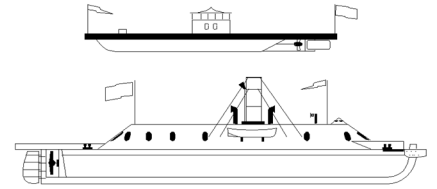


Hampton Roads Ship Model Society

Logbook!



No. 346

WWW.HRSMS.ORG

April, 2015

From The Bridge



Mystery Photo



If a person were to judge the success of an event by the participant's enthusiasm, I believe it's safe to say the Society's two major events for March went extremely well. First off we had a very successful auction thanks to John Cheevers, our talented auctioneer. Thanks also to Tony and Dorothy Clayton for providing fresh coffee and plenty of goodies for our enjoyment, and last but not least to all of you who donated items for the auction.

The next event was our annual banquet and founder's award, which was held at Al Fresco in Newport News. The food, attendance and socializing was awesome. Thanks Tom for taking the lead and being our liaison between the society and the venue again this year! Also my thanks go out to Ryland Craze, Bill Dangler and Tony Clayton for selecting two nominees for the Founders Award, for those of you who were unable to attend the banquet, Gene Berger is this year's very deserving recipient of the Founders Award

I look forward to seeing you at the meeting on Saturday and as always don't forget to bring your latest projects for show-n-tell.

Tim

Presenters Needed

Program presenters are needed for 2015
Contact Tony Clayton
if you are willing to give a presentation.

MEETING NOTICE

Date: Saturday April 4, 2015
Place: Mariners' Museum
Time: 1000 Hours

A military vessel cruises by from right to left at slow speed. I'm classifying it "military" for now as I see a big gun on a raised platform just forward of the bridge. Poised on her main deck, fore and aft, a crowd gathers to witness something—or are they there just to enjoy the cruise? The ship appears in white livery with buff stack, ventilators, and a single, tall mast fitted with a canvas shrouded crow's nest. The top of the stack has a black ring and cap; it issues some smoke that trails off behind. Two rows of port lights pierce the hull, the lower row interrupted just below the bridge denoting the boiler space or possibly a fuel tank or ship's stores. The hull features a straight, nearly vertical stem, a flush deck with excellent sheer, and a fantail stern with knuckle. You can just make out the hull streaking. The port side features two sets of davits for ship's boats, the forward boat is missing and its davits are turned out. A third boat stored beneath it is nearly hidden behind a pair of strong-backs. Search lights, floats, wires for the radio, and the normal sea gear round out the image. Nice looking vessel. You have to wonder if the photographer is in the missing boat.

If you don't recognize the vessel, the best clues might lay with the flags. A United States ensign flies from its rightful place for a vessel underway, and that is at the tip of the main gaff. The ensign and jack staffs are empty as per protocol. An additional, unidentified flag, maybe a burgee, flies from the tip of the mast. Standard practice would have the organization's standard flown from the top of the mast but I wonder...if the vessel is involved in overseeing a sailing regatta could this may be a club burgee... A third flag which closely resembles the Coast Guard ensign or standard flies from the main yard. Flag etiquette says that position is reserved for the ranking officer's flag. I wonder if as a courtesy the flag at the top isn't a yacht club's private signal indicating that their commodore is on board.

I found the image, along with a few more, and I can say that this image is the only one from the group that shows the unusual flag at the mast top. The other images are from that same time and area, but those without a crowd of civilians on the deck show the Coast Guard standard flying from that location. So I believe that our MP shows a Coast Guard cutter officiating over a nautical event, most likely a sailing regatta. And if I had to estimate a time frame, I would say early 1930's.

