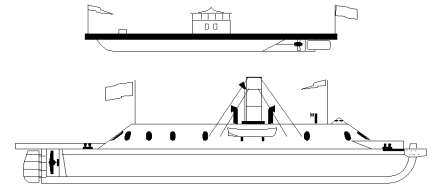


Hampton Roads Ship Model Society

Logbook!

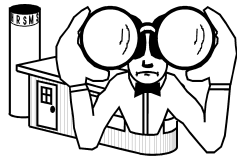


No. 365

WWW.HRSMS.ORG

November, 2016

From The Bridge



Gene will be leading the meeting this month as I will not be there. Be kind to him. He has some good things to talk about. Stay warm as autumn and winter approach and keep building those models.

Gene and I had a meeting with the new “Director and CEO”, Howard Hoegge and “Director of Individual Giving”, Kimberly Sherlaw, this pass month. The discussion centered on the 50th Anniversary and Taco stand. A very good and informative meeting. The club will be very active with the Mariners Museum on these two items plus a few other projects. We will need everyone's help in making these two projects a success. The Museum is going to determine where to display our models and where the Taco stand will be constructed and how big. The Taco stand will be closed for a short time as the transformation takes place. If you have any models in the Taco stand, please take them home, otherwise the models will be put into storage. More information will be discussed at the meeting.

Please keep bringing in the models you are working on. Good or bad. See everyone at the meeting.

Enjoy the LogBook.

Bob Moritz
El Capitan

MEETING NOTICE

Date: Saturday November 12, 2016

Place: Mariners' Museum

Time: 1000 Hours

Presenters Needed for 2017

Contact Tony Clayton

Mystery Photo



Raise your hand if you know the most famous quote to come out of NASA. No, it's not “We're out of Tang.” No, it's not “Bill Wake up, the tunnel needs more power.” No, it's not “the trouble with our rockets is they always blow up!” No it's not that “one giant step thing.” And it's not what Shepard, or Glenn, or even Kennedy said. Would you believe me if I said it is “Houston, we've had a problem.” (Yes the past tense form of the phrase is correct.)

Delivering a positive message is easy. Delivering a negative message—not so much; it takes real strength and courage. I like this simple phrase, “Houston, we've had a problem.” The actions taken by the NASA team as a result of this phrase highlight all that is great and good about leadership, engagement, and dedication. I thought it an appropriate lead in to this essay if, for no other reason, than it introduces you to the name of our Mystery Vessel. Now in context with what's going on in American society today, we could alter the quote to say: “America we have a problem.” This month's mystery photo highlights a warship and people whose service and sacrifice demonstrates all that is good about leadership, engagement, and dedication—traits sorely lacking in most of our public figures today.

OK, I've opened Pandora's Box...there is no turning back.

This is supposed to be an apolitical column. But for this essay, written at this time, I almost Donned a cheesy ball cap and opened with a rant showing the Hilarious asymmetry found in the recent, and excruciatingly long, election campaign and the almost pandemic angst over clowns during the Halloween season. For the holiday we all but banned clowns. For the election, we'll endeavor to select the best one. There seems to be no middle ground for common sense, were paranoid and schizophrenic at the same time. The clowns lose in October but win in November—that's kitsch living in modern America. I feel we should investigate substituting Hail to the Chief with Judy Collins version of Send in the Clowns at next year's swearing in ceremonies. Because I'm tired of Making America Grate Again, we evidently will!

Is the electoral morass the litmus of today's American conscience and is it driven by an overwhelming mass-media blitz that perpetuates the hysteria? Or has the opposite occurred? Have we become desensitized to the onslaught and polarized ourselves into camps? It's all about the millennial spin and “likes” now. What happened to truth, honor, and the American way? What happened to judging “Facts” and forming your own opinion? If you ask me, I say “forget about politics, polarization, “trivial” breaking news, and social media and concentrate on solving the Mystery Photo. Resistance is not futile!

(Continued on page 2)

(Continued from page 1)

Unplug from the hive, retreat to your model shop and use your time well...and help me reel in this diatribe! Put your mind to work on something that will make you feel good about yourself—send in a response to Mystery Photo!”



Mystery Photo

And several people did just that!

