used during World War II to train aviators on Lake Michigan. I believe they are docked in this photo at Chicago's Navy pier." Bill Clarke via that modern convenience—the telephone—had no trouble identifying either vessel. He is the first to point out that *Wolverine* is on the left and *Sable* is on the right.

Our more seasoned MP veteran Charles Landrum says the image is "Too easy!" He continues by agreeing with Powell: "Those two ships are the *USS Sable* (IX-84) and *USS Wolverine* (IX-64) at the Navy Pier in Chicago." Hugh Van Brimer is also in the stock pot. Adding depth to the layer and mixing in a bit of confusion in the process, he has this to say: "Looks to me

(Continued on page 2)

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
April 5, 2014
Guests: Kevin Combes, 1st meeting
Tom Mathews, 2nd meeting
John Proudly, 2nd meeting
Kevin Ray, 3rd meeting

The meeting was called to order by the Skipper, Tim Wood at 1007 hours. The Skipper thanked Tom Saunders for making arrangements for the March banquet. Next, the Skipper thanked Tony Clayton and his wife, Dorothy for hosting the auction at Norge Hall. Ron Lewis was congratulated on winning the 2014 Founders Award. The guests were recognized and welcomed to the meeting. As it was Kevin Ray's third meeting, he was asked if he wanted to join the HRSMS. Kevin and the other guests were asked to leave the room while a vote was taken. Kevin returned and was welcomed as a new member. There was no correction to the minutes. Eric Harfst gave the Purser's

(Continued on page 6)

MEETING NOTICE

Date: Saturday May 10, 2014
Place: Mariners' Museum
Time: 1000 Hours

(Continued from page 1)



Mystery Photo

like the venue in question is Chicago, IL. The Navy pier at the right with the training Aircraft Carriers, *USS Wolverine IX-64*, former *SS Greater Buffalo*, and *USS Sable IX 81*, former *SS Seeandbee*." (You'll see his error later.) Tim Wood is there as well, although somewhat more cryptic in his reply: "Aha, a mother Great Lakes Mystery Photo! The photo is of two WWII training aircraft carriers, the *Wolverine* on the left and the *Sable* on the right, they cruised the waters of Lake Michigan. The photo is taken on the Chicago water front of Lake Michigan." (Perhaps he meant to say "another" instead of "a mother" and spell check/auto correct got him?!) Finally, John Wyld, recently returning from the land of great cooking—Italy, and perhaps realizing that the MP has more levels adds this to the stew: "The subject of the photo, as far as ships are concerned, is a repeat performance by an earlier MP subject - *USS WOLVERINE* (on left) - and her non-Marvel superhero *USS SABLE* (on right)..."

Layer two, first round of seasoning: The subject for layer two was broached by John Powell when he mentioned their method of propulsion. Charles concurs and says they "have the distinction of being the only paddlewheel carriers having been converted from Great Lakes steamers for the sole purpose of training Naval Aviators in water safe from a U-boat threat – the Great Lakes." Hugh and John Wyld agree. And while they were converted from Great Lakes steamers as Van Brimer states, Charles puts them in the correct order: "*Wolverine* was converted from the steamer *SS Seaandbee* and commissioned August 1942, while *Sable* was converted from the *SS Greater Buffalo* and commissioned May 1943."

Layer two, second round of seasoning: Van Brimer, Landrum, and Wyld all mention that the image was made while the vessels were active. Wyld says it this way: "The photo must be in the 1942 - 1945 timeframe since that is the lifespan of the two ships in the configurations shown as Great Lakes training carriers." Van Brimer thinks the "time must be approximately 1944." While Landrum takes a crack at the season (no pun here): "The picture was taken during the late spring, summer, early fall time frame looking at the trees, but the year could be 1943, 1944 or 1945." Since the image is available on-line, a check there might prove more conclusive. In the end it didn't, but the on-line version carried a caption that provided this snippet: "...being-decommissioned-after-World-War-II." Wyld worked it a bit harder. "I saw at least three different copies of the photo, and another taken from a vantage point further to the right as the photo aircraft continued to fly North (maybe it flew South and took the pictures in the reverse order - don't know). I saw three dates for the photo: November 1945 at the decommissioning ceremony for the ships, "c. 1943", and "date unknown" in Navsource. I don't see a whole lot of activity on the quay or on the roads in the near and middle ground, so my guess is it was taken during the war possibly on a weekend day."