You will get a pass this month if your reply narrows our search to four vessels. But you won't get the pass if you don't know the image predates World War Two or if you make one of the lake-class 250-footers that we sent to the Brits in 1941 under lend-lease your MP choice. The Lakes are very similar to this vessel, but there are substantial differences that you

(Continued on page 2)

(Continued from page 1)



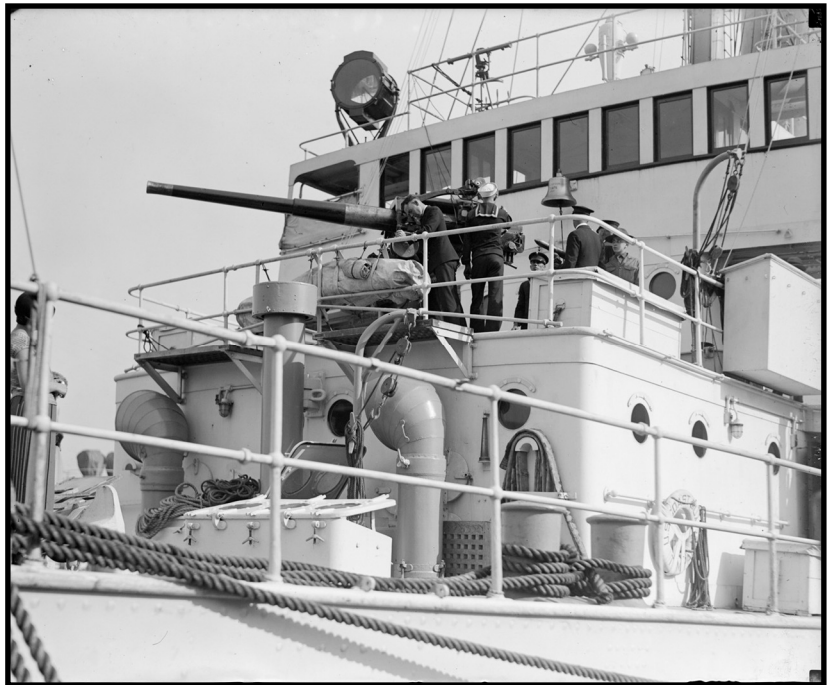
Mystery Photo

should notice. Did anyone notice the second vessel in the image? Can it be identified?

The following is the sole reply this month. Tim Wood replied and got it right. The honor of revealing our MP will be given to him. Here is his reply in its entirety:

“At first glance I thought, “Lake Class Cutter”, then after closer inspection of the ship in question, became painfully clear this wasn’t the case. The lake class cutters don’t have a raised structure forward of the main superstructure. The only other class that closely resembles this is the 240-foot Tampa class Cutter. Now I had the class nailed down which brought me to four cutters in the class, USCG Haida (WPG-45), Modoc (WPG-46), Mojave (WPG-47) and Tampa (WPG-48).

These 240-foot cutters were built as the first “multi-mission” Coast Guard Cutters, equipped for police work in territorial waters, ice patrol, search and rescue, derelict destruction, and towing. Each of the cutters was armed with two 5-inch guns, with a provision for wartime installation of a third, and a 3-inch anti-aircraft gun. A turbo-electric drive system gave the cutters a top speed of sixteen knots, which seemed plenty for the Coast Guard's peacetime missions.



The four ships were built by the Union Construction Company of Oakland, California. The entry of the United States into the Second World War sent the Coast Guard on a search for hulls that could be turned into convoy escorts. The 240-foot cutters were fitted out with depth charges, additional guns, sonar, radar, and any other gear that could be crammed into them. The Modoc and two of its sisters, Mojave and Tampa, were assigned to the treacherous Greenland Patrol; the fourth ship in the class, the Haida, spent the war in Alaskan waters. All four were decommissioned and sold in 1947.

Builder: Union Construction Company, Oakland, California Length: 240' Beam: 39' Draft: 13' 2" Displacement: 1,506 tons (trial); 1,955 tons (1945) Cost: \$775,000 Commissioned: 15 September 1921 Decommissioned: 1 February 1947 1 Disposition: 22 September 1947 Machinery: 1 x General Electric 2,040 kVa electric motor driven by a turbo generator; 2 x Babcock & Wilcox, cross-drum type, 200 psi, 750° F superheat Performance: Maximum speed/endurance: 16.2 knots on trial (1921) Maximum sustained: 15.5 knots, 3,500 mile radius (1945) Economic speed/endurance: 9.0 knots @ 5,500 mile radius (1945) Complement: 10 officers, 2 warrants, 110 men. Electronics: Detection Radar: SF-1; SC-3 Sonar: QCJ-2 Armament: 1921: 2 x 5"/51 single mounts; 2 x 6 pounders; 1 x 1 pounder 1942: 2 x 5"/51 single mounts; 1 x 3"/50 (single); 2 x .50 caliber machine guns; 4 x "Y" guns; 2 depth charge tracks.



