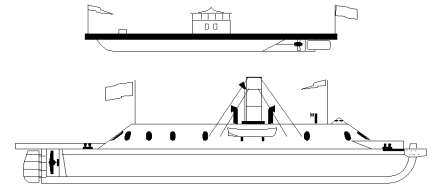


# Hampton Roads Ship Model Society Logbook!



No. 350

WWW.HRSMS.ORG

August, 2015

## From The Bridge



## Mystery Photo



It's August and most of the summer is history, with that said we have two events looming over the horizon. The first is our annual picnic held at Newport News City Park, September 12, at 10:00 am. Again, Bill Dangler is heading up this event – Thanks Bill! If you plan to attend please sign the sheet that will be circulated at the meeting on Saturday, if you are unable to attend the meeting and you plan to attend the picnic, please give a call so he can add you to the list. HRSMS will provide the Hamburgers, Hotdogs, condiments and drinks.

Then next club event will be a workshop hosted at my house on September 26<sup>th</sup>. Charles Landrum will be giving a hands on lesson of Artificial Water Effects for a diorama. I will be passing around a signup sheet around at the next meeting for an exact count of attendees, this is critical because we need a head count for supplies for the workshop.

As always I look forward to seeing everyone at the meeting, don't forget to bring your current project for "Show-n-tell"!

Best Regards,  
Tim

### Presenters Needed

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

### MEETING NOTICE

**Date:** Saturday August 8, 2015  
**Place:** Mariners' Museum  
**Time:** 1000 Hours

Last month we wrote about change and the inevitability of it. This month we will focus on comparison or, more appropriately, we will look at comparing and contrasting the content and ideas of a photograph. A photograph can capture that "Kodak moment" or, when used correctly, become a metaphor for life—honk if you agree. With that in mind and with the giant electoral engine readying an upshift into high gear, is this the right image to present as our Mystery Photo? Perhaps—think about it. Once we finish this desiccation and reveal the identification, your mind might begin to race out of control with all sorts of corollaries and useless codicils.

Comparisons in daily life are everywhere. Comparisons in advertising are relentless. For example: Maytag introduced a modern washing machine...back in 1907. Modern in the sense that you no longer had to beat your clothes on a rock

*(Continued on page 2)*



**Hampton Roads Ship Model Society Picnic**  
**Saturday September 12, 2014**  
**Newport News Park**

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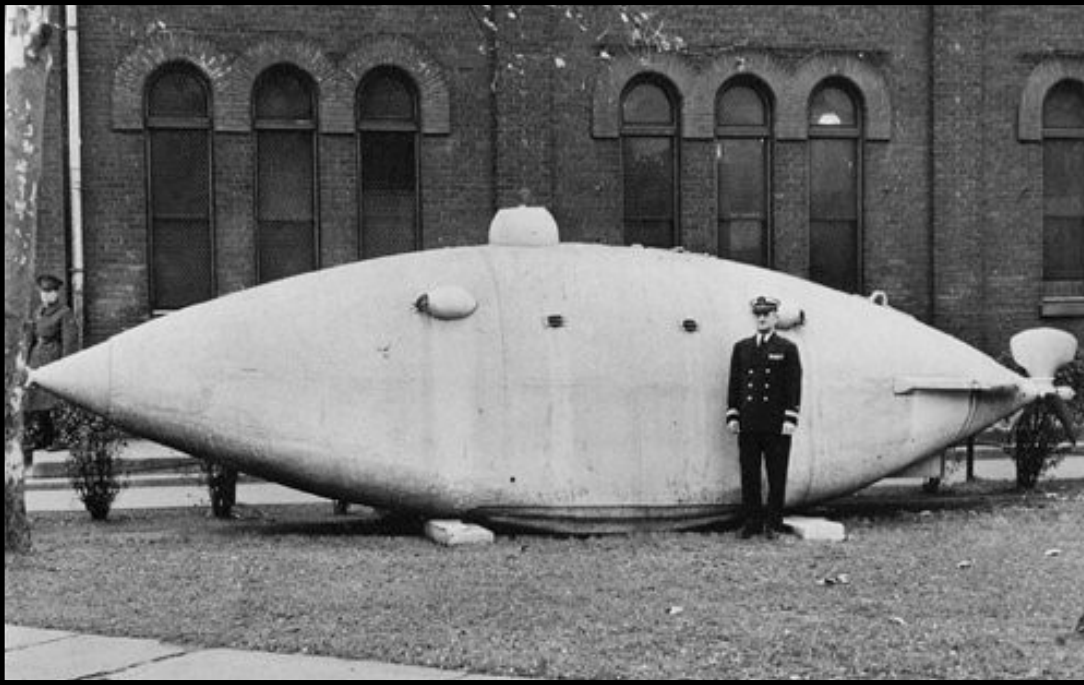
(Continued from page 1)



