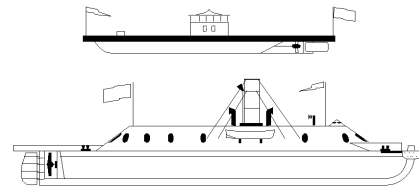


Hampton Roads Ship Model Society Logbook!

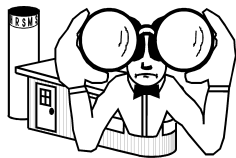


No. 354

WWW.HRSMS.ORG

December, 2015

From The Bridge



Mystery Photo



Holiday greetings to everyone!

What a great year for HRSMS! The month of February brought IPMS Richmond's Old Dominion Open, as always HRSMS supported the show with numerous models, with many of our members proudly showing off their modeling skills. Congratulations to Dave and Marty for taking home awards for their modeling efforts.

March brought another successful auction, which added sizable growth to our bank account, more importantly than that, a lot of our members were able to take home newly acquired tools, model kits and supplies. My thanks to Tony and his wife Dorothy for the freshly prepared treats and snacks and to John Cheevers for being our auctioneer again this year, John excels in squeezing every last dollar from the pockets of our members!

March brought our annual banquet; it was an evening of good comradely, fine food and fun for all who attended. The evening was capped off with the presentation of the Founders Award, with Gene Berger receiving this year's award. Again, my thanks goes out to Tom Saunders for providing the behind the scene legwork.

We continued our program designed to expand modeling skills for our members; this was the brainstorm of our First Mate, Bob Moritz. Bob introduced the idea of an onsite, hands on workshop to be hosted/taught by a member who possessed a particular skill that are not easily taught at our monthly meetings. I hope to see many more in the future.

September rolled around with the picnic, once again Bill Dan-

(Continued on page 8)

Mystery Photo #353: It was in all the papers, it's on the Internet! I got this from the Internet: "Soviet submarine **S-363** was a Soviet Navy Whiskey-class submarine of the Baltic Fleet, which became famous under the designation **U 137** when it ran aground on 27 October 1981 on the south coast of Sweden, approximately 10 kilometers (6.2 mi) from Karlskrona, one of the larger Swedish naval bases. **U137** was the unofficial Swedish name for the vessel, as the Soviets considered names of most of their submarines to be classified at the time and did not disclose them. The ensuing international incident is often referred to as the '**Whiskey on the rocks**' incident." Generating catchy names for historical incidents is a popular pastime of a free society. And they serve their purpose—namely—to help us remember the incident. Sort of gets everyone on the same page quickly at parties and such.



A plaque at the location of the U 137 grounding

MEETING NOTICE

Date: Saturday December 12, 2015

Place: Mariners' Museum

Time: 1000 Hours

Looking at the Mystery Photo we see two ships stranded "on the rocks." Waves continue to come ashore and pound the luckless hulls. A crowd has gathered along the shore in the lower right. Judging from their collection of hats it appears we have a mixed bag of naval officers, enlisted sailors, and at least one civilian. One or two wear what looks like the old Kapok life jacket? Best guess on this group is they are some of the survivors. I'm not completely sure but there seems to be a few

