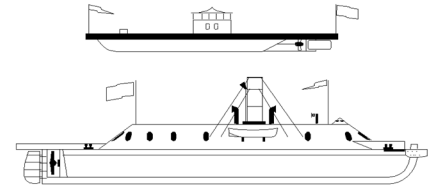


Hampton Roads Ship Model Society Logbook!



No. 339

WWW.HRSMS.ORG

September, 2014

From The Bridge



Mystery Photo



A highlight of August was the IPMS National Convention held at the Hampton Conference Center. A visit to the vendors area was top priority on many of the visitors agenda and I don't believe anyone was disappointed, many of our club members went home with more supplies and model kits to build which equated to much lighter wallets, myself included. I'm sure we will see most of the kits in Octobers "Show-N-Tell." There were hundreds of very fine models on display from IPMS members nationwide, it wasn't an easy task to view all the entries. I didn't hear a number for total entries, possibly Charles or John can provide us with the final numbers. I'm sure the

(Continued on page 2)



Charles Landrum's USS Lansdowne (DD-486).

It's amazing how something that once seemed so simple can instantly turn into a proposition that guarantees odds of no better than 1 to 1. Not that 1 to 1 is all that bad, after all there are worse odds than even. But then again there are much better odds. I guess in this case if 50/50 is the best you can do, you're not really trying. That's my opinion. In the opinion of our sole replier, it's better than a home run. Says he: "In this country we pay people who bat .300 millions of dollars a year. I'm proud to be able to bat .500 here for free." Does this mean it's easier to hit a major league curve ball than identify the Mystery Photo?

Confused? Don't be. Look at it this way. If the type of vessel was equivalent to a town, and the class of the vessel was equivalent to a street in that town, and that street only had 2 houses on it (both identical except for the color of the shutters) then the ship in question has to be one house or the other. You have a 50/50 chance of getting it right, your odds are even. So who wants to look into this zip code?

Non-metaphorically speaking, this image addresses a large warship at anchor—we see her from the starboard after quarter. The ensign at the stern reveals the country and by default the Navy in question. The ship features four large-caliber turrets with three guns in each, arranged symmetrically in two groups of two turrets. An unremarkable, secondary armament is centrally located in casemated positions atop the upper deck. Above that we see the boat nest with the remnants of the nest resting in cradles. Aside from the large superstructure block forward, almost everything else—the stacks, the cranes, the cage masts, the catapults, etc.—is pared giving the ship excep-

(Continued on page 2)

MEETING NOTICE

Date: Saturday September 13, 2014

Place: Newport News Park

Time: 1100 Hours

Hampton Roads Ship Model Society Picnic

Saturday September 13, 2014

Newport News Park

See Page 5

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tional symmetry fore and aft and port to starboard. Two rows of port lights line the unblemished hull. And several boats mill about her stern, either collecting or returning sailors. Remarkably, your odds at



identification begin at 4 to 1. If you study the history of US Navy warships, you will note that the ship is familiar as one of the last five US Navy battleships completed to a near-standard design prior to the post Great War building Holiday enacted in the early 1920's. These five vessels are split into two classes—two in the Tennessee class and three in the Colorado class. Our sole respondent, John Wyld, got to this point relatively quickly. “Well, I spent five minutes before leaving for the meeting this morning on the Aug MP. When I got home from the meeting I spent an hour on it and still came to the same conclusion. The MP is the TENNESSEE class USS CALIFORNIA, BB-44. Getting the class was pretty easy - the twelve guns of the main battery distinguishes this class from the similar COLORADOS.” What does that mean and why did he say that, you ask? And how does this relate to my starting five? If you study US Navy battleship development in the post Dreadnaught timeframe—so you can skip all of the preceding floating, armored citadels—you will discover several interesting facts. The first fact, although not germane to this essay, is that the US Navy was first out of the box with the “all big-gun” ship. They weren't the first to market—you can thank Congress for that—but they were the first to design and start construction of the type. The second and more important fact is that it should easily dawn on you that battleship development is a never-ending treadmill of sorts. Each succeeding class makes incremental improvements over the last as technology continually mores forward. What is true about the second fact is that the US Navy largely got it right in terms of an overall, efficient layout with their first effort, the USS Michigan—all large

Nautical Term

Rake: The earlier meaning referred to overhangs of a ship. A more recent, and the current meaning is the degree of slope from the vertical for masts, funnels, and other tophammer of a ship. In the first sense the term probably came from Middle English, ragen, of that meaning; in the second, also probably Old English, racian, to take direction.

Submitted by, Tim Wood

caliber guns were mounted along the centerline of the ship using superposed positions, as necessary, to provide the maximum amount of covering fire from the minimum number of turrets.

By studying the resulting nine classes you can see this evolutionary march in progress. The ship that John Wyld chooses as our Mystery Photo is the second unit of the eighth class.

The eighth group was the first to enjoy what can only be described as a “clean” hull. Finally gone were the ever-present hull apertures to field secondary armament in almost useless, wet, and limited range casement style mounts. The modern torpedo had arrived and it signaled a round of battleship development that John Wyld euphemistically describes in his latest tech talk as “opening up the range”. Battleship fire direction equipment, advances in armament and protection, and battle line tactics were beginning to seriously increase the theoretical range of engagement in navy warfare. To

(Continued on page 3)

(Continued from page 1)

judges had an daunting task selecting the winning models in each category.

I'm pleased to announce that two of our members won awards. Charles Landrum and Gene Berger both brought home awards: Charles took 3rd place in the Destroyer category 1/400 scale with his USS Lansdowne (DD-486). Gene also took a 3rd place in the 1/400 scale and above with his USS Kendall C. Campbell (DE-443). Congratulations to both of our members for wining awards at a national level.