Layer three, first tasting: According to Landrum "[the carriers] were used to train aviators from NAS Glen View north

of Chicago and we owe a lot to this training effort because the bottom of Lake Michigan is littered with the wrecks of aircraft lost by hapless trainees. The US Navy has raised many of them in good condition because of the cold fresh water. As a result many of the aircraft are either flying again in the hands of collectors/organizations, on static display in museums or in one case O'Hare Airport – an F4F-3 Wildcat. Included in this list is the only surviving SB2U Vindicator, a Marine Corps veteran of the Battle of Midway, which became a training aircraft like many obsolete or tired aircraft." Wyld adds to this: "I should note in closing, and without intending to be impertinent, that the operation of *WOLVERINE* and *SABLE* in Lake Michigan created a treasure trove of preserved period aircraft that are within salvage range (and not deep in the Atlantic or Pacific) and which are even to this day slowly being recovered. One such aircraft, a rare surviving F4F-3 Wildcat (without the folding wings and extra guns of the F4F-4) is on display in a concourse at O'Hare airport and painted to resemble Butch O'Hare's F4F-3 flown during his Medal of Honor flight in February 1942 flying off *USS LEXINGTON CV-2*."

Layer three, the second tasting, amplifies the location: Wyld sums up the replies with: "The location is Chicago, IL, and the twin pier structure to the right is a small portion of the Naval Training School, Navy Pier, Chicago. The structure, built around the time of WWI, was refurbished for the Navy's use as a training site for various ratings such as diesel engine repair, aircraft engine repair, and electronics systems training. I saw a description that said there were bunks for 12,000 sailors there. Looking at attachment three showing the pier's full length, it is not at all hard to accept such a number. Google Chicago Navy Pier 1945 and be rewarded with much more info."

So far, not a bad dish...In modern cooking parlance these ships might be classified as fusion.

USS Wolverine (IX-64), ex *SS Seeandbee*

Specifications:

Displacement 7,200 t.

Length 500'

Beam 98'

Draft 15' 6"

Speed 28 kts.

Complement 270

Armament none

Propulsion

two compound reciprocating engines
twelve coal fired Scotch boilers
Ship's Service Generators
three recip-drive 75Kw 120V D.C.
one recip-drive 100Kw 120V D.C.
two sidewheels, 8000hp

USS Sable (IX-81), ex *SS Greater Buffalo*

Specifications:

Displacement 6,584 t.

Length 535'

Beam 58'

Complement unknown

Armament none

Propulsion

two compound reciprocating engines
Scotch boilers
Ship's Service Generators
two turbo-drive 75Kw 120V D.C.
three turbo-drive 100Kw 120V D.C.
two sidewheels

Nautical Term

Annie Oakley Is the nickname of an early parachute spinnaker for racing sailboats that had a series of holes on its center seam. It was named for the famous marksman of Buffalo Bill's Wild West Shows.

