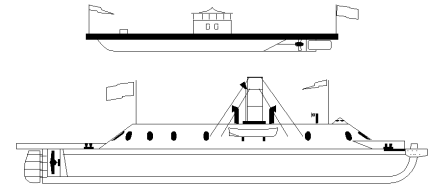


Hampton Roads Ship Model Society Logbook!

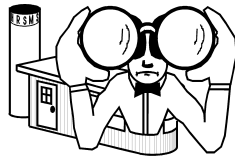


No. 357

WWW.HRSMS.ORG

March, 2016

From The Bridge



First I want to thank the members for voting me in as your new skipper. I look forward to the meetings and leading the HRSMS into the future. Meaning I have some crazy ideas in mind I like to try with the approval of the club. We will discuss these when time is available. I do ask everyone to please use your name tags. I know faces but have a hard time putting names to them.

Second is the Banquet on March 19th with good friends and we'll have a good time. We need to make sure the ladies of the club are well taken care of. We'll eat, drink and have fun.

Third is for everyone to pay your dues. These are important as it pays for the Logbook. Dues will go to Ryland.

And congratulations goes to Gene Berger, Tim Wood, Tony Clayton and Dave Chelmow for winning awards at the IPMS ODO Contest.

Lastly, please keep building models and bring them for 'show and tell'. This keep us informed of who is building what, scale and ship type. Besides really enjoying seeing the models.

Thank You Again

Bob Moritz

Mystery Photo



Mystery Photo #356: This month's Mystery Photo leaves me feeling like I woke up in an episode of a "Farmers Insurance" commercial. You know the one where the agent says "You thought you were covered for this, but you got that..." Frustrating! Well this month you may think you have this "Z49" when you really have that "Z49"! "Z49" in "Big Azz" letters....It was left there for a reason. So you say to yourself, "self, it was left there for a reason." And you're a smart man; you can go to the reference books and look up "Z49" and find the ship. Heck if you've done any of this before, you might even know that the "Z" indicates German Navy destroyer which allows you to move ahead two squares. To confirm the "Z", a quick run through the IPMS web site will tell you that "All German destroyers were officially named Z-something because Z stands for Zerstörer (meaning Destroyer) in German." Now getting back to your favorite ship reference, what would you find? Nothing! Well almost nothing anyway. Conway's All the Worlds Fighting Ships 1922 - 1946, in particular, does offer you a fighting chance. On page 235, the listing indicates that "Z49" would have been a German destroyer of the 1936C type. The only problem we have is that the "Z49" painted so visibly on the side of our MP is notional.

Welcome to Mystery Photo. Beside the very visible "Z49" there is the faintest scrawl on the ship's boat that would identify the ship if we could just read it. But the biggest read is something, two somethings really, added to the ship that should not be there and look somewhat out of place and out of scale—and too square! They don't seem to match the rest of the ship. Their shields and base mounts are flat and faceted. They just

(Continued on page 2)

MEETING NOTICE

Date: Saturday March 12, 2016

Place: Mariners' Museum

Time: 1000 Hours

2016 Dues are Due

**Hampton Roads Ship Model Society Banquet
Saturday March 19, 2016
Riverwalk Restaurant, Yorktown, Va.**

(Continued from page 1)



don't look right, they don't even look tall enough to stand up in. And who noticed the depth charge racks at the stern? And where is the secondary, AA armament? Would a ship this small be armed this way?



The vessel looks old; with her raised forecastle and exaggerated sheer she looks like a type built way back in the 1950's or earlier when curved surfaces at sea were all the rage. Not like today's vessels with their myriad flat and angular surfaces. But along with these curves we see some modern features, like the hydraulic crane tucked into the side next to the empty chute. And what should we make of that rack of gas bottles tucked under the slopped, permanent awning? And how about the chute itself, what's it all about?

Despite all that we see, I'm inclined to suggest that the vessel is a sea-going tug, or a salvage ship, or maybe a minesweeper (although the gear doesn't fit that mission.) So to humor me, let's stay with tug or salvage vessel as we begin our identification. Going back to page 235 of Conway's, we see that a profile line drawing is provided for the Z49 type. In it we see a single, enclosed mount forward and that fits our MP. But as we go aft the similarities go south—rapidly. To begin, the Z46 class had two stacks; two, very visible torpedo banks; and two enclosed mounts aft. OK, does that mean the "Z49" on our MP is notional?