The next item on the club agenda is our annual picnic, held at Newport News City Park, and once again Bill Dangler will be our “Grill Master.” Bill is batting a 1,000 average for good weather; let's hope his luck continues this year.

I look forward to seeing everyone at the picnic.

Best Regards,

Tim



Gene Berger's USS Kendall C. Campbell

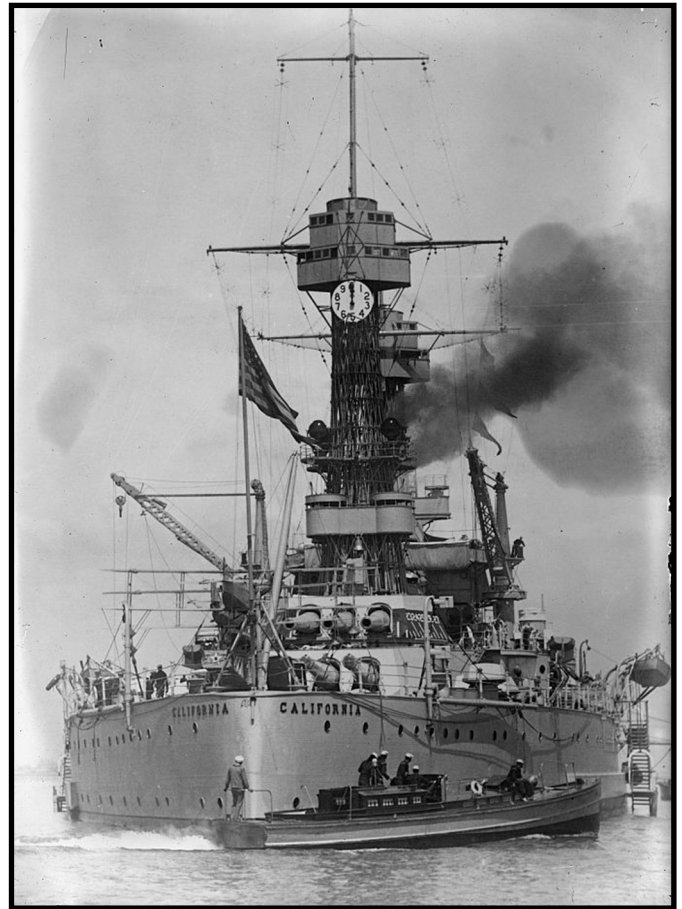
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really understand what was happening to make this all possible, I encourage you to have a frank discussion with John Wyld or read Norman Friedman's book *Naval Firepower*.

What does all this have to do with trying to identify a large warship at anchor? Not much, but it does offer some background to the ship type and helps to set the mood...so to speak. We know from John's response what the class is—Tennessee. That was easily verified. But is John correct in choosing California as the vessel in our Mystery Photo? He replies: "To be honest, I never found the exact photo. And it is correct to say that both ships of the class looked very similar. But since they were each built in a different shipyard on different coasts of this country, I expected there would be some detail differences, and so I set out to see if I could find those differences."

He continues: "Both ships changed somewhat in appearance between construction and their dramatic post-Pearl Harbor refits. So I tried to control for whether or not I was seeing both ships at about the same time in their careers to be sure I had the same ship each time - photo captions can be wrong, you know. I concluded the superstructure in and around the bridge/conning tower were different on both ships - at least sufficiently so to make the coin-toss call. There was a box structure on TENN but not CA, and some of the platforms / walkways in that area were different in length or had horizontal reinforcements on one (CA) and not the other." So is John right with his identification? I'll answer that this way: A benefit of being on the editorial staff of our robust newsletter affords me a courtesy copy when the Editor e-mails it to the printer. I get it very early in the day and use the time to review it and point out glaring errors. This month we had a glaring error in that the Editor failed to cover up the vessel's name on the stern quarter. A quick revision righted that wrong and the version you received was off to the press. That afforded me a rare chance to see the vessel's



paragraph points out. If I already knew the vessel's identity, no harm no foul. The editor will supply the image location in "The Answer" but I will tell you now that the date he provides is not the date of the image. The date must be when it was accessed into the collection. As for dating the image, John is spot on: "The photo dates to the late '20s to early 30s. The aircraft catapult on the #3 turret and the spotting/lookout tubs (or whatever they are) below the searchlights on the aft (main) cage mast both show up in only a few pictures. Those tubs are gone in pictures labeled 1938 for example, and don't show in the photos of either ship sitting on the harbor bottom at Pearl after the attack." In my attempt to date the image I, too, looked at the arrangement of platforms and searchlights and such. But it was the aircraft that provided an absolute lower limit. The tail gives it away; it is a Vought O3U Corsair first delivered to the navy in 1930. You can identify it by the shape of its tail. This and other images of California reduce the window to 8 short years that falls exactly within John's date estimate.



identity prior to writing the collective essay. And, yes, I can emphatically say that John Wyld chose wisely and earned a "free .500"! But, more importantly, he identified the vessel using logic and deductive reasoning and verified his thoughts using the clues present in the Mystery Photo. And John was not the only person to not find the image on line. This one was buried so deeply in the ether that it took a call to the supplier to look it up. You'll notice that that in itself was not a foul as the previous

If we didn't or don't know where this image was made, can we deduce with some degree of accuracy the location? I would like to say yes, but I'm afraid we can't. There just isn't the first piece of geographical

(Continued on page 7)