Mystery Photo

or boil them in a kettle to get them clean. An unusual and new—for the day—feature of the machine was the wringer. First fitted to their 1909 model and electrified in 1911, the “wringer” promised “the dream of

is a photo of a somewhat bleary-eyed sailor blowing reveille for his less well-off mates. After a hard night of partying in the harbor, some bright bulb decided the sub should get underway and sail for Tahiti a la "Mutiny on the Bounty". The first watch fell soundly asleep soot itn after setting a questionable course, and no one aboard heard the increasing noise emanating from



the boat's bottom - more correctly its scraping of the bottom noise. Imagine the sight greeting the pictured sailor as he opened the hatch in the morning in response to the total silence outside the boat and its total lack of the feeling of motion. An extremely low lunar tide had saved the hides of the miscreants and the boat itself. Some at the time suggested this was the work of an intelligent being, though strictly speaking none could be found aboard that morning. The photographer, noting the state of the crew and the fact that the boat could have ended up on the railroad tracks in the background, suggested the boat was actually an "Intelligent Whale" to have done such a good job of avoiding a very bad ending. The name stuck.”

Not be outdone, Rob Napier offered this version

an easier washday”. Apparently this was a promise the “agitator” could not fulfill alone. Making comparisons is the basis of many powerful and familiar slogans and the modern political campaign. What did we quote three months ago: “Where’s the beef?”

Ok, you mumble, he’s off the reservation.....again! Not so! Look at the image and ponder this conundrum: what does a big tub, an agitator, a wringer, and blowing your own horn have in common? If you mentioned the presidential primaries, you’re close....but shame on you. Ok, if visions of comparison come to mind, you might solve the riddle with: The Governor of New Jersey, Donald Trump, and Hillary Clinton, and who can blame you? But! If you’re a contrasting, not contrary, person, then the riddle could lead you to a submarine, a propeller, and a sailor-suited young man blowing a bugle which might conjure up an image of some obscure piece of Americana or kitsch. Does anyone recall Lucy the giant elephant that inhabits Atlantic City, New Jersey? If you went with the latter, you’d be on the reservation. How! Peace!

John Wyld is there of course! Read on: “The July MP



straight from the peace pipe: “The MP is easy this month. In a remote port in the Eastern Mediterranean, a major dredging project was recently conducted inside a huge cofferdam. As the waters receded, in the detritus of the harbor bottom, the millennia-old half-buried carcass of a great marine leviathan was revealed. With the water pressure gone, the occupant finally broke through the skin with a knife he’d made from bone. Out popped Jonah, to trumpet to the world: ‘Hosannah! I am saved at last from the whale!!’” And in a bit of zealous overachievement, he offers this additional piece of information: “I have just done

### Nautical Term

Hitch (1) A period of duty, long or short, such as a hitch at the wheel – one or two hours – or a four-year hitch in the Navy. The term comes from Middle English, bytchen, of the same meaning. (2) A type of knot. The word in this sense comes from the Middle English icche, to catch. (3) Another name for a tack, usually meaning a short one. In this sense the origin is most likely the same as the first.

Submitted by, Tim Wood

(Continued on page 3)

(Continued from page 2)



Mystery Photo

further research and learned that the creature was the once-rare and now extinct ring-nosed whale.”