Nautical Term

Beat To sail to windward on successive tacks, or boards. The origin in the nautical sense is uncertain, as is the time; the latter no doubt related to improvements of ships design and rigging, resulting in improved ability of ships to work windward.

Submitted by, Tim Wood

(Continued on page 3)

THE ANSWER

Title: USS Tampa off Gloucester
Creator/Contributor: Jones, Leslie, 1886-1967 (photographer)
Date created: 1930-10

(Continued from page 2)



Mystery Photo

1945: 2 x 3"/50 single mounts;
4 x 20 mm/80 (single); 2 x
depth charge tracks; 4 x "Y"
guns; 2 x mousetraps.

This Month's photo is of the USCG Cutter Tampa (WPG-48), photographed off Gloucester, MA, by Leslie Jones in 1930. The print was made from a 4x5 black and white glass negative which is a part of the Leslie Jones collection at the Boston Public Library."

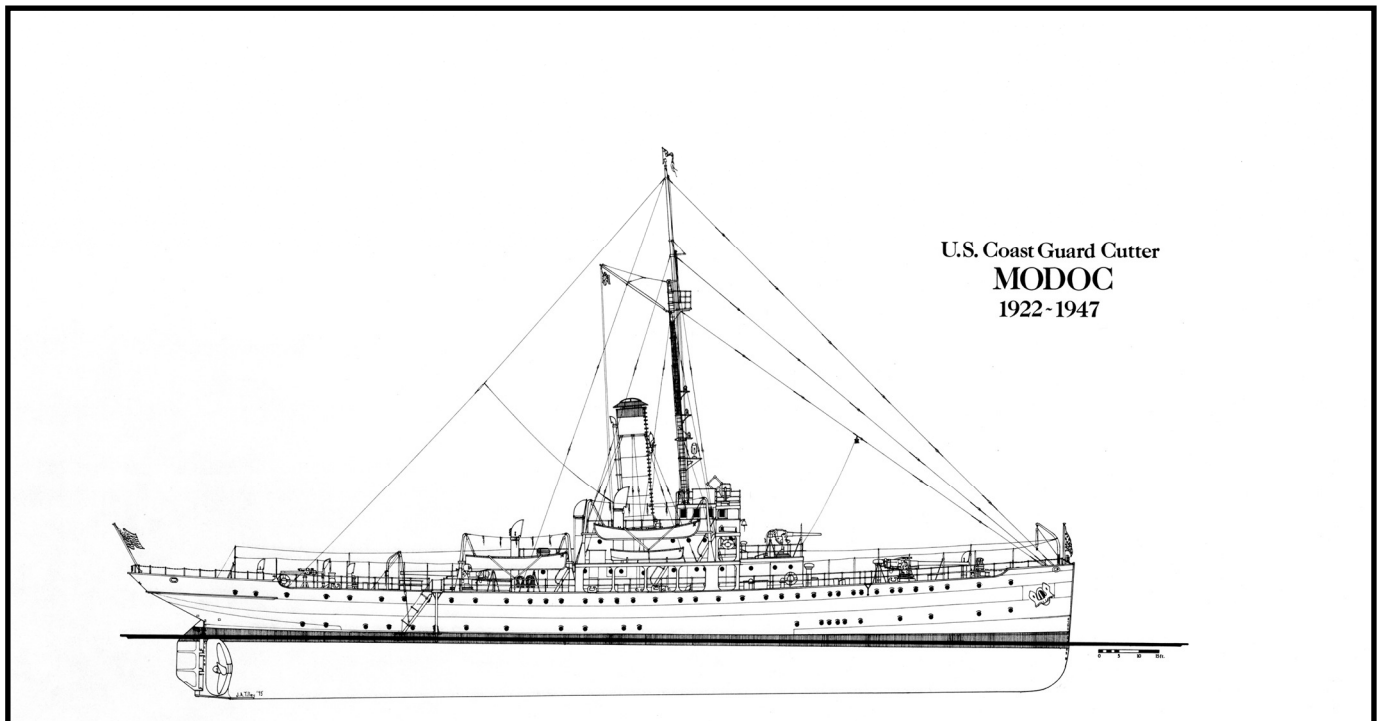
From Wikipedia we learn that one month after commissioning on 15 September 1921 Tampa transited the Panama Canal and that in November of that year she arrived at her home port of Boston, Massachusetts. "In the ensuing years, Tampa operated as part of the International Ice Patrol established in the aftermath of the RMS Titanic tragedy in 1912. Between March and July — the peak months in which icebergs were regarded as a menace to the northernmost transatlantic sea lanes — Tampa conducted regular patrols, alternating with USCGC Modoc (Coast Guard Cutter No. 39) on 15-day stretches. At the end of each patrol, Tampa would put into Halifax, Nova Scotia, for stores and fuel. Between these cruises in the frigid waters at the northern end of the Atlantic, Tampa operated on exercises and maneuvers, sharpened her skill with target practice and battle drills, and patrolled sailing regattas."