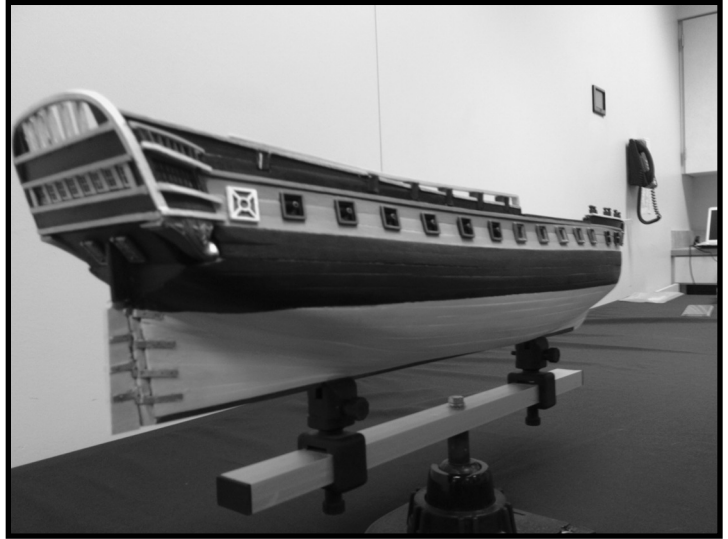
THE ANSWER

The answer to Mystery Photo 338

USS California



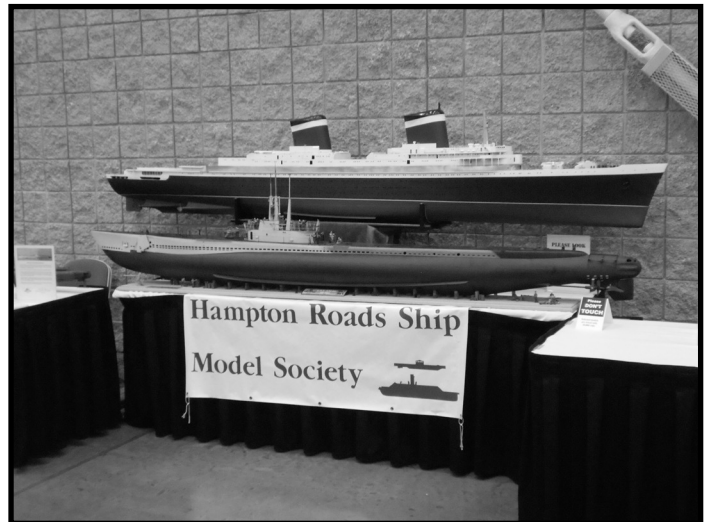
Ron Lewis' Tobacco Canoe



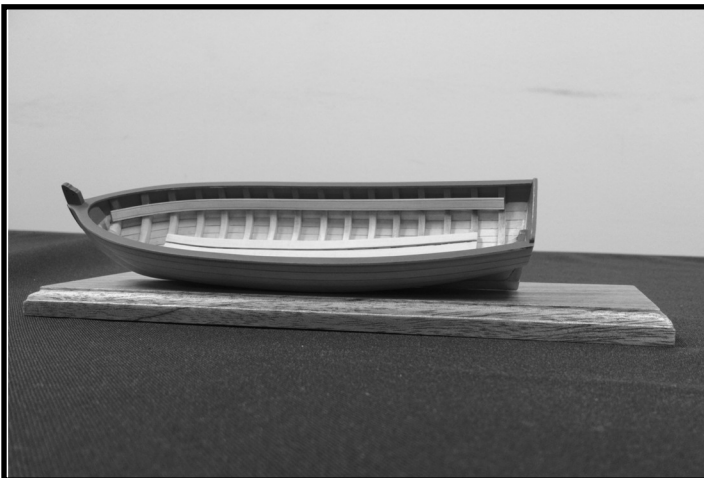
Bruce Brown's Hermione



Bob Moritz's Destroyer Escort

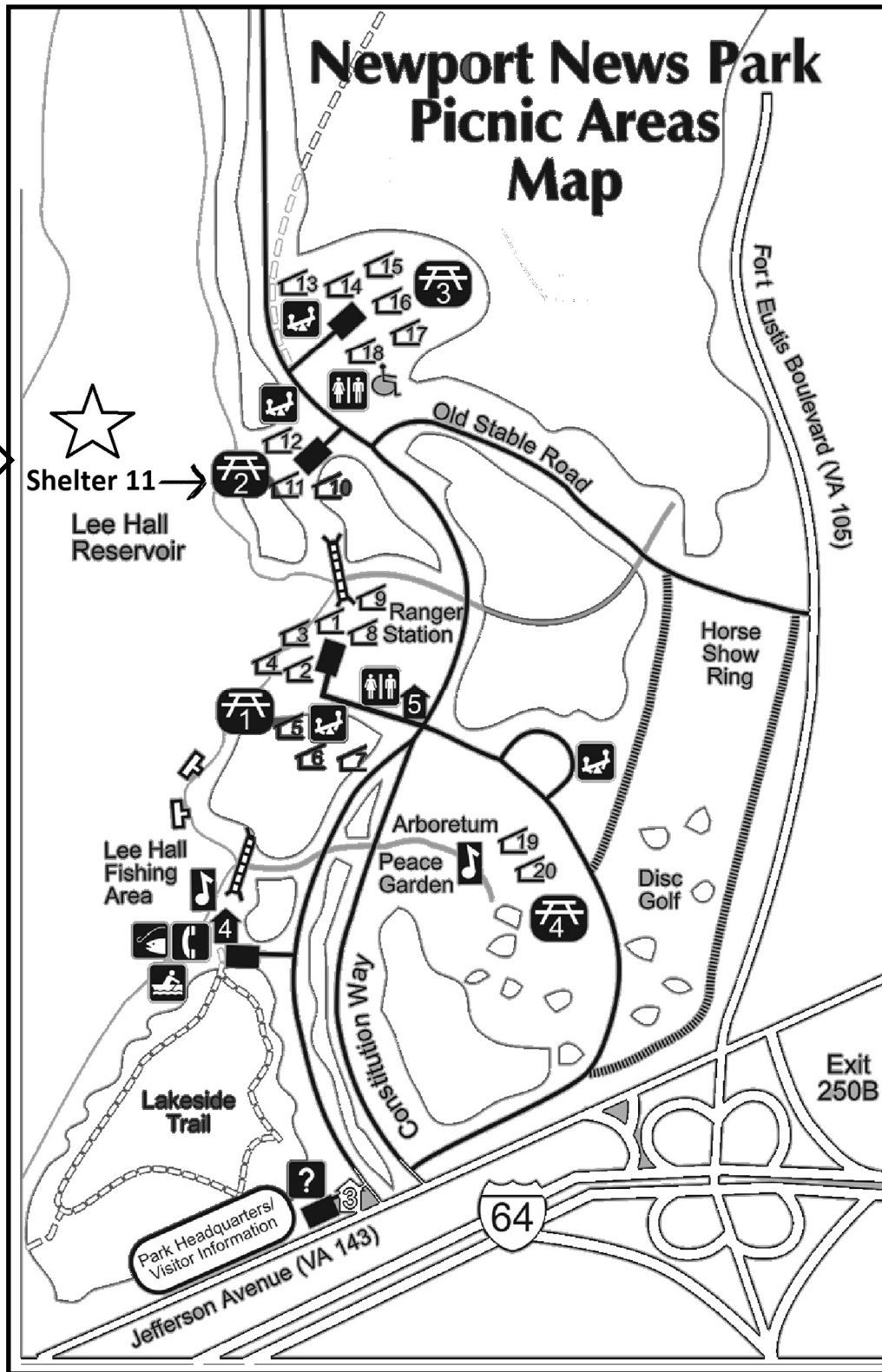


Gene Berger's SS United States and Gato class submarine at the IPMS National Convention



Ryland Craze's 18th Century Longboat

Thanks to Marty Gromovsky
for the photos of members' models.



Shelter 11

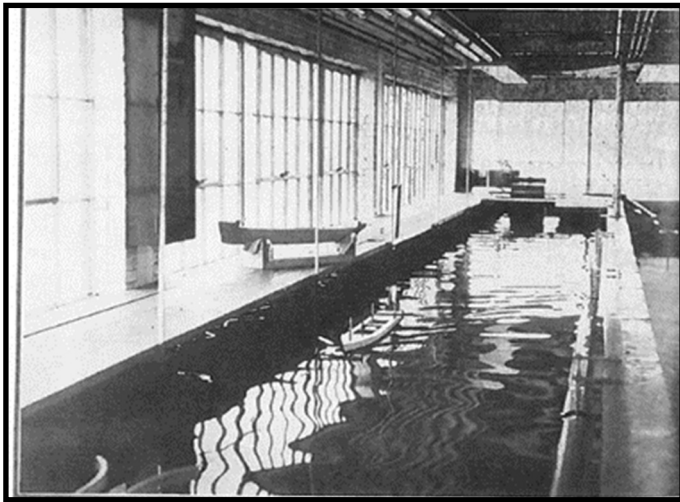
**Hampton Roads Ship Model Society Picnic
Newport News Park, Shelter No. 11
Saturday September 13, 2014
11:00 am—Until**

Contact, Bill Dangler 757-245-4142

Studying the Back Side

In case you were hesitant to read this essay because of the title, let me assure you now that it is above board. Have you ever wondered why the back side of the Peninsula Fine Arts Center doesn't match the front? Oh sure, both sides look industrial but while the front is all modern and new and sleek and stuff, if you peek around the corner it looks like it was grafted onto an old factory building. To my eye, the back of the place looks like an old medical center or something or that kind of small front office you used to find attached to a factory or a shipping company. Well, it was none of those things, the back of the Fine Arts Center was actually the old Hydraulics Research Laboratory for Newport News Shipbuilding.