Suddenly, references to political campaigns and washing machines don't seem so tedious. But you begin to see how comparisons and contradictions lurk in these Mystery Photos. Who's to say who is right? Is that a young Donald Trump or Hillary Clinton emerging from the steel tub blowing the bugle? Does the image capture the New Jersey Governor's political machine on the junk heap after some untoward road-closure rage? Closer to home—could it be Bill Clarke during his Sea Cadet days? Is that really a rail line in the background? Is this really a Mediterranean archaeological dig? Is this the junkyard of ideas? Do we have a whale—intelligent or not? Could the good state of New Jersey be involved in any way?

Speaking of Jersey, can we make a link between the “New Jersey” references and a classic song covered by the first son of the Garden state? What a stretch this comparison would be. Is anyone not familiar with the classic Tom Waits song Jersey Girl? And who is the first musical son of the Garden State?

(Continued on page 8)

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## MINUTES



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Hampton Roads Ship Model Society  
Monthly Meeting  
Mariners' Museum  
July 11, 2015

Guests: Pat Roll, 1<sup>st</sup> meeting  
Hank Ghittino, 1<sup>st</sup> meeting

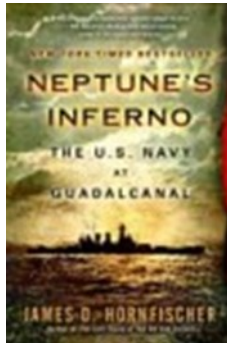
Skipper, Tim Wood Called the meeting to order at 1005 hours. The Skipper thanked Ryland Craze for conducting the June meeting in his absence. The guest were recognized and they introduced themselves to the group. There were no corrections or additions to the minutes as published. Eric Harfst gave the Purser's report. The Skipper said that he received a letter from the museum thanking us for our donation. Greg Harrington said that his wife Mary, is still interested in having the wives get together on our meeting days and thought it would be helpful if the wives' email address was available on the roster. Greg then mentioned that the addition of birthdays to the roster may be interesting. So, if members are interested they can send the wives email and birthday dates to Greg.

Old Business: Ron Lewis said that our normal meeting room would be available for the October meeting. The Skipper appointed Ron Lewis as our liaison to the museum. Gene Berger asked the about the status of the model builders' booth (taco stand). Ron replied that a strategic plan is in in development and will be finalized early next year. The time for our input on the model builders' booth will be the November timeframe. The Skipper asked Gene Berger if he would take the lead on a committee to develop our recommendations for the taco stand. Gene agreed and said that he would get support as needed. Greg Harrington reminded everyone of Builderfest at the Children's Museum of Virginia in Portsmouth. The event will be held on August 15<sup>th</sup> and Greg is looking for volunteers to work with him to

## HRSMS Recommended Reading

For your reading enjoyment, I highly recommend NEPTUNE'S INFERNO The US Navy at Guadalcanal, written by James D. Hornfischer. The book is on listed on the Essential Readings, Chief of Naval Operations Professional Reading Program. The following is the review from their web page.

This Essential category, Operate Forward book is the most epic and intimate account ever written of the contest for control of the seaways of the Solomon Islands. Those who enjoyed The Last Stand of the Tin Can Sailors, on the previous edition of the CNO Professional Reading Program, will find *Neptune's Inferno* equally impressive. *Neptune's Inferno* details the grim, protracted campaign for Guadalcanal that has long been heralded as a Marine victory. Now, with his powerful portrait of the Navy's sacrifice – three sailors died at sea for every man lost ashore – Hornfischer tells for the first time the full story of the Navy men who fought in the deadly waters of “Ironbottom Sound.” In addition to the rich Navy history and heritage that is contained in this book, there are many insightful lessons on leadership and the high cost of tactical failures in combat. This gripping book offers valuable lessons for Sailors and Officers of all pay grades.



I found the book hard to put down. If you enjoy reading history if the US Navy during WWII, this book won't disappoint you!

Thanks,  
Tim

---

put on a demonstration at the event. Greg circulated a signup sheet for those interested in participating or loaning material for the event.

New Business: Ron Lewis asked about putting color photos in the newsletter and mentioned that models are needed for display in the taco stand. Tom Saunders said that he would look into the cost of having the Logbook printed in color. Tom then said that he would investigate reducing the size of the color logbook file so it can be sent by email. Ron informed us that John Quarstein is volunteer for the Mahone's Tavern foundation in Courtland, Va. and that he is looking for a model of the USS Commodore Perry for an upcoming exhibit. If you need more information on this item, contact Ron. Bob Moritz asked for feedback on his contribution of Naval History.

