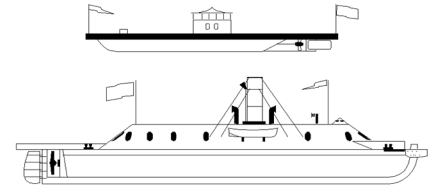


Hampton Roads Ship Model Society Logbook!



No. 336

WWW.HRSMS.ORG

June, 2014

From The Bridge



Mystery Photo



Greetings! Yesterday I received my copy of the 'Summer 2014' issue of the Nautical Research Journal accompanied by the Secretary's Newsletter. For any of our members that may be interested, the NRG Conference will be held in St. Louis, MO, on October 16, 17 and 18, 2014. The Conference will be held at the Sheraton Westport Chalet Hotel with room rates of \$119.00 single or double occupancy. According to the newsletter, the Sheraton Westport Chalet is part of an open-air complex that includes 14 restaurants. For anyone flying to the Conference, the hotel provides shuttle service to and from Lambert-St. Louis International Airport. For more information, please ask me.

I highly encourage all of you to consider the offer made by our First Mate Bob Moritz to share your modeling expertise in a workshop style forum at your place of choice. It's a great opportunity for us to pass our knowledge to other members of the Society.

I will be offering a chance for anyone interested, the use of my thickness planer, table saw, drill press, thickness sander and router table to any of you who need to use these pieces of wood working equipment. After we create piles of sawdust, we can roll out the grill for brats, burgers and hotdogs. All I ask is that you bring a dish to pass and your favorite beverage. With luck we may be able to talk John Cheevers to bring a batch of his famous chili for the hotdogs. The workshop will be held July 26, 2014 starting around 11:00 AM and run until we run out of wood or food, which ever comes first!

I look forward to seeing everyone at the next meeting, as always bring your latest project for show-n-tell.

Best Regards,

Tim

When rats leave a sinking ship, where exactly do they think they're going?

Ralph Waldo Emerson

MEETING NOTICE

Date: Saturday June 14, 2014

Place: Mariners' Museum

Time: 1000 Hours

Well, what are we going to write about this month? If we have a small ship, does it require a small essay? Does it produce few replies? Is there a secret, hidden story? Do we have to assume anything? I feel like the artist staring at the blank canvas who asks, "What's my motivation?" Look closely and you will discover that, once you learn to find what's hidden in the image, you will begin to know more and assume less.

Assume—curious word, one that carries an interesting colloquial definition. For instance, if you ponder this idea: "I guess if she wore two hats she deserves two replies", would you be making an assumption about this month's Mystery Photo? But what are you assuming? Are you assuming that the ship wears two hats, or are you assuming that there should be only two replies? And then, do you assume that one of them is correct? (How about we assume this author stays on topic?) Or, do we assume we can identify the vessel from the data at hand. Let's see what we can do with this MP before we have to colloquially break down "assume."

If it's Tuesday, I have to assume that Tim Wood submitted the photograph. A nice image, fairly clear and crisp but not what you'd assume to get from a large format camera back in the day. One has to assume that the photographer missed the focus a bit or the image was messed up in printing. Nevertheless the image is just grainy enough to somewhat obscure the only real clue—and we'll get to that. What we can readily determine is we have a gunboat sized vessel riding at the moor. The sweet sheer line, reverse-rake stem, and counter stern give away her time and attest the artistry of her designer—what a gorgeous hull! The canvas awning covered decks attest to the hot climate. Just forward of the fashion plate that breaks up the sheer line we see the only visible ship's gun. Training it with those stanchions in place is a non-starter. Two ship's boats hang from their davits while the accommodation ladder is down. The single stack and single mast is interesting but screams: "Where is the main?" But the overall look is good nonetheless. United States flags adorn the vessel providing the first clue for identification.