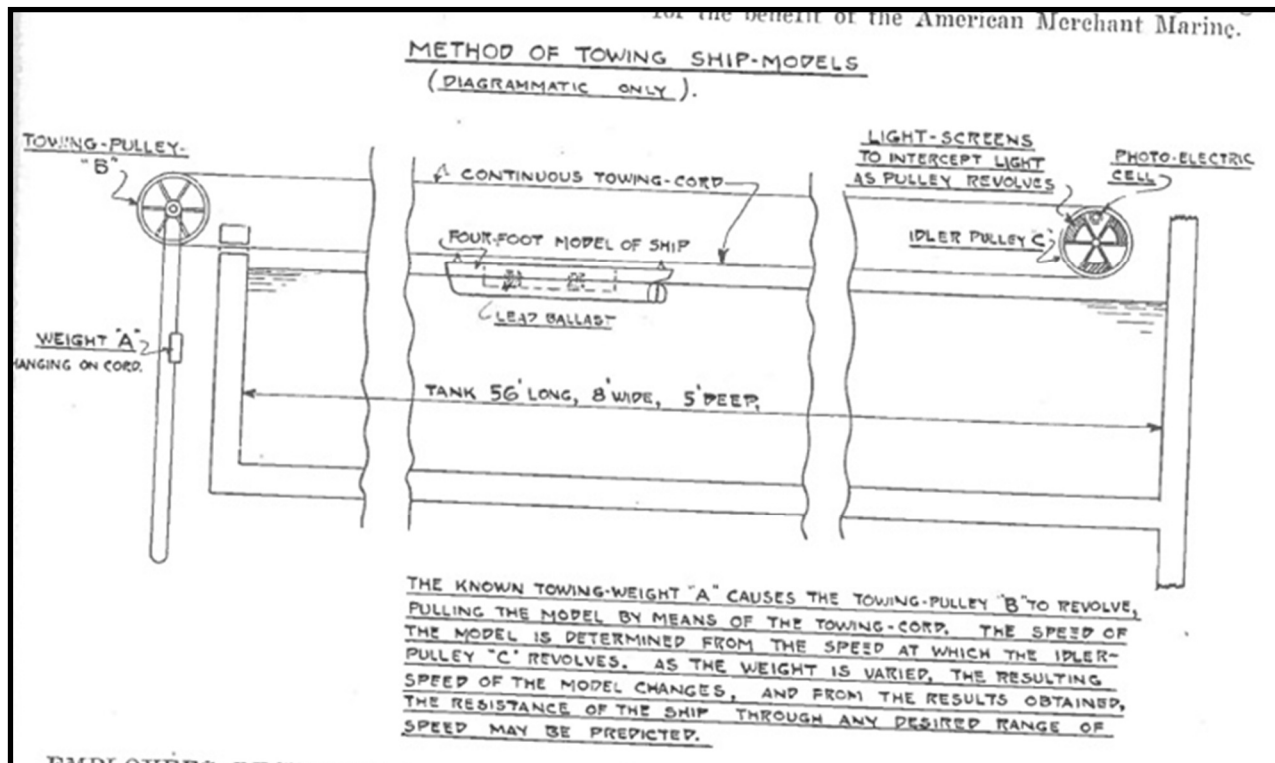
My first encounter with this structure occurred way



Model Being Towed in Model Testing Tank

back in the late 70's when I first visited the Mariners' Museum. There, across the street from the old entrance, nestled in a grove of mature pines sitting forlornly and empty, and a bit shut off, sat an old 30's or 40-ish era brick building. My first impression was why was an industrial building sitting in the park-like setting of the Museum grounds. And you could tell it was old and built for a different time, and the architecture did not match the museum buildings at all. It was red brick and studded with those old single pane, metal frame jalousie windows that were so popular before air conditioning and high fuel prices. The front entrance featured the curved glass block, art-deco walls that were popular back in the day. You had to wonder why it was here and not down by the shipyard. The bottom floor of the brick edifice was set halfway into the ground, you had to climb half a flight of concrete steps just to enter the front door. For a relatively small place, only three stories, the brick and mortar rectangle was stoic and imposing. If it were a school building, it seemed

(Continued on page 7)



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perfectly set to offer six classrooms and a small admin section in the center. But true to its factory origins, this brick façade was an addition to house offices for engineers and administration. Behind the façade stood the original three story tall, brick and glass lab complete with freewheeling vents in the roofline and detached boiler-house.

After a few inquiries I found that the place was not only the shipyard's hydraulics lab but it also housed their towing tank. That made it exciting, the shipyard had its own towing tank! And unbeknown to me it gave the shipyard clout in the shipbuilding community. I'm not exactly sure when the facility was built, but an article appeared in the Aug/Sept 1933 *Shipyard Bulletin* explaining how it all worked. As towing tanks go it was not large; at 56 feet long, by 8 feet wide, and drafting 4 feet of water in the 5 foot deep tank, dinky might be a better word to describe it. By contrast, the "big" tank at the David W. Taylor Model Basin in Carderock, Maryland, built in 1939 was huge at 1886 feet in length. And, an even more impressive towing tank existed across the peninsula from the Newport News yard at the NACA Langley Research facility. This tank was used to test airplane floats and seaplane bodies. Although the Langley basin is rumored to be nearly a mile in length, it was in reality 2 basins, one 2900 feet long and one 1800 feet long. Nevertheless they were of the king and queen of the local basins.

Well apparently size did not matter when it came to using the tank. In the hands of some brilliant Engineers and Naval Architects, the facility more than paid for itself. From the SNAME notice announcing the American Towing Tank Conference held here in October, 1947 the usefulness of the tank was put into context: "Towing tanks vary widely in size and purpose. The largest and most elaborate installations in the world are at the David Taylor Model Basin at Washington, where models 20 feet long of naval and merchant-type ship are investigated. Great Lakes and western river craft are studied in the University of Michigan tanks at Ann Arbor. The Experimental Towing Tank of the Stevens Institute of Technology in Hoboken, N. J., does a variety of testing for private clients and governmental agencies using models of the order of 4 feet in length. The Newport News Shipyard has the smallest tank which, nevertheless, investigates models of the largest ocean vessels. It thus provides its own naval architects with the experimental data to "build good ships, at a profit if we can, at a loss if we must, but always good ships." Newport News is famous as the only shipyard in the United States which has its own towing tank to increase the value of its product."

And test they did. There is an impressive list of experiments run in the tank in the SNAME on-line index. Of course tank experimentation was necessary in the slide rule age to provide empirical data to correlate manual calculations and theoretical design. In the early days of steel shipbuilding hydrodynamic design was an infant science. William Froude got the ball rolling with his stability experiments in the mid-1800s. The first testing basin was completed later in the 1883 at the William Denny and Brothers Shipbuilding Company on the banks of the Glasgow River in Scotland. Having a testing tank in house did give Newport News a leg up on the competition. Again, from the Shipyard

Bulletin: "The minor expense of using models for experimenting with ship's lines, instead of full sized ships, has permitted an infinite variety of ideas to be tried out, and from [their] thousands of test[s] the naval architect has learned just what type of lines may be expected to give the best results."