Show & Tell: Marty Gromovsky showed Dave Baker's catalog of card models, a model of the USS Olympia and a Model Shipways kit of the . Ryland Craze showed a serving machine from Syren Ship Model Company. Henry Clapp showed a storage case from Walmart and his skipjack with a beam of one quarter of the length. Gene Berger showed a lifeboat for his United States with the cast divots. Greg Harrington showed the progress on his Portuguese river barge. Tim Wood showed the Blue Jacket Kit of the Samuel B. Roberts. (There are several omissions in the show & tell section of the minutes. Please submit you corrections at the August meeting.)

The meeting was adjourned to the DVD “SS United States: Lady in Waiting”, by Tony Clayton.



# Day Shapes

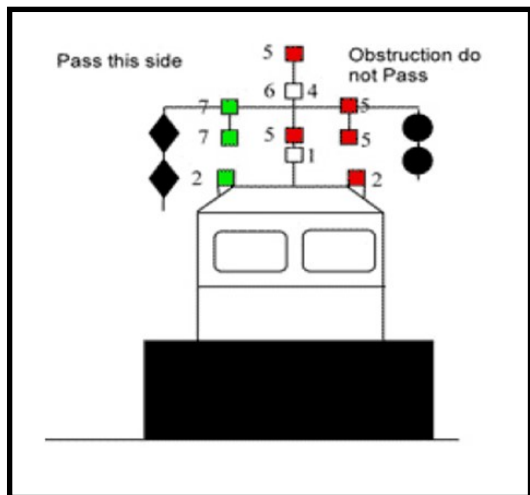
Sometimes I'm able to rate my weekends by the quality of the food I have. Using that litmus, last weekend wasn't too bad. On Saturday I had an excellent burger at a place called Kelly's located on Colley Avenue in Norfolk. On Sunday it was the Jumbo with slaw from Pierce's Bar-Be-Qu in Williamsburg. But it's the beef that I want to talk about, because it's the beef that will lead us into the topic of this missive. Welcome to another mixed metaphorical diatribe.

Do you remember that successful Wendy's commercial from the eighties that infuriated the Russians so? Not the Claire Peller ads, but the ones with the stunningly dressed babushka. Remember her? The theme was a fashion show featuring a very stout model who came out wearing a potato sack in three vignettes. The third time she walks the runway the announcer proclaims "evening veer" and the sack clad model sports a flashlight. The second time she walks the announcer proclaims "svim veer" and the sack clad model carries a beach ball. But the first time she comes out, when the announcer proclaims "day veer" she is empty handed, but the sack registers in your mind. Their message centered on the blasé sameness of sack, but my message is all about the phrase—"day veer." And it's the day wear or the shape of the day that's important here. Because its day shapes that convey the message of this missive.

So it's last Saturday and I'm at a naval function. Before heat prostration took over, I spot a vessel floating at the head of the next pier displaying a series of balls and diamonds from her yardarm. On one side were 2 black balls, on the other side were 2 black diamonds. From my vantage point I could see that the vessel was a dredge. The question was: what did the balls mean in terms of "Rules-of-the-road" and/or "hazards to navigation." I did know enough to understand that these were "day shapes," as I remember describing them in past Mystery Photos. Their use in restricted waters is important so we need to learn what they are and what they mean. And for you modelers out there, their proper usage on your ship model can greatly enhance its compelling impression.

What are Day shapes? "**Day shapes** are mast head signals visually indicating the status of a vessel to other vessels on navigable waters during daylight hours whether making-way, anchored, or aground. These signals consist of a set of simple geometric shapes: *ball*, *cylinder*, *cone*, and *diamond* that are displayed, hung from a mast, in a prescribed manner to indicate a vessel's operational status. Day shapes are black in color." So day shapes are signals or warnings to other vessels in the area and some of the most common signals are as follows:

Navigation status	Day shape	Restriction
Vessel Under Sail & Power	Cone	> 12m
Anchored	Ball	> 7m (not in channel) > 20m (in anchorage)
Constrained by Draft	Cylinder	
Aground	3 Balls (vert. line)	> 12m
Not Under Command	2 Balls (vert. line)	> 12m
Restricted in Ability to Maneuver	1 Ball+1 Diamond+1 Ball	> 12m (except dive boats)
Fishing (commercial)	2 Cones (vert. line)	> 20m (but must display (nets or trawling) basket shape
Vessel Towing	Diamond	Tow > 200m
Vessel Being Towed	Diamond	Tow > 200m



As you can see the day shapes will alert other ships and boats in the area that an activity is underway and where to steer clear.