Submitted by, Tim Wood

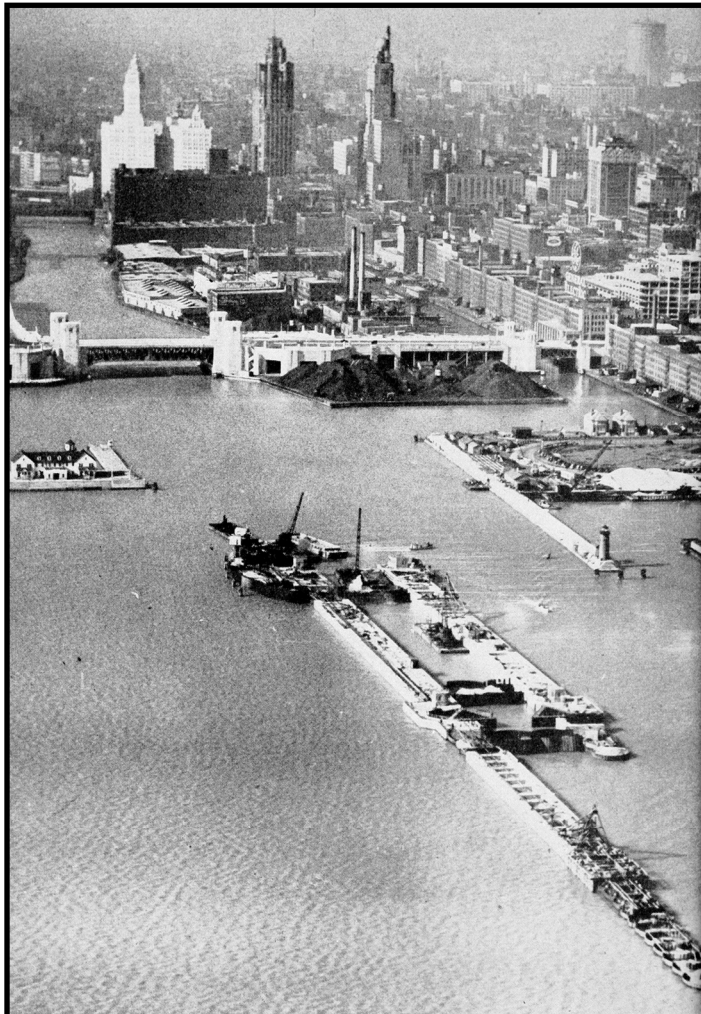
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Complete service histories are available at <http://www.navsource.org>. Look under Auxiliaries and service vessels. Another good site for data on these ships is: <http://www.vintagewings.ca>.

Kudo's to everyone who managed to get this far.



The outer link bridge (upper left) at the mouth of the Chicago River, as viewed from the east. In the foreground may be seen the Flood Control and Navigation locks, under construction in 1937.

View Showing Ogden Avenue Slip Bridge To Right And Lake Shore Drive Bridge To Left

**Source: Chicago's Report To The People, 1947
Digitized By Internet Archive**

Layer four, secret ingredients: Like most great family recipes, the secret lies with aunt so-and-so and is passed down to one lucky person with each new generation. These Mystery photos don't often have a benefactor like aunt so-and-so. Usually they need folks like us to deconstruct the image and identify the secret ingredients—and then tell the world. Sometimes we get it right, sometimes we create a new recipe—see last month's essay for something approaching a confession. There is much more to this image than two aircraft carriers tied to a stub pier on Chicago's Lake Michigan waterfront. There's more to identify and I'm not talking about what the Wyld one "thought [were] two eels

approaching two carriers." He would; and I don't eat eel. (I half suspected him to say that these squiggly lines were frog men traces for some limpet plan or other...)

No, what I'm talking about are features that make up this waterfront and an additional vessel that everyone ignored. To the extreme right is what most of the Dirty Seven previously identified as the Navy Pier. This pier in greatly altered form still exists. Over time it was known as the Municipal Pier, the Navy Pier, and part of the University of Illinois campus. Immediately behind the two aircraft carriers is a large Quonset shaped building that was known the Gymnasium; it no longer exists. Behind that we see a little gut known as Ogden Slip. It is much shorter today and that single leaf bascule bridge that you see crossing the gut carried Lake Shore drive over the slip. It, too, no longer exists. It was a single leaf bridge in that the roadway only opened by raising in an arc from right to left in our image. Immediately behind Lake Shore Drive and on the left of Ogden Slip you see two, tall skinny smoke stacks that marked the Curtiss Candy Company factory. If you remember, the Curtiss Company made such treats as the Baby Ruth and Butterfinger candy bars. That factory no longer exists but the candy bars do. The little patch of ground in the forefront of Lake Shore Drive is Dusable Park. Most of the park was built from spoil by digging the Ogden Slip, there is consideration to re-name this point of land "Jean Baptiste Point du Sable, the first non-native settler of Chicago", and that's all I know about that.