Feeding the tank required the resources of the shipyard Joiner shop and model hulls usually were just 4 feet long. The models were towed by means of a falling weight and the speed of the tow was recorded. Varying the weight and measuring the resulting speeds made it possible to calculate the resistance of the ship at all speeds. There was a time when these 4 foot models dotted the various offices and shops throughout the yard, but today they have largely disappeared. The last one I saw was selfishly plucked from our office by an up and coming VP.

Today a lot of the empirical model testing has been supplanted by sophisticated Computer modeling and simulation programs. These software packages will take your vessel requirements and retrieve an optimum hull form from a pick list stored in its library. Tank testing still occurs however, but it is less frequent and performed by contracting one of the remaining testing facilities. The towing tanks here on the Peninsula are all gone now.

So the old hydraulics lab sat for a few years waiting destruction or repurposing. In 1975 the shipyard donated the building to the Peninsula Fine Arts Center to form the nucleus of their permanent home. A 1989 Daily Press article mentions how the "hand-me-down building... was a sound structure built of concrete and steel. But it was still more suited to holding model ships and thousands of gallons of rushing water than delicate works of art." Initial renovations made it serviceable but it was not ideal. There were complaints about the proper flow, handicap access, and other stuff. Finally in the late 80s a new wing was added that relegated the old lab to the back of the building and turned the focus of the center completely around. The timing for the new entrance coincided with a major renovation and expansion at the Mariners' Museum and gave the property the look it has today. So I encourage you to study the back side, it might just be the best side.

John Cheevers

(Continued from page 3)



Mystery Photo

evidence in the photo. Anything we say would be conjecture. What we do know is that California was built on the west coast as John alludes. From DANFS we learn that "The fifth California (BB-44) was launched 20 November 1919 by Mare Island Navy Yard." And that "For 20 years from 1921 until 1941, California served first as flagship of the Pacific Fleet." The Pacific fleet at that time operated primarily out of the anchorage at San Pedro, California just north (west?) of Los Angeles. It's just possible that this image was made there. An on-line image of the navy landing there shows boats with the same distinctive black outlining of the transom as we see on the boats in our Mystery Photo. What we can't tell and don't know is whether the boats in either image belong to the battleship or the shore base. Unless additional information surfaces, we may never decipher the location of this Mystery. Suddenly, 50/50 doesn't seem so bad....

John Cheevers

Ship Models Are Where You Find Them

It's been a few years since I wrote about this topic, but then, I needed a reason. A few weeks ago I attended the 2014 addition of the Apprentice School's SME Cardboard Boat Re-

gatta. If you're not familiar with the whole idea of cardboard boat events, the best analogy I can offer is the TV comedy skit

show *Whose Line* where their slogan is "everything is made up and the points don't matter". This is an event to raise money for charity. The principals build boats out of cardboard, glue, and tape and race them for bragging rights.

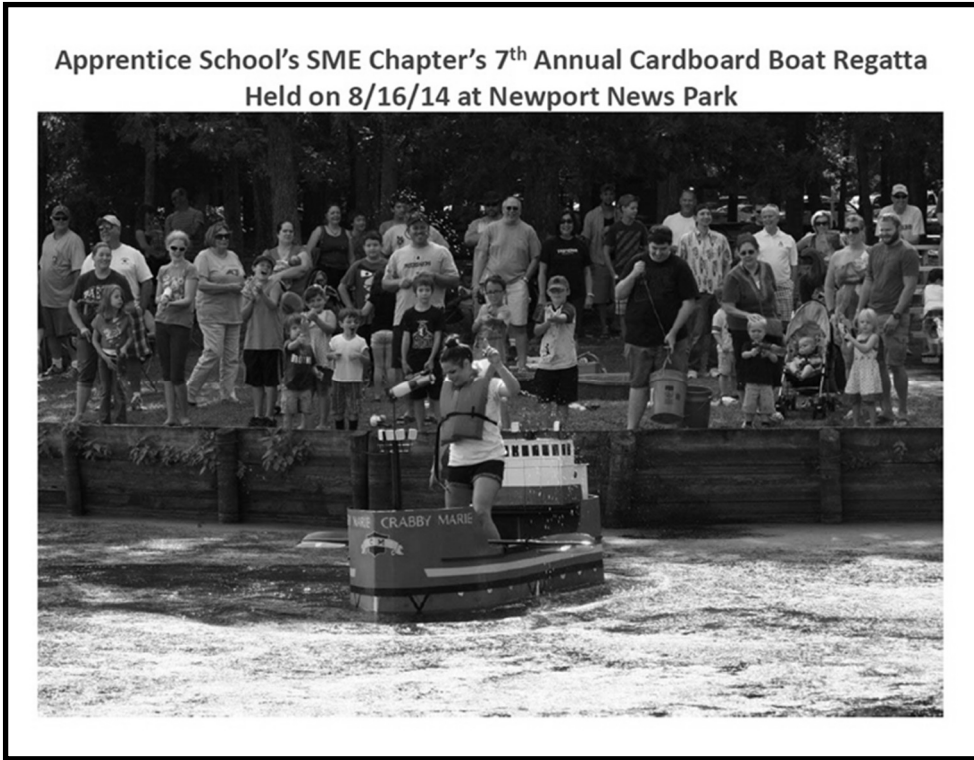
This year the principals out did themselves with theme and creativity and I'm happy to say, the folks who for the last few years built cardboard kayaks stayed away. It's not about speed on the course, it's about generating fan and participant involvement and getting wet! Did I say the points don't matter? They didn't; the event was for charity so the Shriners were there to kick it off and give us a nice overview and thank you for supporting their children's hospitals.