Communication is the key to any enterprise. The ability to quickly and accurately convey a message is vital to the safe running of any organization and keeps things running smoothly. Day shapes are just one way of ensuring that communication. And their beauty is in their simplicity. The message is clear: if you want a great hamburger you need to learn to read the day shape and stay away from that babushka in her potato sack.

John Cheevers

The illustration here shows the day shapes featured by the dredge that I saw on Saturday:

# AMERICAN NAVAL HISTORY



1778

January 2: The Continental Navy dismisses Commodore Hopkins. No other naval commander-in-chief is appointed.

January 27: New Providence Island is captured for the second time. Captain John P. Rathbun in the brig Providence, 12, captures the seat of the British government in the Bahamas. The British sloop-of-war Grayton is beaten off, six vessels and a quantity of munitions are captured plus 20 American prisoners are released.

February 6: Commerce and Alliance Treaties are signed with France. Secret treaty of alliance is to become effective should Great Britain go to war with France, which now becomes inevitable. When and if this occurs, the War of the Revolution will become a worldwide conflict.

February 14: 1<sup>st</sup> official salute to the American flag. On the Atlantic of France at Quiberon Bay, The Continental sloop-of-war Ranger, 18, with Captain John Paul Jones, exchange salutes with Robuste, flagship of French Admiral Lamotte-Picquet.

February 26: On the Delaware River at Fort Penn, an American party of 27 men under Captain John Barry capture four transports and the schooner Alert, 10, and lock the crew of 116 below deck.

March 7: While escorting a merchant convoy, the Continental frigate Randolph, 32, engages the British ship-of-the-line Yarmouth, 64. After an action of 15 minutes, the Randolph blows up. Of the crew of 315, only 4 survives. This is the greatest loss of life suffered by an American naval vessel prior to the sinking of the battleship USS Arizona. Captain Biddle is among the lost. Captain Biddle was the Continental Navy's only professionally trained officer. He served as a midshipman in the Royal Navy.

March 9: The Continental ship Alfred, 24, is captured by the British sloop-of-war Ariadne, 24, and Ceres, 18.

March 27: The Continental ship Columbus, 20, is driven ashore and burned by a British squadron at Point Judith, Rhode Island.

March 31: The Continental frigate Virginia, 28, runs aground in the Chesapeake Bay and surrenders to HMS Emerald, 32, and Conqueror.

April 10: John Paul Jones sails from Brest, France, in the sloop Ranger, 18, to attack British commerce.

April 13: With the anticipation of war with Britain, the French Toulon squadron, 12 ships of the line, sails for North America.

April 22-23: John Paul Jones leads a boat of 40 men from the Ranger ashore at Whitehaven, on then west coast of England, to destroy ships in harbor. One man deserts and alarms the inhabitants, who extinguish the fires set. It is the first time since 1667 that an enemy landing party has set foot on English soil.

April 23: John Paul Jones lands a party on St. Mary's Isle, off Kirkcudbright in the Irish Sea, wanting to seize the Earl of Selkirk, as a political prisoner. The earl is absent, but Jones men insist on seizing the Earls family silver. He later restores the

silver back to the Earl at his own expense.

April 24: Jones captures the British sloop-of-war Drake, 20, in an action off Carrickfergus, Ireland. The Drake loses 4 men killed and 19 wounded. The Ranger has 3 killed with 5 wounded.

April 24: The Continental sloop Independence, 10, Captain John Young, runs aground while entering Ocracoke Inlet, North Carolina.