Newcomer John Proudley starts us off: "After checking through an old copy of Jane's, I'm going to take a wild stab and say that this is an early gunboat, 1897-1903, probably before hull numbers. Looks like it could be either the Marietta or the Wheeling. If this is the case, the aft mast has been removed, and the foremast top also removed. Location? Could be Canal Zone or Philippines - the buildings in the background should be a giveaway, but I am not familiar with them." Dave Baker's reply runs in a similar, but different, vein: "This month's mystery ship is the U.S.S. CALLAO, built in 1888 by the Manila Shipbuilding Co. at Cavite as one of the six SAMAR class gunboats for use by the Spanish colonial government in the Philippines and

(Continued on page 2)

(Continued from page 1)



captured by the USN on 12 May 1898.” Two hats, two replies, two ideas.

Mystery Photo

Our third reply blows the doors right off the thing and may change the way you search for these Mysteries forever. This is akin to having a magician reveal his secrets. Rob Napier offers this: “The Internet is making this too easy, even for out-of-the-ordinary little vessels such as USS Pampanga. I simply scanned in the image, got rid of the caption blocks in Photoshop, then used the search feature in Google Images. Do you know about this? Go to Google's main page. Click on Images in the upper right. If a little camera icon appears in the search block, drag the scanned image over the search block and release. (Or you can click on the camera, select “Upload an image”, click on the “Browse” button and select an image from



Sea Vixen at Farnborough, 1953.

your files - jfc.) Wait a while. Pretty soon, a roster of web sites with that image will appear.”

I tried it. It’s not fool proof, but it works. Apparently it breaks down the image digitally into fields, or groupings, or shapes of like colored pixels and finds the best matches it can from the digital database. (Can anyone say NSA and facial recognition?) Along with a list of sites featuring captioned versions of our MP, I also was treated to a selection of “very similar images” whose top two listing are: an image of Nathan F. Cobb wrecked on Ormond Beach, Florida, and a de Havilland Sea Vixen. It will get you there and it will get you an identification, but will it tell you the story or force you to assume it’s right?

I’m continuing down this path because of what Baker provided in his reply when he states, “The photo appears in the Wikipedia article about the ship.”...and that led him astray. While the article recounts the history of USS Callao and shows our MP, you have to study the entry to determine that the caption for the image states that the image shows her sister Pampanga. A check to see if there could be a mistake in identification was a

Nautical Term

Knuckle: An edge or a ridge formed by the change in form of the hull, such as of the flare forward, or the shaping of the upper works of the stern. It is a shipbuilder’s term, and probably came from early Dutch.

Submitted by, Tim Wood

dead end. The excellent source WWW.Navsource.org says that “no images of Callao are available at this time”. I’m pretty certain that our MP shows USS Pampanga.

And what of it? Dave is correct in that there were 6 ships in the class and that they were built in the Philippines. Of these six ships, only three survived long enough to receive “PG” designations from the US Navy. They were: USS Callao PG-37, USS Pampanga PG-39, and USS Samar PG-41. The others were disposed of before the modern classification system was adopted in 1920. Their names however began with the letters “A”, “B”, “C”, 2 “Ps” and an ‘S’; the second “P” is for Paragua. One interesting feature of ship’s boats at that time was the practice of painting the first letter of the ship’s name on the bow. In our MP we see this feature but due to the graininess of the print, they are not easily to decipher. The letter on the after boat is the clearest and might be a “P”. The shape of a “P” stands out better than all the other letter choices. So in my opinion the vessel is Pampan-ga and not Paragua because I choose to trust the caption taped in the lower right corner of the image.

As far as that second hat goes, it would be the hat of the US Navy. Her first hat belongs to the Spanish Navy. Baker

(Continued on page 3)



Above and below are photos of the Cavite Navy Yard docks, Circa 1899.



(Continued from page 2)



and Napier refer to her Spanish service but don't elaborate. Suffice it to say that these ships were war booty.

Mystery Photo

For the class Baker provides these characteristics: "The CALLAO and her sisters displaced 243 tons (probably normal displacement) and were 119-ft. long by 17.5-ft. beam and 6.5-ft draft. Powered by a single reciprocating steam engine and having one coal-fired boiler, her plant generated 250



Cavite City Skyline, 1899

indicated horsepower and gave her a maximum speed of 9.7 kts. As a gunboat, the craft carried four 3-pdr quick-fire and two 1-pdr quick-fire guns." Oh, if plans were available...