If we jump back to the spit of land with the gymnasium and go to the left we see a section of jetty that points to the bottom of the image before turning left and exiting the frame. At the turn you can see a small lighthouse that also no longer exists, it has been moved out to the end of the jetty that forms the lock entrance from Lake Michigan to the Chicago River. The lock was part of a huge civil engineering project that reversed the flow of the Chicago River so that it no longer emptied into and polluted Lake Michigan. Using your keen eye you can see a color change in the water inside basin verses the lake water itself.

But along that same jetty there is another vessel we could also call a fusion. Fusion in the sense that, like the train-

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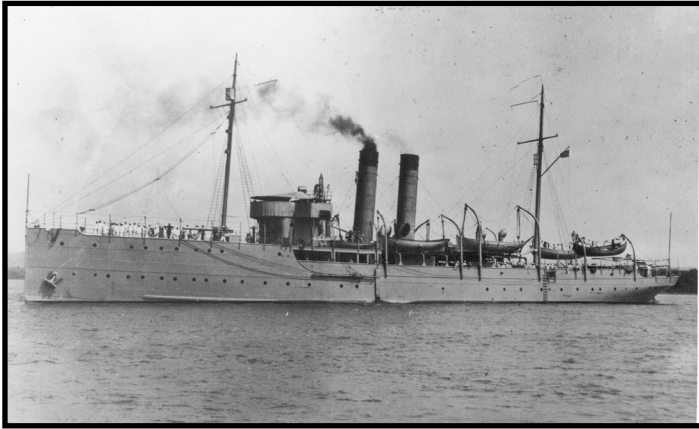
SS Eastland Salvage Operations, Chicago River

(Continued from page 3)



Mystery Photo

ing carriers, this vessel was also converted to naval use from a passenger steamer. Are you familiar with the *SS Eastland* disaster? The Wikipedia account of the disaster is succinct: “The *SS Eastland* was a passenger ship based in Chicago and used for tours. On July 24, 1915 the ship rolled over while tied to a dock in the Chicago River. A total of 844 passengers and crew were killed in what was to become the largest loss of life disaster from a single shipwreck on the Great Lakes. Following the disaster, the *Eastland* was salvaged and sold to the United States Navy. After



restorations and modifications the *Eastland* was designated as a gunboat and renamed the *USS Wilmette*.” What Wikipedia does not mention is that *Wilmette* was decommissioned as a gunboat on February 15, 1940 only to be recommissioned exactly one year and two days later as a *Miscellaneous Auxiliary (IX-29)*. Her [DANFS](#) history states that as a gunboat and as an auxiliary, *Wilmette* was charged with making “voyages along the shores of the Great Lakes carrying trainees assigned to her from the Great Lakes Naval Station in Illinois...she resumed training duty at Chicago on 30 March 1942, preparing armed guard crews for duty manning the guns on armed merchantmen. That assignment continued until the end of World War II in Europe...”

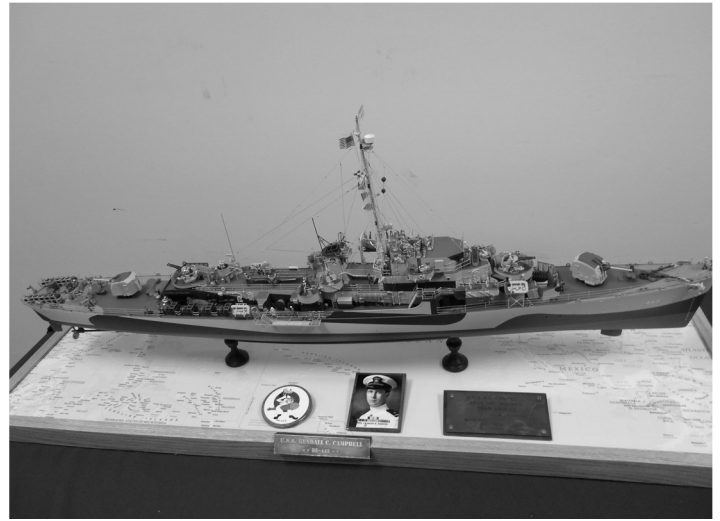
To prove that adding spice matters, Van Brimer adds “a little personal side note. My dad took me to Chicago and the Navy was having an open house and War bond drive. I was in my early teens and the thrill of my young life was that they strapped me into the yoke of a 20 mm anti-aircraft gun and I had a chance to train and elevate the gun and watch the gyro controlled reticule move in the gun sight.”