Well, seven teams entered, and by the looks of their boats you could see that they "got it". My department's entry borrowed heavily from popular TV. Named the *Crabby Marie*, this evocation took a light hearted stab at crabbing by mimicking the *Cornelius Marie* made famous on the program *Deadliest Catch*. The structural engineering group provided three entries: *Mario*, A go-cart evoking the popular video game *Mario Kart*; a steamboat named *I think I Can* that came complete with smoking stacks, a chain driven paddle wheel, and two barefoot *Huck Finn* looking dudes; and the photogenic reproduction of a barrel

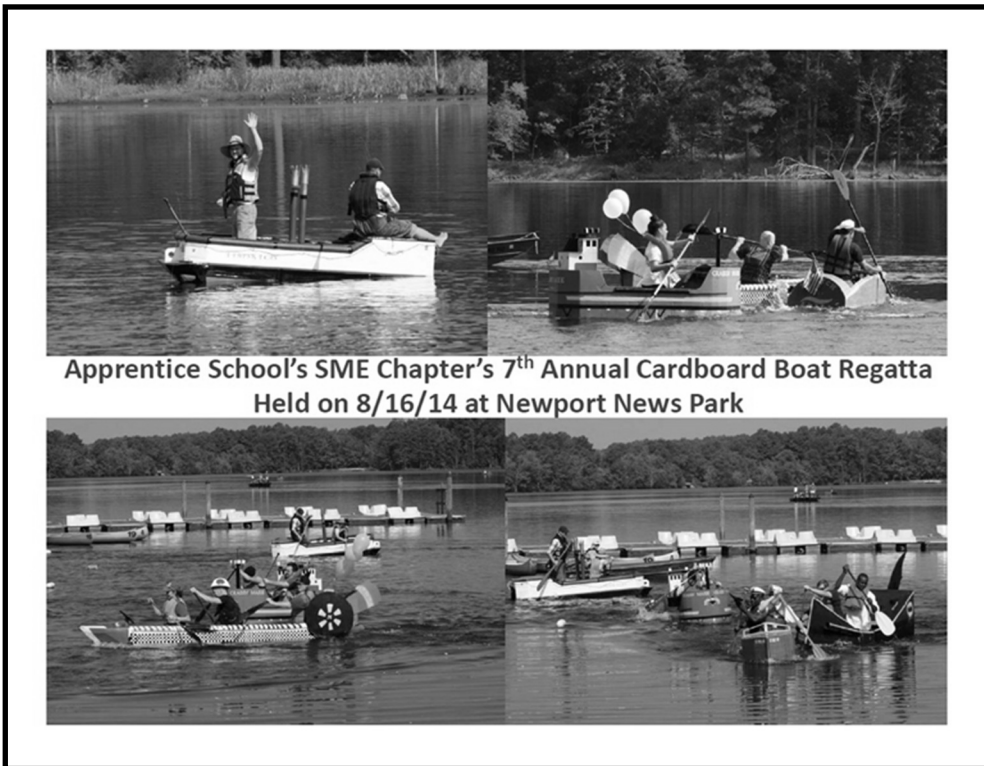
back mahogany runabout named *Scratch and sniff*. The Boy Scouts arrived with a wicked looking, Lego inspired *Batmobile*, or should we say *Boat-mobile*. There was an entry from the Apprentice School Students Association that was little more than a box sized to fit the rower that featured an ominous looking raven atop the mast. And finally the local Sheriffs provided a rowing prowl car complete with blinking "Blue Lights."

The course was the same as in past years but due to the "environmentally friendly" attitude of the park service the final straight and finish line looked like the *Sargasso Sea*—the floating green stuff was harmless but a bit gross. At the appropriate time the various heats were organized and raced. The usual problems with equipment and poor design revealed themselves, folks got wet, boats failed, boats overturned, and everyone had a roaring good time. When reviewing the photographs, I noticed that

(Continued on page 10)