Now for location. Proudley says it "could be Canal Zone or Philippines - the buildings in the background should be a giveaway..." Baker and Napier don't specify a location but agree that these vessels served in the Philippines and around Honk Kong at various times—after all they had very similar careers. I choose to discount the Hong Kong location due to the shape of the water tower that appears in the background behind our gunboat and just aft of the stack. It looks like American construction, so I'm going to assume it is American construction. That, in my mind, places the vessel in the Philippines.

Napier provides Pampanga's history apparently lifted from the web site he chose to use. And in this history is an important nugget that I believe relates directly to our MP: "Pampanga supported the US Army in suppressing the Philippine insurrection by patrolling Lingayen Gulf, Luzon, transporting troops and supplies, blockading rebel towns, and bombarding rebel forces on shore. She continued assisting the US Army after being moved to Cebu in mid-1900 and then to the island of Samar in 1901. Pampanga returned to Cavite and was decommissioned on 18 June 1902, but was re-commissioned on 30 January 1904. The gunboat remained based at Cavite until 1906 and then was ordered to patrol the waters off Zamboanga, the Philippines, and Borneo. She returned to Cavite to be decommissioned once again on 30 April 1907."

I don't know if you noticed but the top of the mast and the ensign staff carry camouflage in the form of foliage. This is an important clue. The Philippines are a nation consisting of over a thousand islands. Suppose you were an American warship sent to quell local uprisings during the insurrection. And suppose the enemy knew you were close by spotting that tall mast over the

local vegetation. Wouldn't you do something in an attempt to hide? That's my theory and it works if you assume the vessel's coal-fired boiler smoke didn't give her away.

So I think we have an image of USS Pampanga moored at either Cavite Dock, or Olongapo Base, or at the Corregidor Island landing as she performed some ferry service for the Army. Someone has to step up with that information and refute my assumption.

John Cheevers

Christmas Tree

Another possible explanation for the brush in the rigging of the Pampanga is that the photo was taken around Christmas time. Several photographs were found with Christmas trees on a ship's masthead.

Tom Saunders



FROM A PAINTING BY WILLIAM SMALL
"CHRISTMAS MORNING - AT THE MAST-HEAD"

THE ANSWER

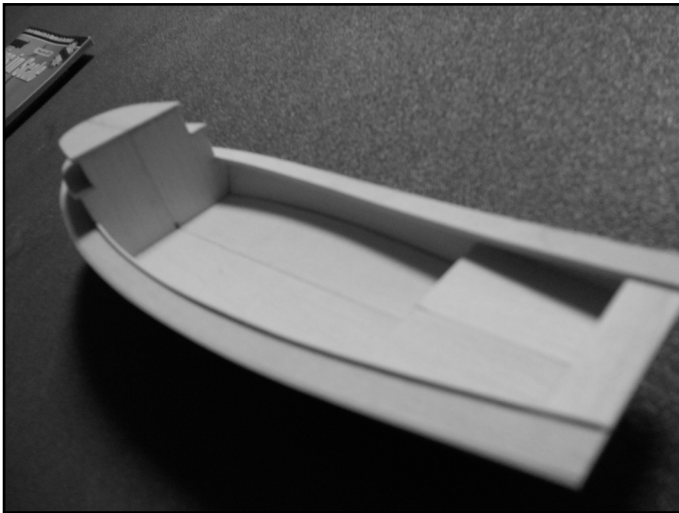
Mystery Photo 335
USS Pampanga
Undated photograph