The real winners are: Dave Baker and Tim Wood... or so it would appear at first glance. They braved media scrutiny and public opinion and sent responses...or so I thought. Dave’s reply actually had little to do with the current Mystery Photo but did reference a dog. Tim’s reply was straight out of Wiki-leaks—Julian would be proud. To be safe, I ran Tim’s response through malware to keep the Russians at bay. Their replies, while providing the grist for this mill, did not go far enough to help solve the problem that is *Houston*.

If you’re not thoroughly disgusted by this essay so far, take a deep breath, pour three fingers of your favorite, put a log on, get comfortable in your favorite chair...we’re going to have a little fireside chat.

The Mystery Photo is pretty standard as far as what



we’ve become accustomed to—a ship either going right to left, or left to right. This one goes right to left. Because of her clipper bow, long forecastle hull, rows of port lights, light gray livery,

(Continued on page 3)

Brief History of Paper Models

Yes, we are going the talk about Paper Models. I have been building some for a while now and have had some success and fun with them. And some failures. They are not as easy as they look. Try one and see.

Paper models are popular in many countries around the world. It spans the range of simple folded-paper darts to complex three-dimensional models of airplanes, ships and buildings.

All materials were in short supply during World War II. Most factory’s converted to making war goods. Wood and paper were about all that was available to U.S. Toymakers. The toymakers switched to toys and games that used paper. There were some shortages of printing ink which lead to some rather bizarre-colored paper models.

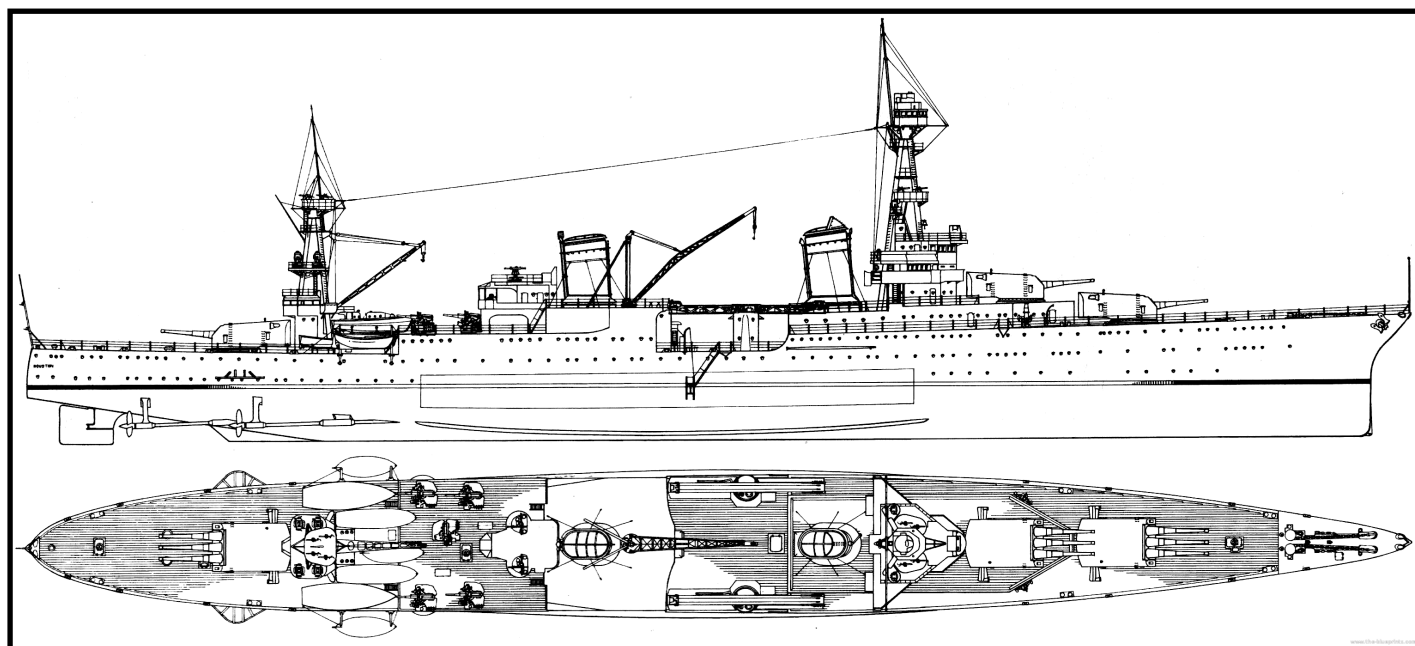
One style of construction used was developed by Wallis Rigby. He was internationally known for his paper models of airplanes, boats and trains. These models featured the Tab-and-Slot construction and he is credited with this method of paper-models construction.