April 27: Congress authorizes the acquisition of another 12 vessels

May 7: Continental frigates Effingham, 28, and Washington, 32, are burned in the Delaware River by a British raiding party without ever having gotten to sea.

June 17: In the English Channel, 4 French naval vessels are pursued by a British fleet. The frigates Licorne, 32, and the lugger Coureur, 10, are captured. France officially enters the war.

July 6: The first French fleet, sail from Toulon, reaches the Delaware Capes on July 6. Hopes are raised by its arrival are soon disappointed. A land and sea attack on New York must be abandoned when on July 16, it is learned that the French ships draw too much water to cross the bar into the harbor. The French fleet proposes to act against the British position at Newport, Rhode Island. Washington agrees and the fleet proceeds to Narragansett Bay. Preparations are being made for the attack when the British, who has been reinforced, appears off Newport on August 9 with 8 ships of the line. The French sail to meet them. Before an engagement can take place, both fleets are badly damaged in a storm. The French withdraws to Boston to refit and sails for the West Indies in November.

September 24-27: The Continental frigate Raleigh, 32, is pursued by the British ships Experiment, 50, and Unicorn, 28. After losing part of her masts in action with the Unicorn, the Raleigh is run aground on an island off the coast of Maine. Captain John Barry and about half his men escape.