Tim Wood in our sole reply thinks so: "Wow! One fake followed by another, let's see how deep will the "Rabbit Hole" go? Let's start by saying Z49 isn't a true German destroyer..." Now

Tim doesn't say specifically but I can only assume that he gained this next piece of information by going Google. "The "Destroyer" is pictured as Anschluss Z49. The Z49 was planned but never built by the German Navy." And here is how he knows: "One can only trust the net as far as one can throw it!"

So we'll go away from the untrustworthy Internet for a minute and dig a bit deeper into the 1936C' entry in Conway's. There we see that five ships were planned for the class but only Z46 and Z47 were begun in 1943. Numbers 48, 49, and 50 were not started. They would have been 398 feet long, far longer than the vessel in our MP. The reference essentially ends by stating that 46 and 47 were broken up on the shipway in 1946. Not very much to go on but we clearly have a vessel masquerading as the unbuilt German destroyer Z49 in this MP. Tim, perhaps, knows why: "...Z49 isn't a true German destroyer and was portrayed in a far from factual movie." Well this won't be the first time a real ship did this! Who remembers the 1959 comedy Operation Petticoat, starring Cary Grant, Tony Curtis, and the curvaceous Joan

O'Brien? It's the story of a US Navy submarine rescuing a group of nurses from a Pacific Island during World War II. It's really a light hearted, titillating comedy of errors where a truck is sunk by a torpedo, a pig is stolen and passed off as a drunken crewman, and a compressor is repaired using women's supporting gear. And let's not forget the sub being painted pink. And let's also not forget Gene Berger's masterful rendering of that



pink sub in giant 1:32 scale (If you object now...tuff.) But if that's not enough irony, you need to understand that the pink sub is our defining path for this Mystery Photo.

This segue properly frames your mind for the deeper descent into Tim's rabbit-hole, because we are going to the land of make believe—Hollywood style. Unless you've been lost at sea your whole life, you undoubtedly know the story about how the

Nautical Term

Hull Down Said of a vessel in the distance, when part or all of her hull is obscured from sight because of the curvature of the earth.

Submitted by, Tim Wood

Joan O'Brien

(Continued on page 3)

(Continued from page 2)



City of Chicago came to possess the submarine located in the bowels of their Science museum. The story of the capture of U-505 in 1944 is thrilling in its entirety and needs no embellishment—I'm sure the official navy report does. Perhaps lesser known is the more important British capture of U-110 in 1941. Both captures resulted in the Allies obtaining a copy of the German Enigma code machine, but in the British incident the sub was sunk. The stories



are sensational in their own right but probably had far less daring do than sensation. Stories like this usually require a huge dose of “drama” to survive on the big screen—and a good score!

Hollywood, fortunately, knows how to do this—just ask anyone at this year's Oscars. In 2000 they released the dramatic thriller U-571, a story that combined elements of both the U-505 and U-110 captures. Now, whereas in the two real captures no German Navy surface ship was present, Tim tells us that “[our mystery vessel] took part, duly adapted and disguised, in the filming of the movie U-571, in the role of destroyer Z49 German.” “The “Fake Destroyer” is portrayed in the “Fake” movie U-571”, I believe is how Tim accurately describes it. See the movie if you want, but I recommend you save some time, and the Red Box charge, by just going to the Internet and read the movie's synopsis.

So, it would seem that there is no Anschluss Z49 as Tim says, while at the same time, there is a ship presenting itself as Anschluss Z49 in the Mystery Photo. That begs the obvious question: what ship is it? Back to Google. Do a Google Image search of “Z 49 Anschluss.” The third result is all that you need to complete this story. Click on that picture and you will receive this: “...is actually an Italian Navy SALVAGE/ ASSISTANCE VESSEL”. More to the point, the fourth entry shows the ship, minus the fake gun mounts, with “A 5310” stenciled on its side. The top result of a Google All search of “A 5310” reveals the .PDF instructions for the IRS form 5310-A: “Notice of Plan Merger or Consolidation, Spinoff, or Transfer of Plan Assets or Liabilities; Notice of Qualified Separate Lines of Business.” There you have it.