During World War II, Rigby’s realistic models gained much publicity. Paper models filled the void during the war. His models were published as individual books and boxed sets. One of his models, the Douglas Dauntless, was published in newspapers as part of the Sunday Comic Section. This led to Newsreel coverage of Rigby, showing steps used to design, build and fly his paper-model airplanes.

General Mills, a cereal maker, produced simplified paper-airplane models in 1944. Mail in two box tops from Wheaties cereal and you would receive a pair of paper airplanes. In all, paper-airplane models gave thousands of kids and adults their first try at model building.

After the end World War II, the restrictions on all material was lifted and toy company’s returned to making toys and models of metal, wood and even some of the new plastics. Paper models disappeared from the U.S. Market and plastic models replaced the paper models. Only a few publishers continued to print paper models today.

Bob Moritz



(Continued from page 2)



and lack of radar we slot her into that group of warships built during the long pause in the Great World War—what the US Navy calls the twenty year



FDR fishing off USS Houston (CA 30) in 1938

truce! We count two triple turrets forward and can just barely make out a third one at the stern. Atop the enclosed bridge arrangement we see a tripod mast, a second tripod mast is sited way aft. Between we see two relatively short smoke stacks, two aircraft catapults, three, maybe four seaplanes, some ship's boats, and the usual searchlights, range clocks and other gear. We can set the time of year by the sailor's dark uniforms, sometime roughly between November and March—the dates are not set in stone there is some leeway, right Tim? But that fact contrasts with the rigged awnings we see around the forward superstructure—a clue. A second and very similar clue is provided by the canvass dodgers that cover the rails foreword around the number two turret. Why is this, and only this area, covered by dodgers and awnings? And what is that strange break in the awning just below the dodger? More clues.

The ship is near land as it is visible in the distance, the ship is also being accompanied by a chase boat. Not sure if it's a real chase boat of a happy coincidence, but the two vessels seem to be in formation. The ship is underway and as per custom I do not see the flag of the United States flying from the ensign staff, but I also don't see it flying from the main gaff as per Navy Regulation 1259.4. That seems odd! But there are two flags we can see. From the truck at the foremast we see a partially obscured flag and we see another at the main truck. Looks like someone of rank is aboard. Still more clues!

We solve the mystery.

OK, first I have to applaud Tim for identifying the ship. It is *USS Houston*, CA-30. He apparently recognized the ship, or class, and found the photo on line. The vessel's profile is pure US Navy and just as easily recognized as such as British cruisers are to the Royal Navy. And he also provided her service history through the Wiki-path indicated above. The data is almost a word for word match to her history as presented in DANFS. But identifying the vessel and glomming her history is as far as he went; he didn't probe the image to uncover the real

mystery its hiding. Must be the pandemic angst of clowns. I see backlash and an angry mob forcing Tim to hole-up in some Foreign Consulate located deep in Montana in his future.

However, he did provide this neat matrix of specifications and characteristics:

Namesake:	City of Houston, Texas
Ordered:	18 December 1924
Awarded:	13 June 1927
Builder:	Newport News Shipbuilding, Newport News, Virginia
Cost:	\$10,567,000.00
Laid Down:	1 May 1928
Launched:	7 September 1929
Sponsored by:	Miss Elizabeth Holcombe
Commissioned:	17 June 1930
Reclassified:	CA-30, 1 July 1931
Displacement:	9,050 long tons (9,200 t) (standard)
Length:	600 ft 3 in
Beam:	66 ft 1 in
Draft:	16 ft 4 in
Installed power:	8 × White-Forster boilers 107,000 shp (80,000 kW)
Propulsion:	4 × Parsons reduction steam turbines, Curtis cruising gears 4x screws
Speed:	32.7 knots
Range:	10,000 nmi at 15 knots
Armament:	9 × 8 in (203 mm)/55 caliber guns (3x3) 4 × 5 in (127 mm)/25 caliber anti-aircraft guns 2 × 3-pounder 47 mm (1.9 in) saluting guns 6 × 21 in (533 mm) torpedo tubes
Armor:	Belt: 3–3 3/4 in (76–95 mm) Deck: 1–2 in (25–51 mm) Barbettes: 1 1/2 in (38 mm) Turrets: 3/4–2 1/2 in (19–64 mm) Conning Tower: 1 1/4 in (32 mm)
Aircraft Carried:	4 × SOC Seagull scout-observation floatplane