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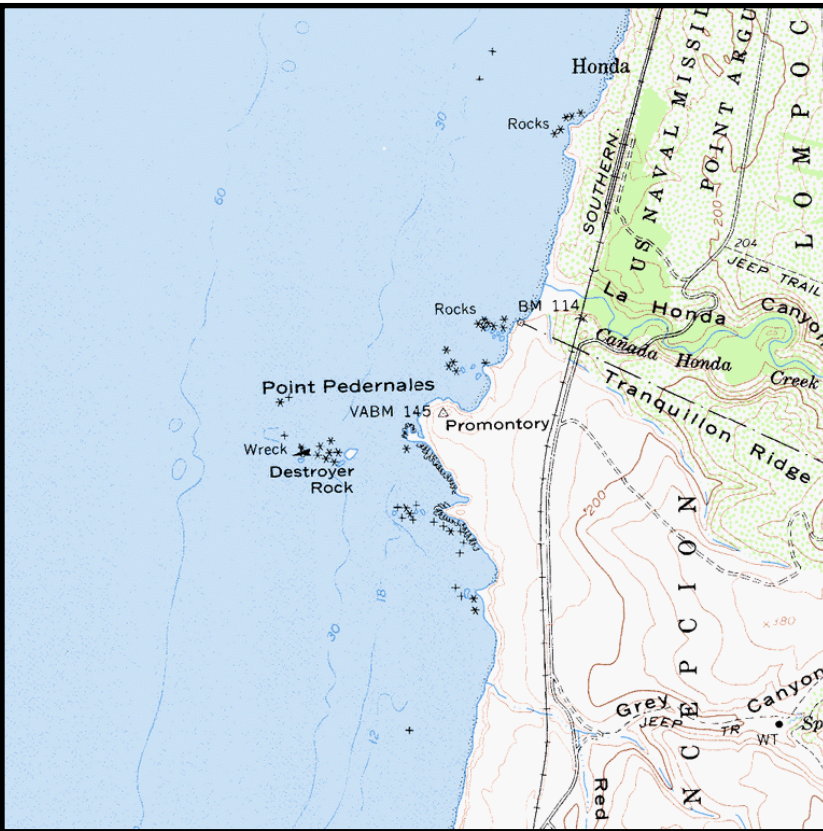
(Continued from page 1)



Mystery Photo

men still aboard the nearest ship. The ships are the same and are a familiar design. The four stacks and general arrangement is pure US Navy from the teen years of the last century. The near ship has four interesting flags(?) erected between the last stack and the searchlight tower. You can see the usual equipment for a small warship from that era.

It's said that imitation is the sincerest form of flattery, but not always. Following the Leader—a popular children's game—and a popular one for some adults as well, may not always be so flattering. Now fast forward back 60 years from "The Whiskey" and you can see that this Month's Mystery Photo demonstrates the principle. The photo depicts ships "on the rocks". If you only go back 30 years, you may remember when a certain battleship found itself stranded on the mudflat just off of dog beach at Fort Monroe. Maybe time has dimmed the memory of the incident captured in our MP and the stranded battleship as well, but "the Whiskey" incident should be fresh enough to recall. To help people remember "the Whiskey", in addition to



Honda Point

Nautical Term

Avast A shipboard order, to hold, or stop hauling. This term appears to come from Old Dutch (bou'vest), and could be related to the Portuguese word abasta, enough, and could go back to Arabic.

Submitted by, Tim Wood

the catchy phrase a plaque marks the spot of the grounding. Repeated ship groundings is not what I would call flattering.

Ships stranding don't happen much anymore. But they were a painfully familiar sight back in the day before LORAN, GPS, all that computerized weather forecasting stuff and catchy tag lines. Today it seems that a stranding is more the province of the amateur sailor—those more prone to using manual navigational practices like dead reckoning. Dead reckoning "is the process of calculating one's current position by using a previously determined position, or fix, and advancing that position based upon known or estimated speeds over elapsed time and course." Dead reckoning gone wrong accompanied by a squadron of ships playing "following the leader" is the recipe for a huge disaster. Like "the Whiskey", a marker has been placed to memorialize the spot where 23 sailors and seven ships met a bitter end on a September night in 1923.

John Wyld replies and immediately shrouds the Mystery Photo in a conspiracy of sorts: "When I was in High School in the mid-60s, there was a huge swell of popularity in imported Japanese motorcycles. Predictably, raging hormones and limited situational awareness (SA) skills led to a number of accidents, often fatal for people of approximately my age. The term "Japanese Revenge" sprang up at the time, implying the manufacture of said cheap bikes was an intentional effort to extract mass casualties in the US in revenge for Japan's loss in WWII. Doubtful such was the case, but the bikes then were a far cry from what's available now. The most likely product improvement cause was the shift away from steel beer cans - the alleged major donor material for Japanese bikes and cars of the era - to aluminum beer cans."