We also learn that she shifted her homeport to Stapleton, New York in August 1932. "She operated from this base until the late 1930s. During this time, she participated in the drama which accompanied the tragic fire on board the Ward Line steamer SS Morro Castle." During the disaster, Tampa

nearly became a casualty herself. Arriving on station, Tampa secured a tow line to the liner, "but it soon parted with the sharp crack of a pistol shot and fouled the cutter's screw. Tampa herself drifted perilously close to shore before the cutter USCGC Sebago towed her out of danger. During the rescue, Tampa had accounted for 140 survivors."

Please go to her on-line history and review her complete story.

John Cheevers



U.S. Coast Guard Cutter
MODOC
1922-1947



Gene Burger receiving the 2015 Founders' Award from Tim Wood at the March banquet.



Members look over items going up for auction.



Auctioneer John Cheevers



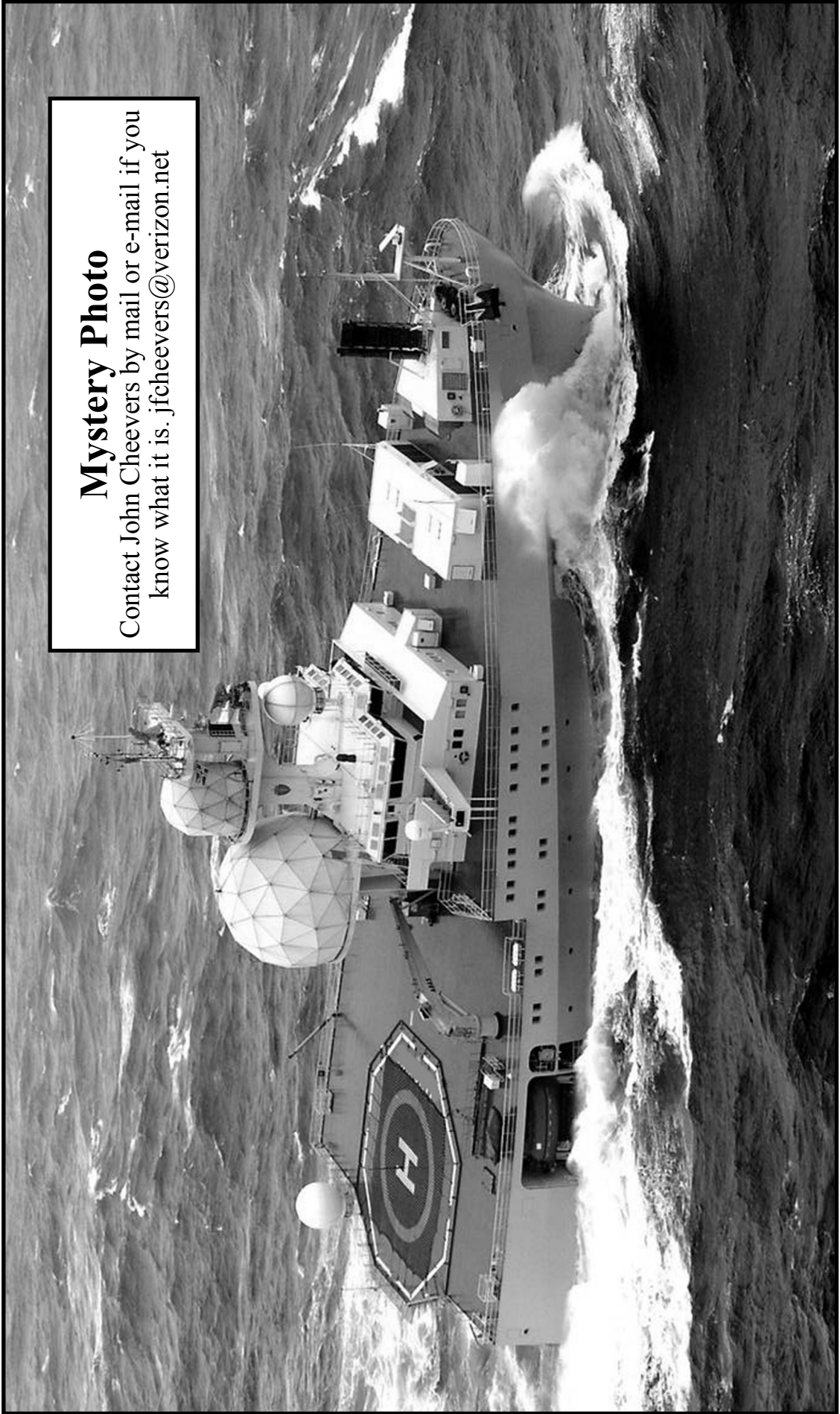
Bill Clarke contemplating future purchases.



Norge Hall

Mystery Photo

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



NOTABLE EVENTS

APRIL

- 4 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: John Wyld, "Aircraft Carriers Before Mav and Goose"
10-12 Cabin Fever Expo, York, Pa.

MAY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: "Conservation vs Restoration", Ron Lewis

JUNE

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

JULY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Tim Wood, TBA

AUGUST

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

SEPTEMBER

- 12 **HRSMS** Monthly Meeting, Newport News Park
19 Talk Like a Pirate Day

OCTOBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation:
22-24 NRG Conference Mystic Ct.

NOVEMBER