Thanks to Tim Wood for submission of the May Mystery Photo

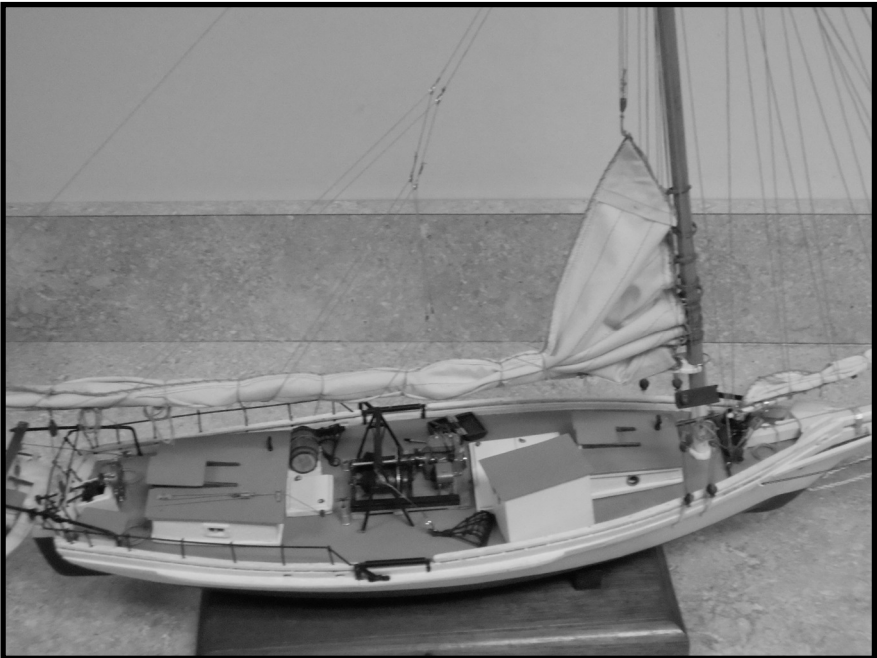


John Proudley's Atlantic

Two views of John Cheevers' Chesapeake Bay crab boat



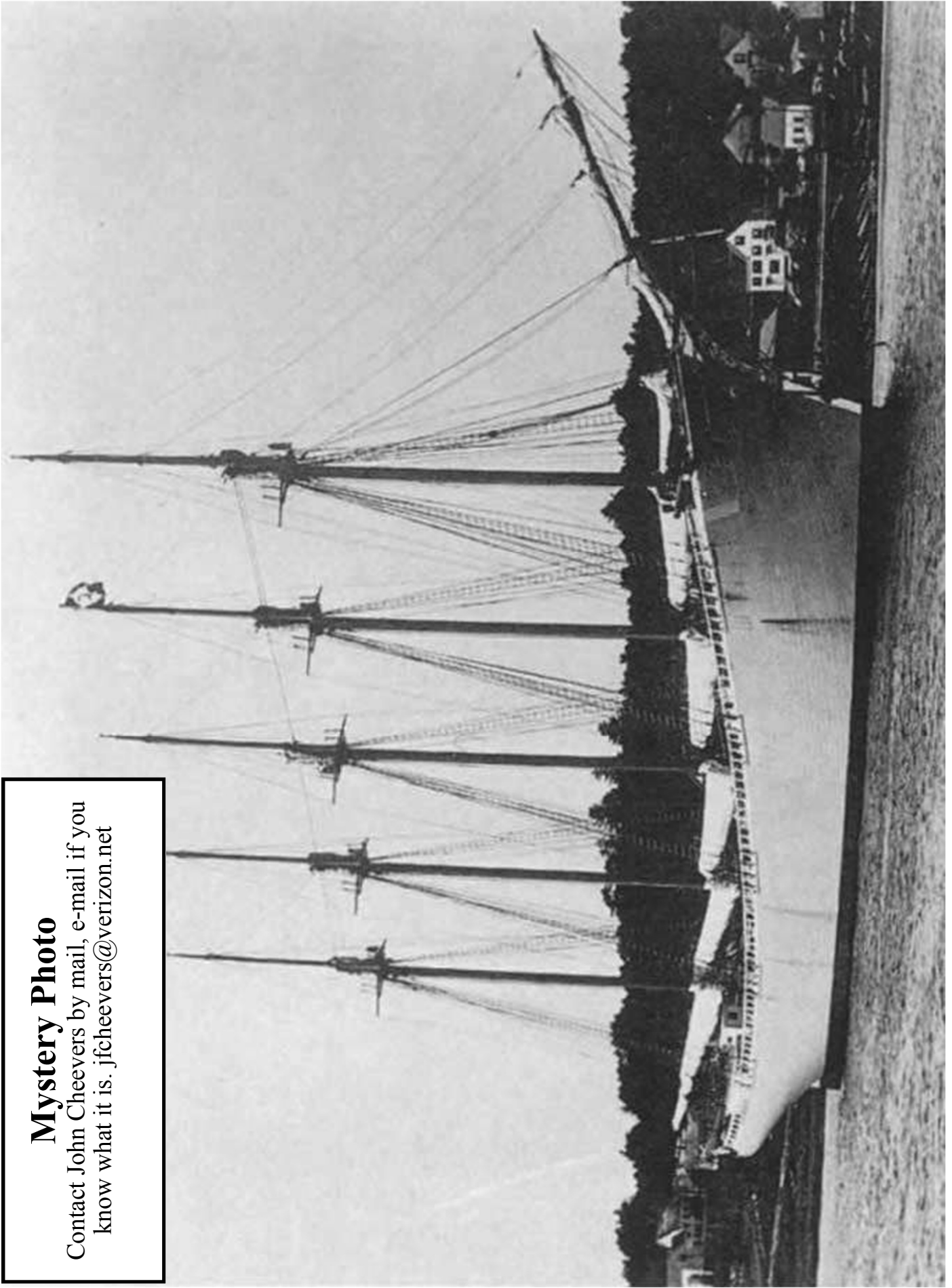
Ron Lewis' restoration of the Willie Bennett