If the training carriers only occupy about 10 percent of the image, it stands to reason that most of the dish consists of other things. What does Emeril always say?Another notch!

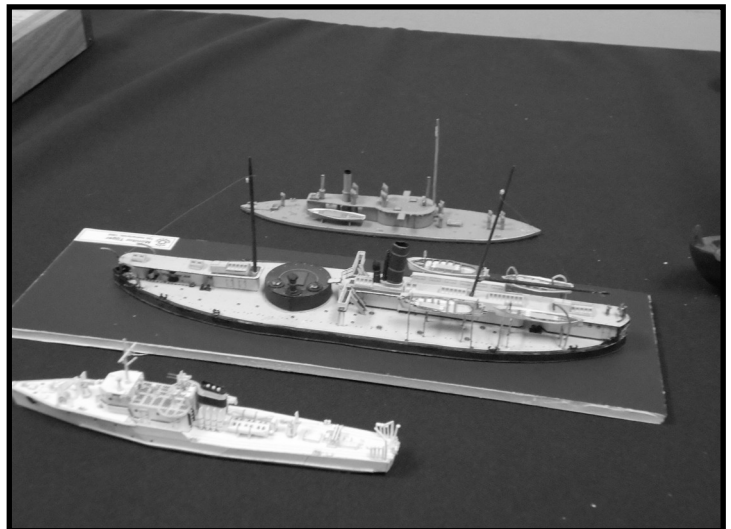
John Cheevers

Thanks

Thanks to Marty Gromovsky for providing photos of the members’ models



DE Joseph C. Campbell, Gene Berger

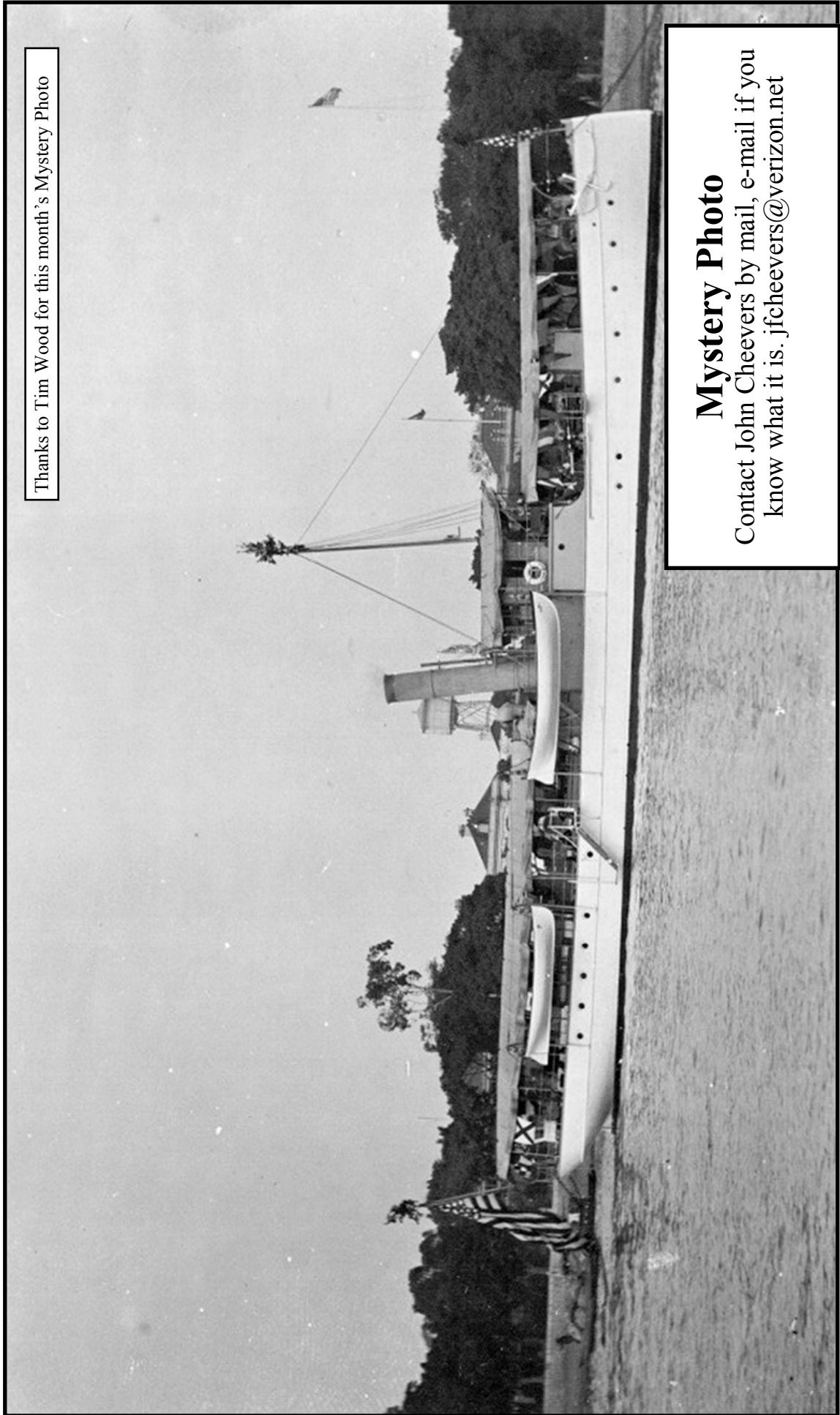


Some of Dave Baker’s Paper Models



Heinz Schiller’s Longboat

Thanks to Tim Wood for this month's Mystery Photo



Mystery Photo

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

NOTABLE EVENTS

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:

APRIL

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation:

**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

(Continued from page 1)



Report, detailing the results of the auction and dues collection.

Old Business: The Skipper read a letter of appreciation from the Richmond IPMS (International Plastic Model Society) for our participation at their 2014 Old Dominion Open. Dave Baker asked about our participation in the IPMS USA National Convention. It was stated that we would have a table and were waiting for the particulars from the organizing committee.

New Business: Ron Lewis offered give away an electric motor. John Cheevers was the duck on a June bug. Ron then shared information on the Bronze Door Society's Wine Classic to be held in June. Ron reminded everyone of the museums library location within the Christopher Newport library. John Cheevers noted the Craft Beer Festival to be held at the museum on May third. Bob Moritz said that there are individuals that would like to have demonstrations of modeling techniques that cannot be done at a meeting. He asked that those who would be willing host a demo contact him. He