FDR aboard the Houston

(Continued on page 4)

(Continued from page 3)



Mystery Photo

From the image found on-line at [NavSource](#) we learn that the photograph was made in October, 1935 and taken off San Diego, California. The photo is from

from the main truck when he is aboard. If it is moved to the foremast then the spot at the main is used for the flag of the President of the United States. You can't tell in your logbook copy but the flag flown at the main truck carries the Presidential coat of arms surrounded by four stars. This flag design was adopted in 1915 and was current until 1945 when the four stars

were replaced by 48 stars encircling the coat of arms. If for no other reason, this fact brackets our time line.

So we have a ship that was commissioned in 1930 carrying the President of the United States—the time bracket now shrinks in half. If you read her service record you will learn that *Houston* was sunk in 1942 at the battle of Sunda Strait on the last day of February of 1942. Now we have a 12 year window. Ask yourself, who was President for most of that time? Odds are you will identify whose flag flies from the main truck. Once you have that name, do a little Google searching and see what you find.

I found this and highlighted the pertinent part...In the DANFS record, we see that at the end of 1933 “The cruiser



USS Houston in the Panama Canal

the image collection at the Naval Historical Center and its record number is NH-53582. By digging deeper into the Internet, we find “other” copies of this image that have had the record number cropped but that have been saved to a much higher resolution. The copy at Wikipedia is one, and the copy at The History Blog is another. They are important in that an analysis of them will reveal what is really hidden in the Mystery.

The first thing you should notice about your logbook copy of the Mystery Photo is where the editor placed my contact information. You have ask yourself why did he place it in the upper right quadrant partially obscuring the foremast flag when there was all that dead space in the lower right quadrant? Do we have another clue? I'm not sure. It seems that the only thing the editor concealed with the text box is half of that flag. What the editor didn't conceal because it was already blotted out in the image he used is the US Ensign which is properly flying from the main gaff. In the higher resolution History Blog copy you can plainly see it and much more.

A study of the two flags at the trucks is revealing! At the foremast we see a flag with 4 stars in the field. According to navy regulations this is the flag of a full admiral and is flown

(Continued on page 5)

Nautical Term

Garboard The lowest strake on a vessel's hull, that abuts the keel. Earlier gorboard, the word comes from the Dutch gar-board, of this same meaning.

Tim Wood

THE ANSWER

The answer to mystery photo 364:
USS Houston off San Diego, Calif, on Oct. 1935 with President Roosevelt on board.
Photo # NH 53582

(Continued from page 4)



Mystery Photo

sailed to San Francisco to join the Scouting Force, and for the years preceding World War II participated in Fleet Problems and maneuvers in the Pacific. During this period *Houston* made several special cruises. President Roosevelt came on board 1 July 1934 at Annapolis, Md., for a cruise of almost 12,000 miles through the Caribbean

Just to the left of that opening we can just make out—after blowing up the image of course—four people under that turret’s barrels, two of them sitting. One is dressed as a marine, one is dressed as a server; and seated, one is wearing an Officer’s combination hat, and the last one is probably FDR. I think this was our Mystery to solve.