- 14 **HRSMS** Monthly Meeting: Mariners' Museum

DECEMBER

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation,

JANUARY

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

FEBRUARY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers

MARCH

- 12 **HRSMS** Monthly Meeting:

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Norge Hall
March 14, 2015

Guest: Fred Nelson, 2nd meeting

The meeting was called to order by the Skipper, Tim Wood. The Skipper welcomed the guest. The Skipper noted that Bill Clarke was appointed Master at Arms not Sergeant at Arms as reported in the minutes. Eric Harfst gave the Purser's report, detailing expenditures for the month and noting that dues were now due. Greg Harrington talked about changes that he was making to the web site. Greg said that he opened a section on the web site to post pictures of events such as meetings or the picnic.

Old Business: The Skipper reminded everyone to give him their ballots for the Founders' Award. Ryland Craze talked about the Lifeboat for Warriors project. Ron Lewis talked about the Delta-ville Maritime Museum's desire to have someone build a model of John Smith's shallop. If someone is interested in this project they should contact Ron or the museum. Dave Chelmow thanked the membership for sponsoring the maritime awards at the IPMS Old Dominion Open. Tony Clayton was thanked for procuring Norge Hall for the meeting and providing the snacks. The Skipper reminded everyone that the April meeting would be held on the first Saturday of April due to members' attendance at the Cabin Fever Expo in York Pennsylvania.

All new business was deferred and the meeting was adjourned so the auction could proceed.

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