The fifth result however, provides a Wikipedia entry for an Italian submarine rescue ship named Proteo. Once you hit the big translation button you can see what the entry offers. Once again Tim has the answer: “The ship has a particular history. Its construction took place, in fact, during the German occupation of Italy. The Nazi troops had repeatedly destroyed the boats still under construction. To avoid this, the Perseus was launched still incomplete, in 1943. The ship, however, was captured by the Nazis, who brought it to Trieste to complete it. In September 1944, however, they were forced to flee, and they decided to sink it. The hull breach of Perseus was recovered from the Royal Navy

English, which he delivered to the government of Yugoslavia . From this, he returned again to Italy. Then launch (finally as Proteus), came to Ancona on 2 June 1951 and the unit was delivered to the Navy on August 24 of that year.

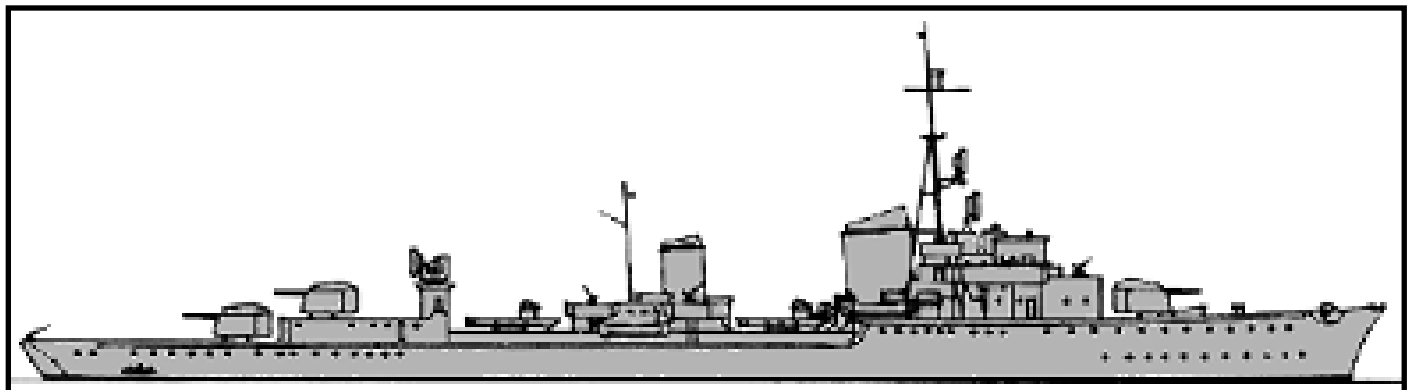
As of November 1982 the Proteus has undergone some work of modernization and repowering in La Spezia .

(Continued on page 4)

THE ANSWER

Photo is of the Italian Navy ocean tug Proto which was to (barely) resemble a German Navy DO for a movie after her retirement from the Italian Navy.

Thanks to Dave Baker for providing the February Mystery Photo.



(Continued from page 3)



Mystery Photo

The ship has carried out its regular service until 1 October 2001. The ship has been permanently deleted from the framework of the Italian military ships on May 31, 2004, and assigned to the Bulgarian Navy Military . The ship is still active with the new optical distinctive 224.”

And this is for Dave:

Several years ago Dave gave me a copy of the Italian naval ship reference Almanacco Navale di Giorgerini e Nani 2000-2001. Hey, what a useful reference! Good photos, line drawings, history and description of all the world’s navies—just like Jane’s or Combat Fleets. Only thing...you guessed it...it’s in Italian. And guess what else? On page 458, down in the lower left corner, is our Mystery Photo credited to Leo Van Ginderen. It really is useful!

There you have it. The rabbit hole has been explored, we’ve come full circle, exposed Hollywood, got a tip or two, and discovered the real ship. And like the movie’s ending, I am quietly sitting here waiting for that big flying boat to rescue me....I hope my insurance is up to date, bum ba dum bum bum bum bum.

John Cheevers

AMERICAN NAVAL HISTORY

1789

August 7: The War Department is established and its responsibilities include naval affairs. At this time, there are none.