He clarifies things a bit: "That said, this month's MP could easily be classed as an even earlier case of "Japanese Revenge". The ships shown are two CLEMSON Class DDs, colloquially known as "flush deck" or "four pipers". These ships did not collide with each other. Unfortunately, a much wider frame would show the wrecks of five more CLEMSONs, all ships being approximately five years old at the time." If it's revenge, aren't you happy that it didn't originate in Mexico?

Tim Wood, not smelling any revenge, foreign or do-

(Continued on page 3)

(Continued from page 2)



mestic, simply titles the MP “Don't follow me, I'm lost too!” While not quite as memorable a phrase as “Whiskey on the rocks” and certainly not as untenable as “Japanese Revenge”, it lacks the punch, the

running an exercise that featured a high speed transit from San Francisco to San Diego. The weather being rather poor and foggy, the Commodore of the combined group thought it best to travel in that weather at high speed (20 Kts) in very close formation. Navigation being what it was in those days (not so hot), and with no stars to enable celestial nav, the estimated positions generated by the Commodore's ship - the lead ship, mind - were based on dead reckoning (DR). In light of later events, this word choice was unfortunately accurate in that sense. Radio Direction Finding - using equipment on the ship to determine a line of bearing to a known radio transmitter ashore - was in its infancy and some RDF bearings were taken, but ignored because they provided what appeared to be incorrect positions. At the time the DR plot showed the lead ship was abreast of (West of) the Santa Barbara Channel, the Commodore ordered a turn to port (still at 20 Kts) to head into the Channel. In a period of five minutes, seven of the fourteen DDs drove ashore on the rock coast pictured in the MP known to locals as "Devil's Jaw". The seven that avoided disaster had ignored the Commodore's orders to steam in tight formation and were able to slow and turn based on the warnings of the ships ahead of them.”

The investigation findings and “Post event reconstruction determined that the DR of the lead navigator was thrown off because of large swells which slowed the ships more than expected. These swells (tsunami)



Propeller Screw of the USS Delphy

(Continued on page 4)

geographical delimiter, and the ‘gotcha’ bit to place the incident firmly in the public lore. The real moniker for this incident is somewhat tame by modern editorial standards but it does get you there if you know how to look. The disaster that our MP captures has the uninspiring tag line “The Honda Point disaster”. In fact, the tag line has been in place longer than the actual place and longer than the motorcycle company that John hits of.

In simple terms our MP shows the aftermath of a seven ship grounding on September 8, 1923 at approximately 21:00 hours, caused when the lead ship was navigating at night by dead reckoning with 6 others playing follow the leader at a time when stronger than normal waves were influencing the actual path of the squadron. The squadron, destroyer squadron eleven (DESRON 11) consisted of 14 Clemson-class 4-pipers operating roughly in 2 groups. While the survivors will remain anonymous the guilty will be touted across this page. Both John and Tim identify the two vessels shown in the image: John says, “USS S.P. LEE, DD 310 (carefully erased from the MP) in the foreground, USS NICHOLAS, DD 311, in the background.” Tim identifies then the same way but refers to them as “inboard” and “outboard”. The other lost ships are “...USS DELPHY, DD 261, Flagship; USS YOUNG, DD 312 (Greatest loss of life - 20); USS WOODBURY, DD 309; USS FULLER, DD 297; USS CHAUNCEY, DD 296.”

A board of investigation was convened because ships were lost and men died. John provides the details: “The gist of the story is that DESRON 11, composed of fourteen ships, was



Honda Point Disaster Memorial

THE ANSWER

The answer to the November Mystery Photo.
Honda Point Disaster
Undated Air Force Photo

(Continued from page 3)



Mystery Photo

were the result of a catastrophic earthquake days before in Japan which had done huge amounts of damage - including the destruction of the battlecruiser AMAGI in drydock at the time. The dismissed RDF bearings would have helped determine navigational error existed perhaps sufficiently to avert the disaster had they been believed. They weren't, it wasn't."