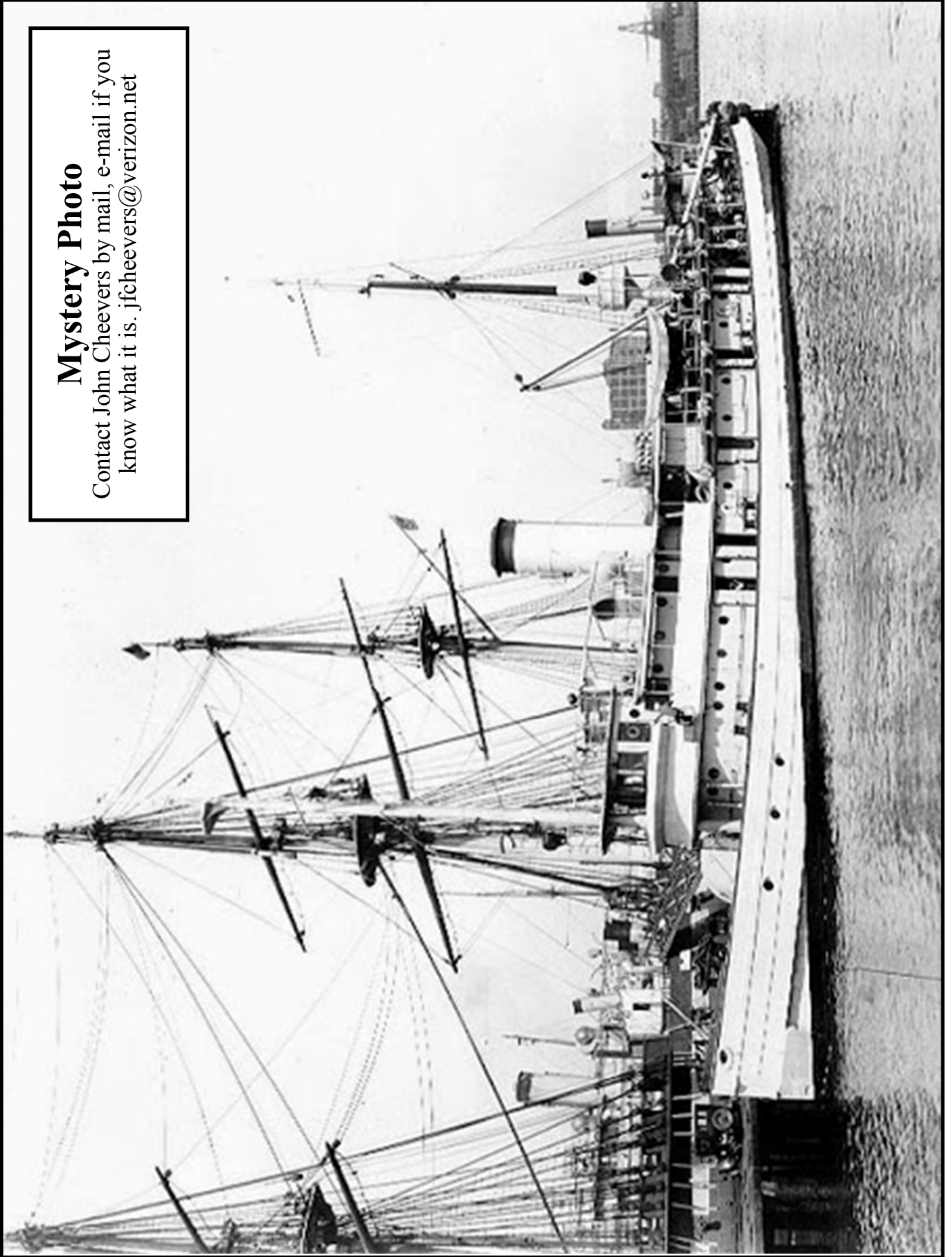
Apprentice School's SME Chapter's 7th Annual Cardboard Boat Regatta
Held on 8/16/14 at Newport News Park



Apprentice School's SME Chapter's 7th Annual Cardboard Boat Regatta
Held on 8/16/14 at Newport News Park

Mystery Photo

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



NOTABLE EVENTS

SEPTEMBER

- 13 HRSMS Monthly Meeting, Picnic, Newport News Park
19 Talk Like a Pirate Day

OCTOBER

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation: "Card Modeling:", Dave Baker
16-18 NRG Conference, St. Louis, Mo.

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

JUNE

- 13 HRSMS Monthly Meeting: Mariners' Museum

JULY

- 12 HRSMS Monthly Meeting: Mariners' Museum

AUGUST

- 11 HRSMS Monthly Meeting: Mariners' Museum

Badger Marine Colors

http://badgerairbrush.com/Modelflex_2.asp

**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

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
August 2, 2014,
Mariners' Museum

Guests: Pat Derby, 2nd meeting
Brad Robinson, 2nd meeting.

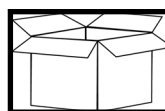
The meeting was called to order by the Skipper at 1008 hours with Skipper, Tim Wood in command. Tim recognized the guests and welcomed them. There were no corrections or additions to the minutes as published. There was no Webmaster's report due to Greg Harrington's absence.

Old Business: Bill Dangler reminded everyone of the picnic in September and provided the signup list. Bill said the food will be served in the 12:30 timeframe. When asked what time the festivities would start, Bill misspoke and said the regular meeting time, 1000. (NOTE: The picnic will start at 11:00.) Eric Harfst gave the Purser's report detailing the account balance and membership totals. Eric said we now have 54 members consisting of 49 regular, 3 associate, and 2 honorary members. Tim asked if anyone had information on the IPMS Convention. John Wyld answered several questions from the group concerning the schedule but could not answer questions about the HRSMS tables at the event. Tim Wood gave a report on the workshop that was held at his house on July 26th, commenting on the fact that Ryland Craze did not see fit to leave his new Byrnes saw in his workshop.

Show & Tell: Bob Moritz showed the progress on his destroyer escort with the completed deck. Ron Lewis showed the tobacco canoe he built for the Mariners' Museum. Ron circulated a picture of a bone model from the Deltaville Maritime Museum that needed some restoration work, wanting to know if anyone had experience working on this type of model. Bruce Brown Showed and talked about two books; Give Me a Fast Ship: The Continental Navy and America's Revolution at Sea by Tim McGrath and The Sea and Civilization: A Maritime History of the World by Lincoln P. Paine. Bruce also showed the progress on his Artesania Latina Hermione, commenting on the properties of the wood that was included in the kit. Ryland Craze showed the progress on his 18th century longboat and talked about his positive experience using Badger MODELflex paints.

The meeting was adjourned to the presentation "Naval Gunnery -The Hole Story", by John Wyld.

(Continued from page 8)



yours truly got busted for over-obvious crew review; it's all the fault of that critical loftsmen's eye.

Here are a few images to whet your ship modeling whistle. Can't wait for next year....

John Cheevers