1778 Ends with no further actions.

Bob Moritz

**Hampton Roads Ship Model Society Picnic**

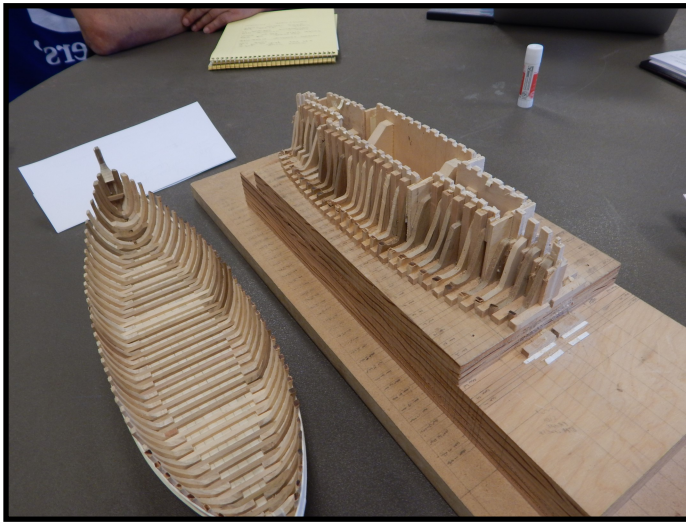
**Newport News Park, Shelter No. 11**

**Saturday September 12, 2015**

**11:00 am—Until**

**Contact, Bill Dangler 757-245-4142**

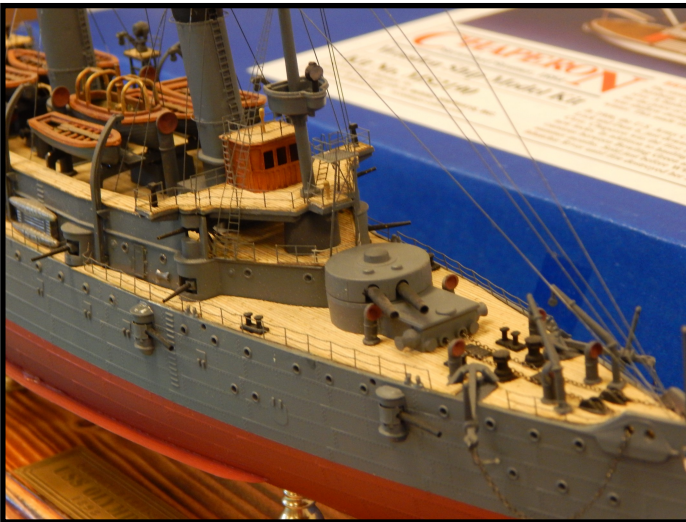




Greg Harrington's Portuguese River Barge



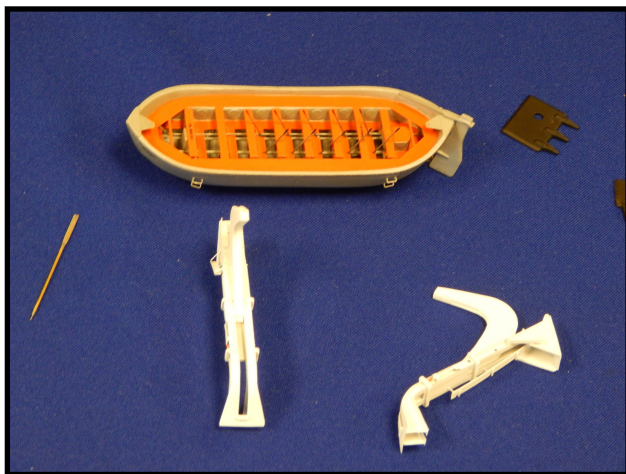
Henry Clapp's Skipjack



Marty Gromovsky's USS Olympia



Ryland Craze's Serving Machine



Ryland Craze's Serving Machine



Corel HMS Bellona 74-gun Warship

## Mystery Photo

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





## NOTABLE EVENTS

### AUGUST

- 8 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Tim Wood

### SEPTEMBER

- 12 **HRSMS** Monthly Meeting, Picnic, Newport News Park  
19 Talk Like a Pirate Day  
26 Workshop, Tim Wood—Charles Landrum, Making Water

### OCTOBER

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

### NOVEMBER

- 14 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Ryland Craze

### DECEMBER

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

### 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:

### APRIL

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

### MAY

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

### JUNE

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

### JULY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: "Lady in Waiting", Tim Wood

**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

(Continued from page 3)



Mystery Photo

Why, the Boss of course! For music groupies from New Jersey, or anywhere, the object in the Mystery Photo could be their rock and the song reference could be their anthem. The significance of this revelation is that "Jersey" actually places us at the epicenter of this Mystery Photograph.

Alright already! We've heard from two agitators, now, after much hand wringing of my own, I am glad to present the Maytag man. This month he comes in the form of one Tim Wood. This lonely man is not bothered by mutinies or artifacts, and the jury is still out on his political leaning, but I can tell you that he wrung out the identification of the "thing" in the Mystery Photo. It's the "Intelligent Whale" he states, and he places it "at the [National Guard] Militia Museum [of] New Jersey", located in Sea Girt, New Jersey. I am really surprised that no one went with Flash Gordon or cow bell themes.

All kidding aside, two of the three replies contained references identifying the correct vessel in this Mystery Photo while the editor was hopelessly lost on the Jersey Turnpike. However, John Wylde actually provided a bit of real data in the form of cliff notes: "The INTELLIGENT WHALE (though truthfully ill-deserving of all caps) has something of a checkered past. She was contracted on 2 November 1863 making her one of the first submarines of the US Civil War, at least as a concept. After a change in builders, as well as litigation, she was completed 18 April 1866 just in time to celebrate the first anniversary of the end of the War. She, like the more famous CSS HUNLEY, was powered by the muscles of her crew of approximately 13. She was fitted with a crude lockout chamber on her keel to permit a diver to exit the boat and attach a mine to a target vessel in presumably very permissive sea conditions. By some accounts, during her service life she drowned between 15 and 45 crew until the Navy made the very intelligent decision to condemn her in 1872."

Alright, already! Almost all kidding aside, John Wylde "thought about the apparent contradiction between the boat's name and its achievements. That has led me to attach a second photo which can be self-evidently named "UNINTELLIGENT HUMAN"." What a contrast; If only we had a section for stupid pet tricks....

For those of you who dare to compare, you can find a more detailed history of the vessel on line by entering [www.navy.mil/navydata](http://www.navy.mil/navydata) or by Googling "Intelligent Whale" and looking for this entry: *The Untold Story of Intelligent Whale – U.S. Navy. It's well worth reading.*

John Cheevers

## THE ANSWER

Mystery Photo 249: The "Intelligent Whale" or "Halstead's Folly" – an early experiment in submarine building, Brooklyn Navy Yard, Brooklyn, N.Y. Photograph of a man standing inside of a submarine and playing some sort of brass instrument.  
**Identifier:** NYSA\_A3045-78\_5086  
**Date:** 1915  
**Repository:** New York State Archives