Is this what John means when he speaks of revenge? If so, how unlucky is that? To think of the timing involved to have the Tsunami swells and the ships converge at just the wrong time to ultimately cause the ships to turn too early and miss the well-traveled Santa Barbara shipping channel. More recently, history repeated itself when in 2011 a magnitude 9.0 earthquake occurred undersea off the coast of Tōhoku, Japan. The quake and accompanying tsunami killed an estimate 16,000 to 19,000 people, wrecked the Fukushima nuclear power plant, and shifted the earth's axis by about 10 cm.

Trying to find Honda Point on a map today is an exercise in futility. Today the spot is called Point Pedernales. It is located on the Pacific coast of California within the perimeter of Vandenberg Air Force Base and west of the town of Lompoc, California. The wreck site is at the promontory just below the mouth of the Cañada Honda Creek. The outer rock formation that was collectively called the Pinnacle rocks and later ironically called Woodbury Rocks, is now called Destroyer Rock. It and the point were known as Devil's Jaw and had been a navigational hazard since the time of the Spanish explores in the 16th century. Since the time that the U.S. Air Force took over the land, about 60 years or so, all traces of civilian dwellings have been erased except for the Southern Pacific rail line that hugs the coast. There is a plaque and memorial at the site but it is now off limits due to wave action undermining the shore. "The memorial includes a ship's bell from the *Chauncey*. Other remembrances include a propeller and propeller shaft from the *Delphy* that is on display outside the Veterans' Memorial Building, in Lompoc." The wrecks were never really salvaged and today parts of the vessels can still be seen on shore.

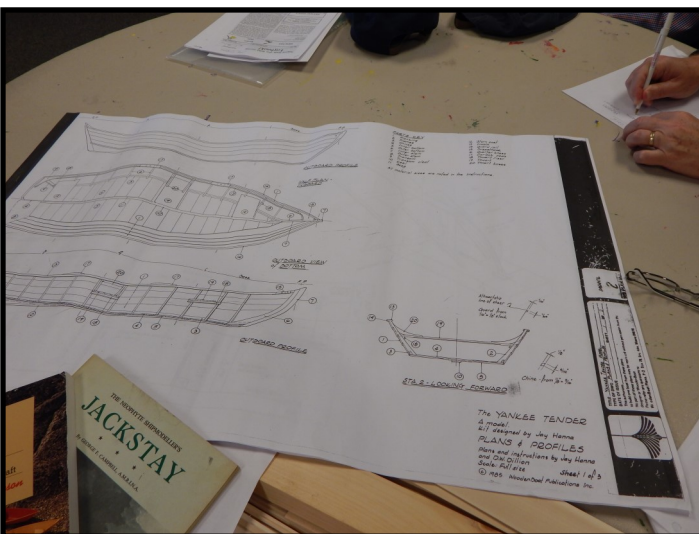
Whiskey, no matter how it's served, will always get my attention. Things with Honda in the title...not so much! Revenge is a strong motivating force but, then, so is a tsunami.



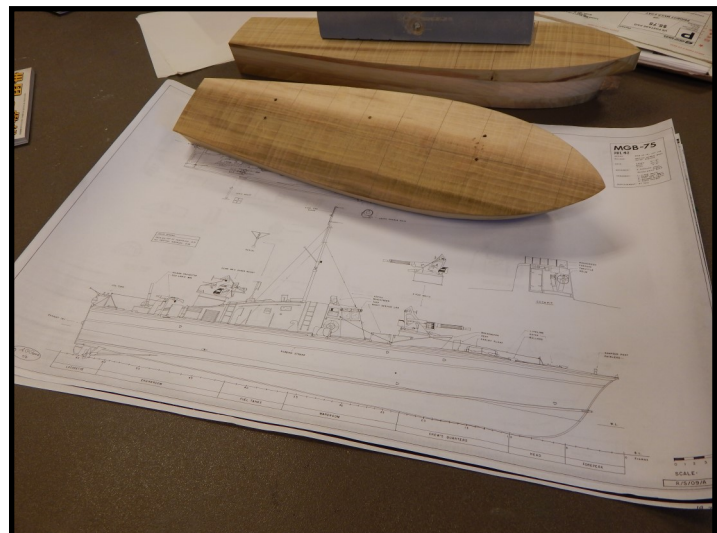
Parts of the vessels can still be seen on shore.