1790

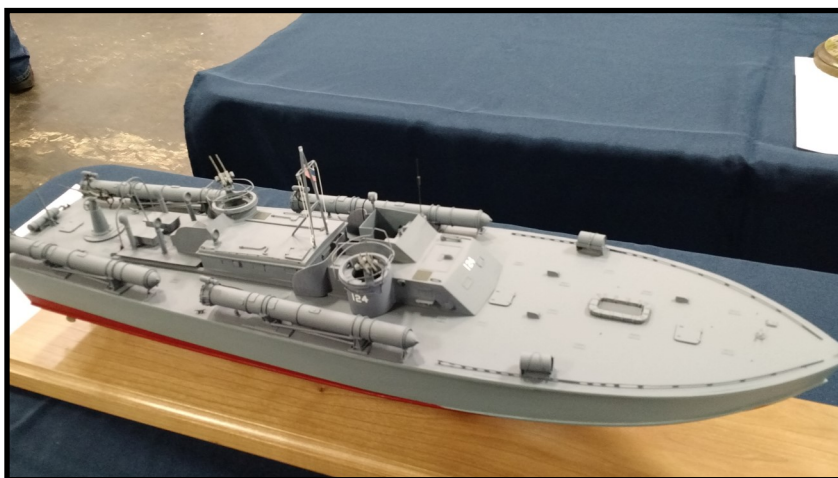
August 4: Congress creates the Revenue Marine. This evolves into the US Coast Guard.

1791

January 6: Morocco, Algiers, Tunis and Tripoli, all in North Africa, for centuries, have operated a maritime protection racket. They demanded tribute from foreign nations not to attack their ships. As long as the thirteen states were under British control, they could rely on the protection of the Royal Navy. After the revolution they are on their own and ships began to be seized as early as October 1783. The United States concludes a treaty with Morocco in 1787. Algiers in particular continues to prey on American vessels. The Senate Committee on Mediterranean Trade reports that only a naval force can assure the safety of American vessels in that area.

1791 Ends with no further actions.

Bob Moritz



Tim Wood’s PT Boat
2nd Place Wood Construction
2016 IPMS Old Dominion Open

Dave Chelmow’s Rattlesnake
1st Place Wood Construction
2016 IPMS Old Dominion Open



Gene Burger's Subchaser
Best in Show 2016 IPMS Old Dominion Open





John Proudley's Victory



Marty Gromovsky's Coal Schooner



Dave Chelmo's Echo Class Schooner



Tony Clayton's Thames Steam Launch
3rd Place Wood Construction
2016 IPMS Old Dominion Open