Thanks to Marty Gromovsky for the photos.

Mystery Photo

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



NOTABLE EVENTS

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 Landrum

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:

MAY

- 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

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
May 10, 2014
Mariners' Museum

Guests: Brad Robinson, 1st meeting
Fred Olsen, 3rd Meeting
Tom Mathews, 3rd Meeting

The Meeting was called to order by the Skipper, Tim Wood at 1012 hours. The guests were recognized. Fred and Tom were asked if they wanted to join the HRSMS. Receiving an affirmative reply, the guests were asked to step into the hall while a vote was taken. The guests returned and Fred and Tom were welcomed as new members. The new members were promptly hounded for their dues. The Skipper called for corrections from the floor. With none forthcoming, the Clerk fessed up that he omitted the fact that John Proudley was admitted into membership at the April meeting. Eric Harfst presented the Purser's Report giving the year end accounting, detailing expenditures related to the banquet and the auction results.

Old Business: The Skipper said that he had sent Charles Landrum an email concerning our presence at the IPMS National Convention. Tim said that he had not received a reply. Bob Moritz talked about having workshops at individual's home workshops to do the things that are not possible at the meetings. Bob asked the members contact him to schedule a sawdust making, smoke generating workshop.

New Business: Dave Baker said that woman from the Museum's gift shop asked if someone was willing to repair/complete their grandfather's model of the Gertrude L. Thebaud. Dave has the contact information. (Note: The model is currently in the Model Builder's (Taco) Stand.) Ron Lewis informed us that the funding for the Monitor Center had been restored. Ron went on to say that the Taco Stand was becoming cluttered. He asked that projects not currently being worked be removed or he could put them in storage at the Museum. Bill Clarke said that it had been awhile since the HRSMS made a donation to the Museum. After a brief discussion a motion was made and passed to donate \$300.00 to the Mariners' Museum and \$300.00 to the Museum's Library.

Show & Tell: John Proudley showed his Bluejacket-et Atlantic. John also said that he had a cherry and glass display case for sale. The dimensions of the case are, 45 1/2 in. L x 31 1/2 in. H x 10 3/4 d. Ryland Craze reported on a trip where he visited a meeting of the New Jersey Ship Model Society and attended the Northeast Joint Conference. Ryland then circulated an order form for club shirts from Lands' End. Next, Ryland showed the book Building a Miniature Navy Board Model. Then Ryland noted that a photograph of Lee Martin's Royal Louis was on the inside cover of Ships in Scale. Kevin ray showed a book on building a Skipjack. Marty Gromovsky showed 1:350 resin casting from Veteran Models. Ron Lewis showed beading needle used to thread deadeyes, the finished Willie Bennett restoration for Deltaville Maritime Museum. Fred Olsen showed a Bluejacket kit of a Grand Banks Dory. Henry Clapp talked about visiting the Nina and Pinta at Morehead City NC. John Cheevers showed the progress on his Chesapeake Bay crab boat.

The meeting adjourned to a presentation, "Restoration of the Charles W Morgan, by Ryland Craze.