Licking a finger and holding it up to gauge the wind seems like a lost art. And now-a-days I tend to not follow the leader, much less the crowd, anymore. The dictionary defines a honda as an eye at one end of a lariat through which the other end is passed to form a lasso, noose, etc.—we might call it a spliced eye. A place to trap you is a place to trap you, and if you study the Honda Point geography on the map you see that it is a fitting title for the place—and true to its name.

John Cheevers



Sheet of plans for Susie Mullally's Yankee Tender



John Cheevers' carved hull for an MGB-75

AMERICAN NAVAL HISTORY 1782

MINUTES



April 8: The sloop-of-war Hyder Ally under Captain Joshua Barney captures the British brig General Monk under Josiah Rogers, after a fierce 30 minute action in the Delaware Bay.

September 2: The Continental ship of the line to be completed, the America, is presented to France in compensation for the loss of the Magnifique, which had grounded in Boston harbor on August 9. John Paul Jones was to be her commander.

November 30: Peace treaty is signed by representatives for the United States and Great Britain to become effective upon the conclusion of peace between Great Britain and France. The terms of the Franco-America Treaty of Alliance having stipulated that neither nation would make a separate peace.

1782 Ends with no further actions.

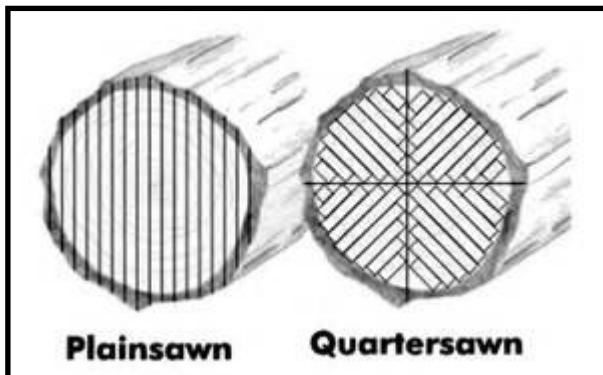
Bob Moritz

Quarter Sawn Lumber

There was discussion at one of the meetings about the advantage of quarter sawn wood over plain sawn wood. Quarter sawn planks are more stable and resists the tendency to cup.



Grain direction of quarter sawn wood



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
November 14, 2015

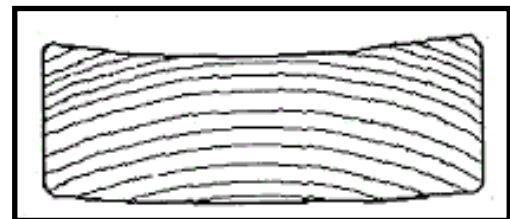
Guests: Susie Mullally, 1st meeting
Hank Ghittino, 3rd meeting
Pat Roll, 2nd meeting

The meeting was called to order by Skipper, Tim Wood at 1010 hours. Tim apologized for not submitting the Skipper' column due to an illness. He then thanked the veterans for their service which was to be subject of his column. Tim remarked about the workshop held at his house and thanked Charles Landrum for his demonstration of making water for dioramas. Kudos were given to Marty Gromovsky for his photo submissions. The guests were recognized. Susie Mullally introduced herself and gave some details of her interests. As it was Hank Ghittano's third meeting, he was asked if he wanted to join the HRSMS. Upon receiving an affirmative reply, the guests were asked to leave the meeting while the ritual performed. The guests returned and Hank was welcomed as a new member. There was no correction to the minutes as published. Eric Harfst gave the Purser's report. Eric detailed the account balance and talked about having the bank service charge removed from our account.