As mentioned previously—and this is for you Clarke—*Houston* was lost in battle early in World War Two. She went



Anti-aircraft gun practice onboard the USS Houston

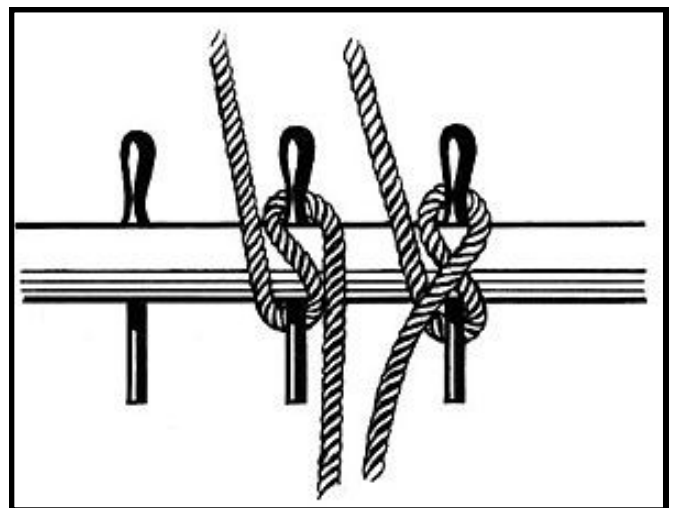
down along with *HMAS Perth* during a phase of what is more widely known as the battle of Java Sea. These ships helped to hold the line at a time when the Japanese Navy was kicking our butt all over the Pacific. The fight these ships put up and the gallant actions of their crews, including their intense suffering as prisoners of war, exemplify the principles noted by that most famous NASA phrase.

Houston, we had a problem—the past tense is still correct because we solved the Mystery Photo. The opening diatribe is what it is. Seek refuge and enlightenment in the Mystery Photo. But know this: Real leadership is real; Real people make real sacrifice; Real people make a difference; and a real solution is a better essay. By the time you read this the election will be over, swept away by an information vacuum. We’ll all need to model on. I think I’ll stop here.....

John Cheevers

and to Portland, OR by way of Hawaii. *Houston* also carried Assistant Secretary of the Navy Henry L. Roosevelt on a tour of the Hawaiian Islands, returning to San Diego 15 May 1935. After a short cruise in Alaskan waters, the cruiser returned to Seattle and **embarked the President again 3 October 1935 for a vacation cruise to the Cerros Islands, Magdalena Bay, Cocos Islands, and Charleston, S.C.** *Houston* also celebrated the opening of the Golden Gate bridge at San Francisco 28 May 1937, and carried President Roosevelt for a Fleet Review at the same city 14 July 1938.” The Cerros Islands are located off the coast of Baja, California and is dominated by Cedros Island.

Special modifications were necessary to accommodate the President. Some of them are visible in our Mystery Photo. That strange break I mention in the forward awning serves a purpose. By blowing up the image, you can clearly see that a wheelchair ramp is installed to move the President from the weather deck to the superstructure deck. The break in the canvas dodger right under the number two gun turret is the opening at the end of the ramp. In another bow-on image of *Houston*, seen transiting a lock of the Panama Canal and dated 1934, we can clearly see the wheel chair ramp and the canopy of awnings and dodgers set for the President. So cautious was the President’s staff in hiding the extent of his handicap from the public this image of *Houston* is not as well circulated as some others. How would he fare today?