also asked for members to let him know what they would like to see. Tom Saunders said there would be a note in the May Logbook. The Skipper said there had been some talk of raising the HRSMS dues. Tom Saunders said that he had mentioned that with the costs of printing and mailing the Logbook and at the current level of dues, the treasury would not be sustainable in the long run. Tom said that he would send an email so members could indicate (again) their preference not to receive a printed copy and rely on the electronic distribution. There was no further discussion of a dues increase. The Skipper asked if the Logbook could be done in color. The editor said that he would look into it. Ron Lewis reported that the Chesapeake Bay Maritime Museum had acquired the buy-boat *Winnie Estelle* and it was in the process of getting certified to carry passenger

Show & Tell: Bruce Brown showed his finished Bluejacket kit of a Chris Craft runabout and talked about the kit and construction of the model. Jimmy Colangelo showed his scratch built round stern Chesapeake Bay work boat. Heinz Schiller showed the progress of his pilot boat. Marty Gromovsky showed his finished Dikar kit, Maui. Dennis Hobbs showed the deck planking of his Willie Bennett. Kevin Ray showed his Model Shipways ships boat. Stewart Winn showed the long boat for his Benjamin Latham and inquired where he could get scale oar locks. John Cheevers showed his scratch built Chesapeake Bay crab skiff with steam bent planks. Gene Berger showed highly detailed 1:200 scale quad Bofors by Veteran Models and his uniquely cased, nearly finished DE *USS Joseph E. Campbell*.

The meeting was adjourned to a presentation on "Photo Editing", by Tim Wood.

THE ANSWER

Mystery Photo 334
USS Wolverine & USS Sable
Chicago Navy Pier
Undated photograph