Old Business: Ron Lewis passed thanks to John Cheevers from the museum for restoration work he had done on one of the museum's models. Tony Clayton circulated a signup sheet for presentations in 2016.

New Business: Bill Dangler asked if we wanted to have a picnic in 2016. The consensus was that we did want to have the picnic in September. Bill said that he would reserve the shelter in Newport News Park. The Skipper said that he received a letter from the Richmond chapter of the International Plastic Model Society (IPMS) requesting support for the IPMS Old Dominion Open to be held in February. After discussion, a motion was made, seconded and passed to sponsor the same award category.

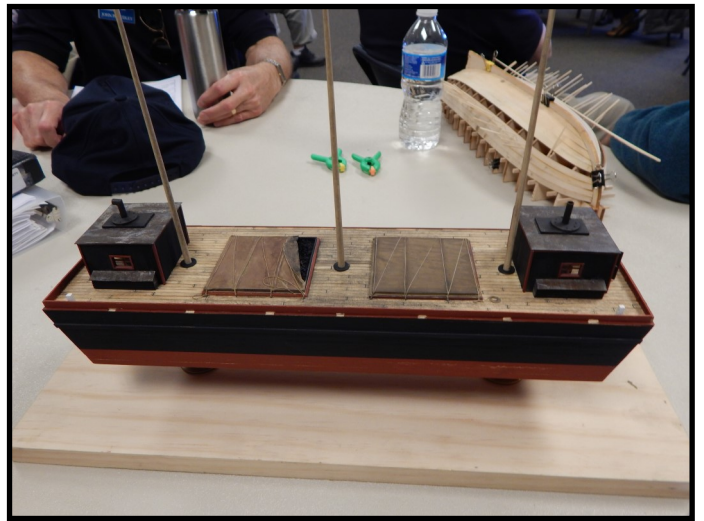
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Cupping direction of plain sawn wood