Securing a line to a belaying pin



Tony Clayton's pram



Bruce Brown's skipjack



Tim Wood's Pilar

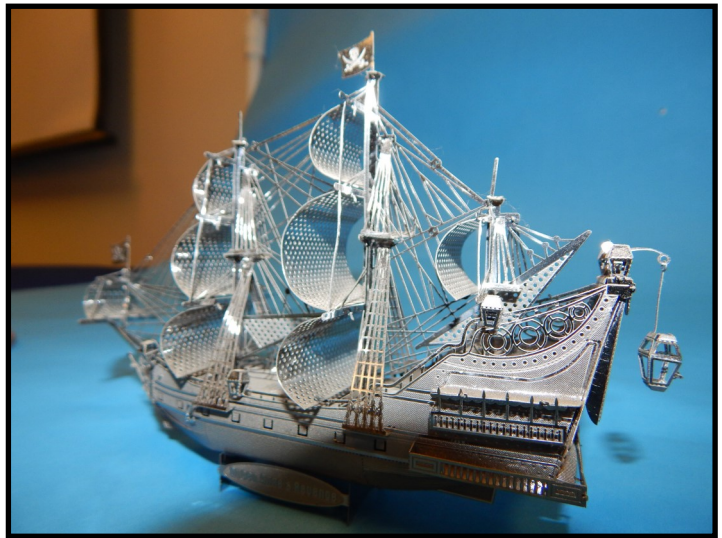
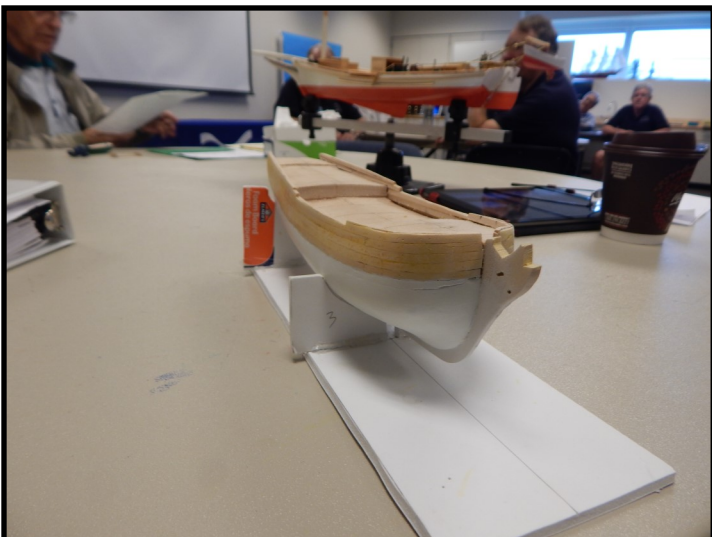