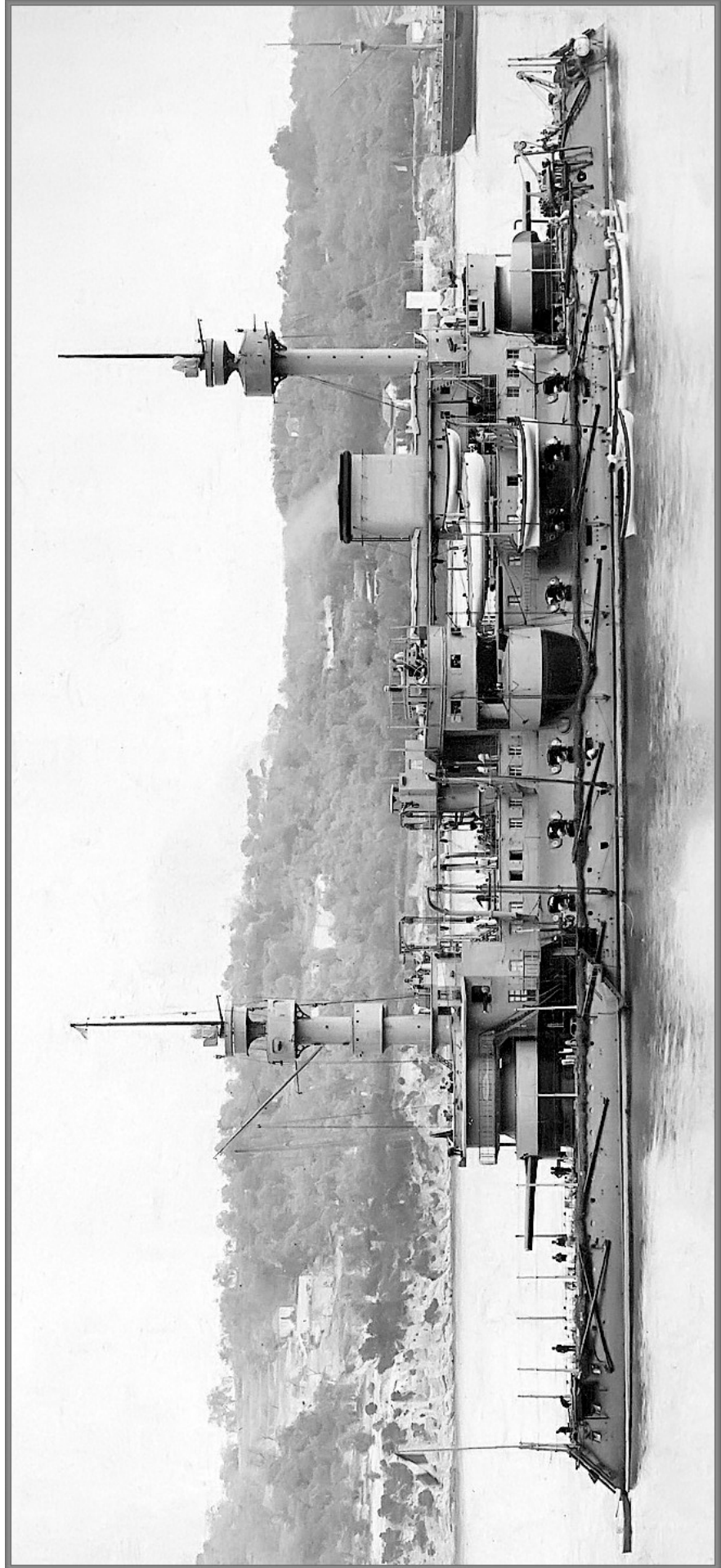
Greg Harrington's Portuguese River Boat



Lee Martin's HMS Bellona

Mystery Photo

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



NOTABLE EVENTS

MARCH

- 12 **HRSMS** Monthly Meeting: Mariners' Museum Round Table, Dennis Hobbs - trunnel Making, Ryland Craze - TBA, and Gene Berger - TBA
- 19 Banquet, Riverwalk Restaurant, Yorktown

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 Presentation, Ryland Craze, TBA

DECEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum Presentation, Tony Clayton, TBA

JANUARY

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

FEBRUARY

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

<p>WATCH, QUARTER AND STATION BILL</p>



Skipper: Bob Moritz (804) 779-3365
Mate: Gene Berger
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
February 13, 2016
Mariners' Museum
Guests: None

The meeting was called to order at 1005 by the Skipper, Tim Wood. There was no guest present. There was no correction to the minutes as published. The webmaster, Greg Harrington. Greg said that he finished work on a form that will allow members to upload model photos and update information on existing model pages. The added information can include items such scale and kit or scratch built.

Old Business: IPMS Richmond has asked if any of our members would be willing to judge at their upcoming contest in Richmond. The Clerk was directed to cast a single vote for the unopposed slate of officers. The helm now includes Bob Moritz as Skipper, Gene Berger as Mate, Tom Saunders as Clerk and Ryland Craze as Purser. Tony Clayton apologized (although none was necessary) for a computer compatibility problem during his presentation at the January meeting. Tony then distributed handouts detailing information from that presentation. Gene Berger thanked Dave Baker and Tony Clayton for their support on the Founders Award nominating committee.

New Business: Ron Lewis talked about the SS United States, stating that Crystal Cruises has initiated a purchase option agreement to buy the liner. Dave Baker added some details of the proposed modifications. Ron further noted that Midwest Models has stopped production of kits. Eric Harfst gave his final Purser's report, detailing expenditures account balance and membership totals. Tim Wood thanked everyone for their support for him as Skipper.

Show and Tell: John Cheevers showed his carved hull of a sardine carrier, a carved hull of the tugboat Dorothy with a superstructure block and a copy of Bill Fox's new book, The James River. Greg Harrington showed his Portuguese river cargo boat and tender. Greg then showed his spray booth with a 130 cfm exhaust fan. Marty Gromovsky showed the progress on his coal schooner and showed veneer procured on Ebay to be used for planking. Dave Chelmow showed the progress on his 1:48 cross section of an echo class sloop. John Proudley showed his Mantua cross section kit model of the HMS Victory, detailing issues with the kit. Lee Martin showed the progress on his 1:100 Bellona. Lee described is additions to the Corel kit to make up for deficiencies in the kit detail. Tony Clayton showed a badge issued at the rechristening of the tugboat Dorothy, a photo of the Iron Bridge in England spanning the River Severn and a printout of an article about finding a 4500 year old boat near the pyramids in Egypt. Ron Lewis wants to get the instruction booklet for the Mantua Victory. Tim Wood showed his PT boat and declared it finished.

The meeting was adjourned to a presentation "The Evolution of Warships", by Tom Mathews