Bruce Brown's Half Moon



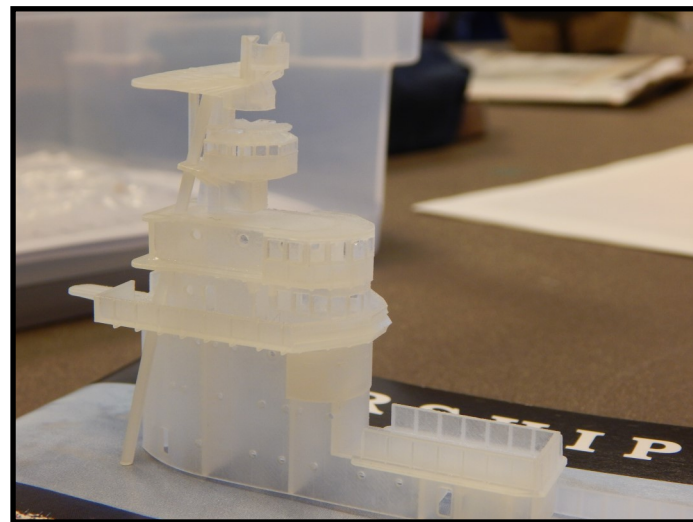
Marty Gromovsky's Coal Lighter



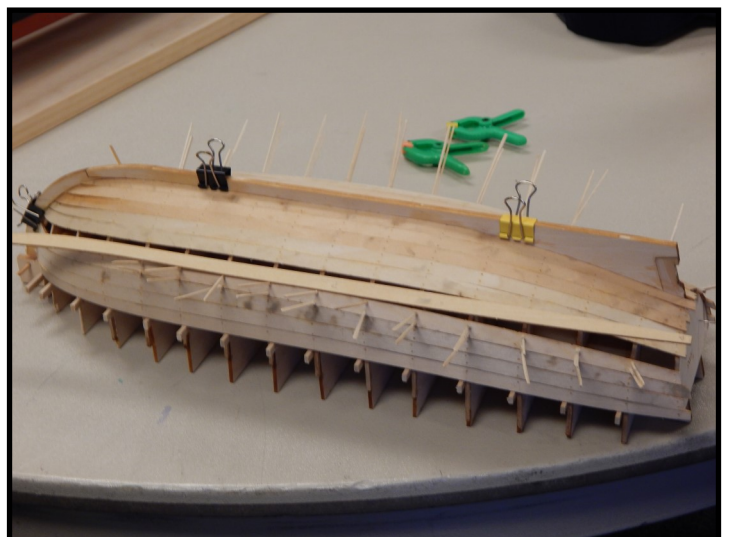
Bruce Brown's Baltimore Clipper



Ryland Craze's Longboat



John Wylde's 3D printed Lexington Superstructure



Dennis Hobbs' HMS Bounty Launch



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

NOTABLE EVENTS

DECEMBER

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

JANUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers,
Presentation, Tony Clayton, "Coracles"
15-17 Cabin Fever Expo, Lebanon, Pa.

FEBRUARY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers Presentation, Tom Mathews, TBA
27 IPMS Old Dominion Open, Richmond Raceway

MARCH

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Round Table, Dennis Hobbs, Trunnel Making
Ryland Craze, TBA

APRIL

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Dave Baker, TBA

MAY

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

JUNE

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: John Wyld, TBA

JULY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: George Livingston, TBA

AUGUST

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

SEPTEMBER

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

OCTOBER

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Marty Gromovsky, Figure Painting

NOVEMBER

- 12 **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
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615

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gler provided us with good weather and great grilling skills for all to enjoy. Thanks again to Bill, once again he has volunteered to head the 2016 picnic.

At this time I would like to thank all of our members for your support, hard work and friendship, at a time where many hobby clubs have seen a decline in membership I'm proud to report HRSMS membership is at an all time high, with more prospective members waiting to join in the wings.

As always I look forward to seeing everyone at the meeting Saturday, I encourage you to bring your latest project for Show-n-tell.

I thank everyone for your support and wish all of you a Merry Christmas and a Happy New Year!

Tim

(Continued from page 5)



ries as last year for an expenditure of \$90.00. Dave Baker said he would be there as a vendor. One of the guests was not familiar with the IPMS so John Wyld explained the organization to them. Ron Lewis said that Charles Dickens' great great grandson would be performing "A Christmas Carol" at Nauticus on November 19th and 20th. Tony Clayton asked if we were going to hold an auction next year. After some dome discussion it was determined that there is not enough material to hold an auction in 2016.

Show & Tell: John Cheevers showed a carved hull of the British MGB-75 and an in-progress hull of an ELCO 77 PT Boat. John Wyld showed a 3D printed superstructure of his 1:350 *Lexington*. Dennis Hobbs showed his *Bounty* whaleboat. Marty Gromovsky showed his 1:96 model of a 1914 coal lighter. Ryland Craze showed the progress on his 18th Century Longboat. Ryland then made the suggestion that we have a round table presentation where several people give short demonstrations of techniques. Ryland's suggestion was well received. Susie Mullally showed her kit of a Yankee Tender from the Wooden Boat Store. Bruce Brown showed this completed Model Shipways kit of a Baltimore Clipper and the progress on his Corel kit of the *Half Moon*. Tom Saunders showed Dave Baker's copy of Norm Friedman's latest book, The British Battleship: 1906-1946. Dave did the drawings for this publication. Ron Lewis asked that those who have models in the model builders' stand put a label on them.

The meeting was adjourned to a presentation on the 2015 Nautical Research Guild Conference, by Ryland Craze.

Presentations

I'd like to thank all the members who have volunteered to present a program next year. The response was amazing. Also, Ryland's suggestion for a round table of skills demos or talks was well received, and we'll try it out in March.

Tony Clayton