Photo-etch Queen Anne's Revenge



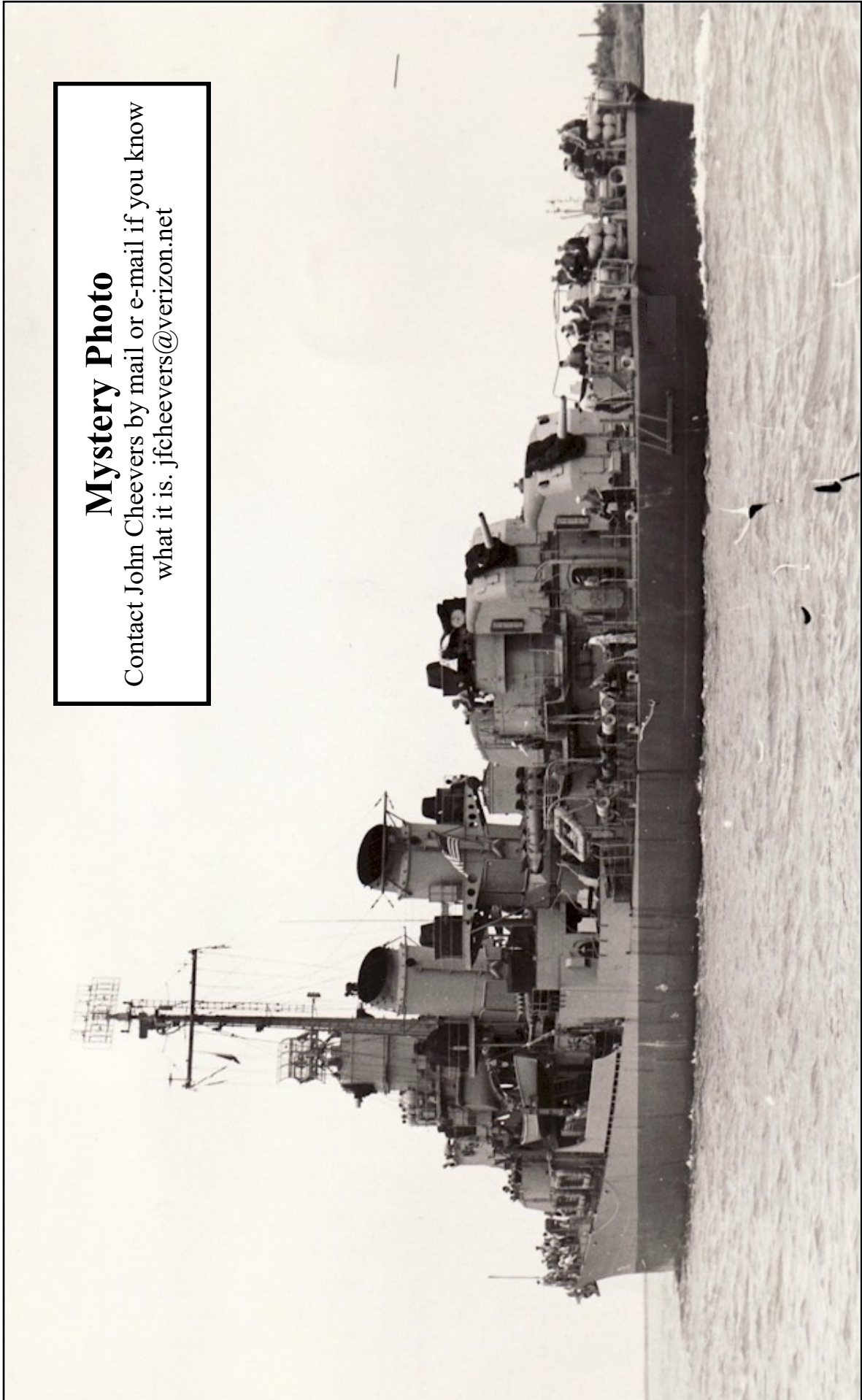
Tom Matthews' Sultana



John Cheevers' Dorothy

Mystery Photo

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



NOTABLE EVENTS

NOVEMBER

- 12 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Ryland Craze, TBA

DECEMBER

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

JANUARY

- 13-15 Cabin Fever Expo, Lebanon, Pa
14 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Tony Clayton, SS Savannah, Etcetera
Nomination of officers,

FEBRUARY

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Round Table
Election of officers

- 25 IPMS Old Dominion Open, Richmond, Va.

MARCH

- 11 HRSMS Monthly Meeting: Mariners' Museum

APRIL

- 8 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Tom Matthews, Bicycles + Battleships = ?

MAY

- 13 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Bill Fox The James River: Boats and Steam
boats

JUNE

- 10 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Ron Lewis, AC 35 (w/AC50s)

JULY

- 8 HRSMS Monthly Meeting: Mariners' Museum
Presentation, John Cheevers, Carving the Chine Hull

AUGUST

- 12 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Greg Harrington, Building the Clue & Chata

SEPTEMBER

- 9 HRSMS Monthly Meeting
19 Talk Like a Pirate Day

OCTOBER

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Marty Gromovsky, TBA

There is a rule in sailing where the more maneuverable ship should give way to the less maneuverable craft. I think this is sometimes a good rule to follow in human relationships as well.

Joyce Brothers

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
October 8, 2016
Mariners' Museum
Guests: Joe Querido, 1st meeting
Nick Napora, 1st meeting

The meeting was called to order by the Skipper Bob Moritz at 1000 hours. The Skipper recognized the guests and welcomed them to the meeting. Ron Lewis announced that the museum's lake is available to run rc models. All that is necessary is to notify museum security. The Skipper thanked Bill Dangler for his work on making the picnic a success. There was no correction to the August or September minutes. There was no Purser or Webmaster report.

Old Business: Ron Lewis said that plans for renovating the model builder's stand is being moved to the front burner as part of the reconfiguration of the museum.

New Business: Tony Clayton circulated a sign-up sheet for presentations in 2017. Bob Moritz talked about creating a form to review kits, plans and tools. It was noted that Greg Harrington has a reference list on the HRSMS web site. Our participation in the IPMS Old Dominion to be held in February was discussed. It was decided to sponsor the maritime awards as we have done in the past. Tim Wood showed a HRSMS membership certificate he created. Gene Berger noted that he would like to see our logo on the certificate.

Show & Tell: Tony Clayton showed his pram. Bruce Brown showed the progress on one of three skipjacks he is building. A Metal Earth photo etched model of Queen Anne's Revenge was shown by (name not recorded). Tim wood showed the progress on his Pilar. John Cheevers showed the additional work on his tug Dorothy.

The meeting was adjourned to a presentation on "Figure Painting" by Marty Gromovsky.

WATCH, QUARTER AND STATION BILL



Skipper: Bob Moritz (804) 779-3365
Mate: Gene Berger
Purser: Ryland Craze (804) 739-8804
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
Chaplain: Alan Frazer (757) 867-7666
Photographer: Marty Gromovsky